DAILY ADVERTISER.

RALEIGH N. C., JANUARY 8, 1868,

CO-OPERATIVE SOCIETIES.

A recent number of the Wilmington Journal contains an intelligent account of these societies now so common in England and Germany. The object is by co-operating to reduce the cost of living, and at the same time to increase the comforts of the house hold. On the 1st Nov. 1844, the first society was formed at Rochdale, England, consisting of twentyeight subscribers, who paid about four cents weekly. "They bought a wretched shop in a lenely land," and then they commenced their humble operations by purchasing a few necessaries for family consumption. The result is thus stated: "After an existence of twenty-two years, they own a capital of more than two hundred thousand dollars, do business for six times as much, and distribute annually enormous dividends, generally amounting to fifty per cent. But their sucf cess is only partly expressed by the sums they control. They have accomplished a variety of additional and most important purposes. They keep immense stores of provisions and of clothing, bought at wholesale prices from the first producer; they build and buy houses for their members, giving to the purchaser a long credit ; they undertake the manufacture of certain articles designed by the society in public workshops, where members who are thrown out of employment can always find work and pay for their labor; they have been able to purchase land in order to provide for men unfit for factory work and to procure votes-which in England depend partially on landed property-for the support of their interests, and they have even succeeded in obtaining a surplus for the establishment of free schools and public halls, in which libraries are kept, lectures are delivered and social intercourse may be had, free of charge, by all the members.

To crown the noble work, they have adopted the principle of brotherly assistance to all similar institutions, and have not only never yet refused it to those who were in need, but ve actually bestowed their liberality spopcously upon outsiders, as when they > ted the city council of Rochdale wir erenecessary funds for the erection of ... h the fountain. The one thing they 'nave failed in, a public was the proposed establishr lent of a common hotel on, temperance pr'-.nciples.

ANOTHER GREAT POPULAR LOAN. It is commonly known that the General Government, for wise purposes, has given its aid and encouragement to the construction of one MAIN THROUGH LINE OF RAIL-ROAD from the Pacific Ocean across the Territories, to connect with the various Eastern Branches of the Pacific Railroad system, and which will from the GRAND TRUNK ROUTE to the Far West, upon which the mighty trans-continental traffic will concentrate.

THE CENTRAL PACIFIC RAILBOAD COM-PANY-who are carrying it forward with greater energy and persistence than was ever shown in any similar work, in ancient or modern times-will build, equip, own, and control the western half of this Through Line, the most productive, favored, and valuable portion of the whole, and may justly be regarded as possessing the richest franchise ever granted on this continent.

The Act of Congress confers upon the Corporations, beside the right of way across the Territories, a gift of 12,800 acres of the public lands per mile, contiguous to this line, and an appropriation from the National Credit of SIXTY MILLIONS in 6 PER CENT BONDS, 'delivered as the work progresses; or half the estimated cost of the Through Line and Branches. These subsidy bonds the Companies may cancel in a course of years by the transportation services of the Roads, and a small per centage of its net earnings ; they, therefore, constitute an element of great strength to the Corporations.

The act further authorizes them to issue an equal amount of their own First Mortgage Bonds of corresponding denominations which shall be the first claim upon the whole railroad property, and to which the lien of the Government shall be subordinate.

The Great Central Pacific Railroad is, therefore, in an important sense, a Semi-National work, aided and commended by the people, the legislative power, and the executive officers, though its management, is administer ed with all the care and forethought of the most eminent private corporations beg under the constant supervision of the j-Government .- who, being the principlecreditor, accepts a subordinate and contingent lien-with so large an amount of additional capital also invested in the property pledged, it is believed that no security now offered in the market possess the same claims to confidence and market value except those of the government. Under these favoring auspices very gratifying progress has been made in extending the railroad track from both directions. Nearly 1,000 miles of the main line and converging branches between the Missouri river and the base of the Rocky Mountains have been built within three years. The Central Pacific Railroad has also steadily and successfully carried the Main-Stem line from the steamboat navigation of the Pacific to the summit of the Sierre Nevadas, and into the great Salt Lake Basin east of the California line. Having overcome by far the most difficult and expensive portion of the whole line, the probabilities of the through connection with the eastern lines being affected in 1870, amount almost to certainty. The prominent feature in the progress of the Central Pacific Railroad is the remarkably large and profitable Local Business which is developed upon the completed portion ; more than justifying the estimates of its projectors-that the immense traffic between the ports of California and the Mining Regions of the Interior would sustain a firstclass railroad line, even if the overland connection were not built. The net profit upon operating the link of less than 100 miles, thus far reaches nearly two millions in gold; and this ratio will be doubled during the coming season, when the entire mountain transit is made by the locomotive. With every extension of the track the business and profits of the completed part are increased; so that when the Overland through traffic shall be centered upon the Central Road, the general prosperity of the Company will be without parallel, and its Securities appreciated correspondingly.





Spectacles, &c., &c., are of the best make, later

THE FEN. AN EXCITEMENT. The old ? .dage of sowing the wind and reaping t' ue whirlwind is being exemplified in the Br , tish Kingdom just now. Giant misrul . has begotten a fearful progeny of rebel. lious spirits, who are sadly troubling Her Majesty's ministers. For months, the alarm has been almost daily made of threatened or actual outbreaks, and the little Island that claims to be the mighty mistress of the seas, and upon whose dominions the sun never sets. is in a perfect fermentation. John Bull goes to sleep each night expecting some infernal machine to blow him to the meen, or some terrible emuete to cause the streets of his many cities to run with blood. Where matter will end possibly no one now can tell It will be a fortunate circumstance for hu manity if hundreds do not fall victims either to British law, or to the unbridled passions of an oppressed and exasperated people. It will result in good to millions of down.trodden subjects, if these disturbances should eventuate in modifying laws and greater privileges. If English statesmen are controlled by just humane, and wise principles, they will not permit these troubles to pass away without attempting to pacify the Irish nation. This can only be done by a liberal legislation, and by removing those burdens which so fret and burden a noble people. Wisdom and policy alike demand a different course of legislation from that hitherto pursued towards the "green isle of the ocean," if English rulers would not have Fenianism yet attain to such giant proportions as to even defy the farther rule of Brittania.

MARRIAGE ON THE CARS.

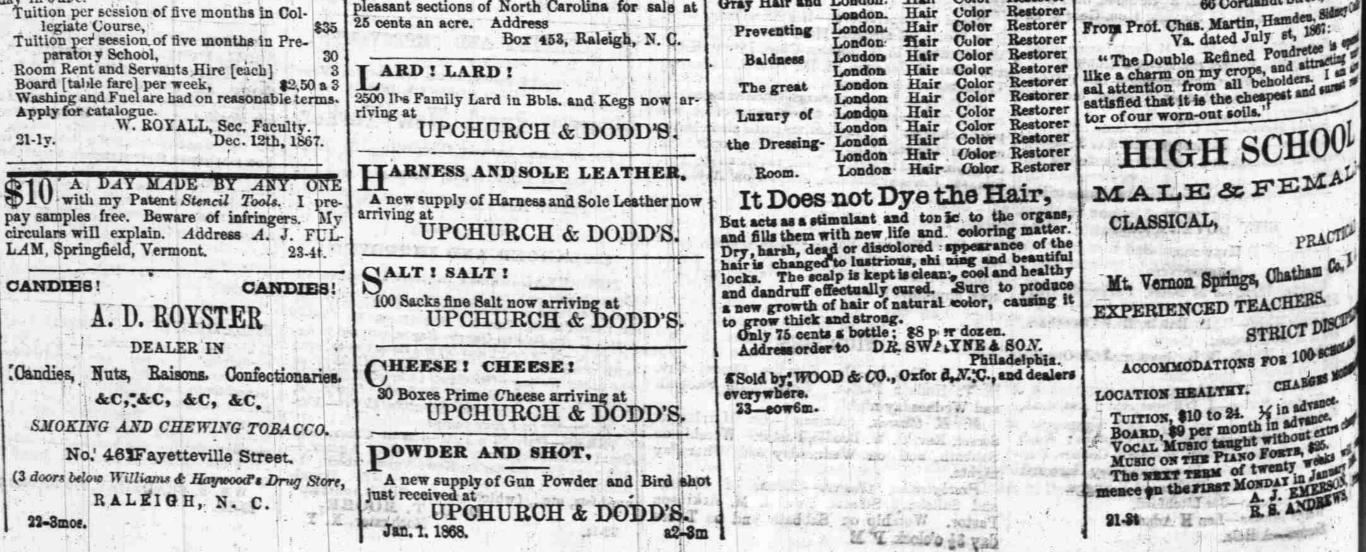
A runaway couple were spliced on the cars near Weldon, N. C., on Friday last. It appeared that as soon as the cars slacked up the Justice (who was to make the twain one flesh, and who had been telegraphed to) jumped on board, and before the train stopped had commenced to tie the knot, and there at the depot, while the passengers were getting off and others getting on, he finished the job that made them man and wife forever. And there was need of such haste, as the "parients" of the bride objected to the match, and, finding out that their daughter had cloped, telegraphed to have the ceremony stopped ; but Hymen laughs at telegraph operators as Cupid does at 21-1y. locksmiths, and when the representatives of the "parients" arrived at the depot the twain were one.- Exchange Paper. [No good man ought to countenance such a proceeding. The parents of the girl were more deeply interested in her welfare than any others on earth. We have no respect CANDIES! for the Magistrate or any one else who takes a girl from home without the consent of her parents. "We call on the press of the country to assist us in denouncing such rascally conduct. It is a shame to humanity.]- Western Democrat.

WAKE FOREST COLLEGE.

THE Spring Term opens on the twentieth day of January, and closes on the second Thursday in Jupe. Tuition per session of five months in Collegiate Course, \$35

Tuition per session of five months in Pre-

A man for stealing another's sheep is branded as a scoundrel, and ejected from society ; but when a man steals his neighbor's daughter, dearer than ten thousand sheep, inconsiderate people "laugh at pa-22-8mos. rients" and talk bosh about Cupid.



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