

## POTTSVILLE.

BATURDAY MORNING, JAN. 15, 1842. Opening of the Pottsville and Philadelphia

Railroad. This long looked for event took place on Monday the 10th inst., During the early part of the morning snow had fallen to the depth of several inches; but notwithstanding the inclemency of the weather, at an early hour numbers of our cit-

izens were seen vending their way towards the depot at Mount Carbon, where the cars where in waiting to receive them. At day break there was a a salute of 13 Guns fired, and the Military, preceded by the different bands, marched to the starting post. At 8 o'clock precisely, the train, consisting of 43 cars, left the depot amid the cheers of thousands of citizens assembled to witness its departure. The following Companies of Volun-

teers were in the cars: National Light Infantry, Capt. Dean. Minersville Artillery, Capt. Kutzner. Capt. Dorflinger, Washington Yeagers, Together with the Pottsville German and English and two Port Carbon Bands, and about 1200 citizens. A locomotive preceded the train for the purpose of clearing the track of snow. The passenger train was drawn by one locomotive, the Hitchins & Harrison. There was one car loaded with one ton of Coal, which at 3 o'clock the same morning was 400 feet beneath the surface of the earth, in the mines of Potts & Bannan, a part of which was burning in the Ex-

change and also in the Washington House in

Philadelphia the same evening. Although the weather was severe and the situation of many of the passengers was very much exposed, (being in open cars) they were all, except those reserved to take in the different Companies at Schuylkill Haven and Orwigsburg. filled with our citizens. At the former place the train was stopped, and the Schuylkill Haven Greys, commanded by Capt. Dengler, and citizens, entered the cars; it then proceeded on to the Orwigsburg Landing and took in the National Greys, commanded by Capt. Bickel, and citizens of Orwigaburg. At all the different towns and stopping places the arrival of the train was hailed with the most enthusiastic cheers. The Tunnel below Port Clinton was splendidly illuminated with upwards of two thousand lights, which made a grand and imposing display. After leaving Mohrsville the passenger train was followed by a train of 52 cars, loaded with Coal, which had been mined by Messrs Potts and Bannan on the previous Saturday. The two trains arrived at Reading a few minutes part eleven o'clock,their coming was announced by a discharge of artillery; the train here was increased by the addition of six covered and twenty-four open cars, partly filled with the two Military Companies nd citizens belonging to that place, making in all 73 cars drawn hy one locamotive. At this point the cars were detained upwards of two hours, the cause of which we were not able to ascertain. The train started at 2 o'clock from Reading, and presented a magnificent appearance as it rounded the curve below Reading, being upwards of 1250feet in length, and containing more than two thousand people, being, we understand, the long est train and greatest number of passengers ever drawn on any Railroad, either in this country or in Europe, by a single engine. Its arrival was greeted at Pottstown by a large concourse of people, and at Norristown by a discharge of artillery, o'clock, P. M. - here it was detained for some time and did not arrive at the Company's depot in Broad street, until 7 o'clock, P. M., which was a great disappointment to the Company and also to the citizens of Philadelphia, saveral thousands of whom we learn, had assembled to wit ness its arrival. Here a Procession consisting of the military and citizens of the Coal Region of Schuylkill county, headed by their soveral bands, was formed, and proceeded through the several streets on their routs to the Eichange, carrying banners with the following inscrip-

The opening of the Philadelphia, Realing and Pottsville Railroad. The Philadelphia and Pottaville Railroad Com-

pany can never be in fin t - so long as they have the rich deposites of the Schuylkill Coal Region to draw upon. We penetrate the Mountains to bring out treasures to add to your comfort and prosperi-

ity .-- On which was the Miners' Coat of Arms, the Pick and Shovel. A large concourse of pe ople accompanied the Procession to the Exchange, where they were greated by assembled thousands, and dismissed, after which they went in quest of quarters. At 9 o'clock, P. M. a number of invited guests from the Coal region, repaired to the Washington House, where a handsome supper was provided to which the company, consisting of about 100 persons, sat down. The evening passed off to the enjoyment and satisfaction of all who participat

ed-the proceedings of which will be found in another column, copied from the Philadelphia Publi: Ledger REFURNING. The train left the Columbia Bridge about o'clock on Tueslay morning, in the milet of a snow storm, which continued nearly the whole

day, and one train arrived at Pattaville about half past five o'clock, P. M , and the other at half post soven, P. M., which was announced by the discharge of 26 guns. Cansider ble disapp intment was felt by the Company on account of the late arrival of the cars, tparticularly when they were informed that the several civic associations under the command of E. O. Parry, E q Chief Marshall, and citizens to the number of several thousands had assembled to great the return of their friends, and who had dispersed before their arrival.

We regret that owing to some misunderstand ing the Washington Yeagers, commanded by Captain Dartinger, two of the bands of music. and a number of citizens were left behind at the Columbia Bridge, they however arrived on Thursday evening in good order and condition.

It must be a source of pride to the conductors of the train, and sat statum to the Company, that not a single accident happened during the whole passage, down and up, notwithstan ling the unprecedented number of passengers and the unfavorable weather they had to encounter. THE DINNER

At about Yo'clo.k, P. M., our Guests, together with a number of Gentlemen, in all about 300, sat down to a sumptious dinner, prepared by Mr. Juliusing at the Pennsylvania with the following officers of the day :

Parsingsp. FRANCIS B. NICHOLS. VICE PRESIDENTS,

George H. Potts. John Bannan, Col. Geo. C. Wynkoop, Benj. Binnan, Thomas C. Williams, Andrew Russel, William Haggerty.

After the clotic was removed our Guests were welcomed in the following eloquent address, by George W. Farquhar, Esq. It is, with no ordinary emotion, Mr. Chairman,

vhich we now celebrate, places us in a mere inimate relation, and for the advantages of pleasre, information, and business, has made us alnost-a suborb of our parent city. If any thing could strengthen the ties of kindred interest, and of filial effection which bind us to Philadelphis; is this noble achievement which has been so successfully accomplished. The patriotism and foresight manifested in the conception of this great improvement, the skill which directed it, and the ngacious liberality by which it has been fostered command alike our admiration and regard. When we reflect upon the multiplied difficulties that have been encountered; when we consider the great natural obstacles that have been surmoun

Region. Their visit is associated with its vital in-

terests; and we bail it as the austicious com-

tury to come, may be referred to as most propi-

tious to our county. The turnpike and the canal.

it is true, have already given to our products an

access to the great emportum of Pennsylvania,

but the magnificent work, the consummation of

encement of a newera—sn era, which for a cen-

ed, that the stream has been arched, the valley filled up, and the rocky base of the mountain swept aside—we are compelled to concede enterprize, energy and ability of the highest order to those who have accomplished this most invaluable improvement. But they have done more. They have moved steadily forward, dispelling projudices, and triumphing over conflicting interesta, at a period when public enterprize and individual efforts were sinking under the cru-bing embarrassmente of the times. During this most of-

palling crisis, when confidence was last at home. and credit blasted abroad; when common bankruptcy seemed likely to involve not only the citizens, but the states themselves, . When your General Government was a petitioner in Europe for a loan of a few millions, and had its petition rejected. When so prostrated were our resources. that despair suggested the dishonest expedient, that though it might be difficult to pay, it was any to repudiate. Still with a generous confidence in their own resources, through evil report and good report, they have prest on, considers that they were bostowing an inestimable benefit upon the community, and that the reward would be comine surate with the struggle. They have victori usly accomplished this glorious adventure -productive of imm diste, and pregnant with fuare advantages. This great work is finished t stands a monument of the wisdom that con reived, the genius that planned, the energy tha ustrined, and the mechanical skill that executed -the model rail road of the day. We grate ully ackno viedge the incalculable advantages that the Coal Region will derive from this new avenue to market, and while we admit our own p culiar ligations, we assign, and we hali ve posterity will assign to the Philadelphia and Reiding Rillroad Company a high place among the benefactors of the State. We extend to them the right hand of fellowship, hoping that the connection

ficial to them as it is advantageous to us. We live, Mr. Casirman, in an ago of willity. and men and measures are estimated by the bene at or injury they cause. This is the result of an incressed degree of intelligence, for just i., proportion as we become onlightened, do we reverence the real benefactors, and condemn the malefactors of society. The vulgir glory of conquerors his had its day, and the better informed mind turns with disgust from fields of carnings. The benevolent spirit of the age will tolcrate no longer that war should be waged for more ambition or glory. Its humanity revolts at suff-ring needlessly inflicted. At no period, have the arts of peace been throughout the world so highly cultivated and appreciated. A general improvement in science, and in the comand it reached the Columbia Bridge at half past first of social life is the consequence. The true philosopher, the philon bropist will still glow at of human rights, but he has no except hy for more conquerors; no homage for genius, perverted to enslave or destroy. He envies neither Jenghis Khans his paramids of skulls, nor Napoleous his Rassian Campaign. He may admire the powers of that unlike Sully or our own Franklih, that abilities were not directed to benefit their species Living, then, at a -period when men and things are estimated by the useful and benevolent purpothey subserve; let us try by that t st, to what extent our guests are entitled to the grateful condifferation of our country. Let us see whether their ra froad has added to the value of the State. or the social happiness and comforts of its citi-

which they established this day, may be as bene

As Pennsylvarians, we may be forgiven, if we feel an increased satisfaction, that the object of this improvement is to transport the mineral and other staples of our State, to a point within the State: We may rej sice that no shirt-sighted legislation, no foreign influence, can divert the benents of this road from our own com vereid mart. In this instance, at least, the enterprise and capial of our citizens will not be expended to aggrapdize the rival cities of neighboring States. It may acem illiberal perhaps to take so contracted a view of our interests; it may be selfish not to consider the interest of every part of the union as the interest of the whole: yet as we have incu red an overwhelming State debt to open an extensive channel of trade, it would be sound policy to lead t. like some fortilizing streum, undiminished through our own territory, importing value to and receiving it from all it approaches, and at length finding an outlet and depositing its accumulated riches within our own confines. We must view this rail road as the first link in a conuncted chain of improvements. When the comnunication is extended to the Sarquehannah, it will intercept a large trade which no v de-condito the Chesapeake. In conjunction with the contexplated improvements to Lake Erie, it will command a fair proportion of the immense inland by siness which is now enriching New York. I feet gratified that the Railroad cannot be tapped, and that the authracite coal and iron of this region will find at least a primary market in Philadelphia. It is then emphatically a Pennsylvania work, prom ting Pennsylvania interests, and transparting her mineral tressures to her own metrop ulis. We must bear in mind also that the com modities to be transported are of ouquestionable value and of indispensable use-not articles of luxury or even of mere convenience, but those which a judicious policy requires to be supplied as abandintly and as cheaply as possible. Let it be remembered that the great ascendincy of Britain is owing to her coul and iron, and that deprived of them, her manufactures would cease, her trade would perish and she herself sink into subordinate grade among the nations. This

new avenue will increase the supply and of course diminish the price of that metal, of such universal application that society would be helpless without it. That metal which either as a tool fabricator, or as a component part, is fabricated to min istor for all our wants, without which the soldier would be harmless, the farmer useless, and the steam power itself but an ingenious cantrivance incapable of extended practical benefit. The completion of this road will basten the day when Schurlkill county shall pour her anthracite iron from her numerous furnaces to increase our domestic comforts, and protect us from foreign ag gression. This alone would connect this work with our dearest interests. But the more immediste business of the road will be the transportation of Coal. It is not our purpose here to enter into the vexed question as to the stative advan- her work shops, and her harvest fields, her canals festive board, and the many cherished associates, that we have welcomed our guests to the Cual ages of canal and railroad. We have and believe and belie

afforded, and that with the sid of a judicious tariff sufficient here to say that the weight of anthority supports the position, that a mil road transacting general transportation can at least successfully compete with a canal. The mass of our citizens may be indifferent, whether the more profitable business be effected by the one or the other route, but the benevolent mind must be interested in the fact, that the existence of this road ensures an a bundant supply of fuel at all periods, and as a consequence, at a fixed and reasonable rate. There can be neither a scarcity, nor much fluctuation in

price. During the melement sesson, when our ice bound waters exclude the transportation of coal or wood on boats, the railroad will continue its regular supply. The poor man's hearth and the willow's stove will be replenished at an easy rate, and the almost proverbial phrose, " a hard winter for the poor," will lose a part at least of its painful significance.

The certainty of the supply at a price subject to little variation will greatly enlarge the consumption of coal. There are a wultitude of furnaces in which wood is now exclusively used; because those interested in them are unwilling to mike expensive alterations to adapt them to coal; and then be exposed to the inconvenience of a limited supply, and a varying or speculative price. When t is once ascertained that the quantity will at all times equal the demand, our anthracite in the work-shop, and in the steam-hoat, will sop-ræde all other fuel. I am then justified in assening that the necessary tendency of this most interest ing improvement is to diminish the suffering of the poor and largely to diffuse and increase the consumption of our mineral staples.

Tradition tells us. Mr. Chairman, that the old Indian war.path leading from the Delaware to the Susquehannah crost the mountains at this place in some points perhaps striking into the very track now occupied by the rail road; and in our orough is still shown the spot which covers the remains of a sculer killed by the Indians immedi stely after the massacre of Wyoming. We need look back but little more than half a century, and in the very site of the railroad, the latest and hoapiest adaptation of mechanical science to the conenience of man, we can with the minds eyo decorn the ruthless Indian warily threading his way to rate his vengeance with the fire-brand and tomahank. After a short interval we may descry the hardy settlor, exploring the same path and forcing ande the boughs to widen a passage too narrow for the pack horses which bear his family. He is almost repelled by the rude and barren hals which surround him, and hesitates whether to press on with his " household gods! to a more inviting soil beyond, or to retrace his steps to the better country he has past. He moves forward, other colonists follow, and the Indian war track but a little enlarged, becomes the hirse path of the emigrant. Settlements and towns now arise on the fertile banks of the Sermehannah, the increasing intercourse with them videns the horse track to a wazgon road. The var-path has now become a road, and our mounins are past and re-past. But few are tempted remain in a region so sterile and repulsive The traveller listens increducusly when he is teld of the hidden ores. He sees the mountains rue sternly around, encompassing their riches with in adamantine grasp, and promising as little as the rock from which the prophet called the water. The aid of science is invoked-she raises her migic wand, and strikes the frowning hill. It opens ts teeming bosom, and pours fourth the treasures of the mine. The arts and all the associations of ivilized life are now attracted, a the busy bem of men " is heard in the valley; the house breathing of the steam-engine re-relices around, and ranals and rathroads effa e the last vestage of the The roads of a nation are in a great degree a

standard of its resources and civilization. The of Delaware. forom of ancient Rome was the common centre from which her military roads diverged to her remotest fromiers. It was by this system that she Machiarel, or a Metternich, but he will regret long retained her conquests. The subjection of every province was maintained by making it pervious in every direction to the march of the lipions Not only were her provinces thus retained, but by the facility of intercourse they became civiliized, and Spain, Gaul, and even the Souttern part of Britain enjoyed to a high degree the refinements of cultivation. The fact that one continuous line of communication extended from the North-west to the South-east frontier, from the well of Antonine to Jerusalem, a distance exceeding 4000 miles, convers a definite as well as an imposing idea of the extent and grandeur of the Roman Empire. But we are indebted to commerce for the origin, and with the exception of the Roman and few other military ways, for the preservation of a to felicitation. system of intercourse by roads. It is to trade so despised by the ignorant and arrogani. Norman as to be considered incompatible with "gentle blood," that we owe most of the refinement of to ciety. The rout of the caravans across the deser to Egypt, is probably at this day the same that was taken by the Ishmelites in the time of Joseph They were " merchant-men " we are told in the Scripture, from Gilead, with their camels, beaing spicery, balm and my 1th, going to carry them in to Egypt. If the term road be considered imp plic ble to the shifting sand of the desert, we fe ply that it is a fixed route, furnished with wills and known stopping places of immemorial antiqui tv. In those nations where civilization is it its nfancy, and trade and manufactures negleced the necessity of easy and frequent communication ion between distant points is not felt, andth roads are few and of the simplest and rudest on struction. But as the resources of a country be come developed, facility of intercourse is indispensable, and the toads attest the general impovment. Permit me here to horrow an aneclot which is not inappropriate. During the epidemic of speculation, a company was formed in Ingland to mine the precious metals in the intrior of South America. The projectors of the schmes were told that such work had hitherto been ione in that country by manual labor, and they attleipated large profits by su'stituting machinery. Accordingly, steam engines and all the necessary apparatus were despatched and landed on the vast. It was then discovered that the rand of the country were such that the heavy casing must either be transported on the back of miles or remain where landed. They did remain, and there they will remain until a more enlight ned

policy shall preside over their roads. If it be true that the internal communication f a country are a fair test of its resources and of itá progress in cultivation, does not our own State ccupy a most enviable position ? On the Eastern side of the Alleghany our waters are every where tributary to canals and our rail roads perrade the country in all directions. In these improvements we are in advance of the age but our self-congratulation may be checked by the refiction, that in making them we have energied an enormous debt. True it is we have been lavish, prodigal, perhaps corrupt, in our expenditures, but are we bankrupt? Let our iron, predueing some \$22,000,000; and our coal between 4 and 5,000,000; and our agriculture at least louble the amount of both the mineral staples, answer the question-as well might a delitor display a well filled purse and refuse on the plea of art struggles with nature for the mastery in the inability to pay a trifling demand, as for Pennsyl- sublime and beautiful, the useful and picturesque, vania to point to her mountains of coal and iron. The many valued friends who will surround your

we shall give sufficient occupation for both. It is will continue to benefit the country. Revert to the towns on the Susquehanna some ten years unce, and view them now ! Their Improvement so great as almost to raise a doubt as to their

> Observe the increase in the value of land. Turn to your census, and regard your popula tion growing at a ratio greater than that of any of the old states, excepting New York, which has also an extended system of improvement. Our debt has been enlarged, it is true, enormously, but our prosperity has advanced still more rapidity,--and that prosperity has been mainly caused by our rail reads and canals .-- Is, it, however, a mere question of dollars and cents? Is the benefit to be estimated only by the money expended and the money to be received !

Independent of their business value, those in provements are a strong bend of union among our citizens, facilitating intercourse, they bring us together, ideas are enterchanged and an increased degree of intelligence and refinement is diffused. If the question were submitted, to retain Pennsylvania as she now is, with all her debt, and with all the advantages accruing from it; and to retrograde to what she was, and what she would now be without her improvements; can any patriot hesitate as to the answer! No one who has examined the statistics of our state can doubt that her resources, properly husbanded, are sufficient to meet her engagements. If they cannot be liquidated by the ordinary rescource, let us resort to direct taxation fairly and honestly propor-

Schuylkill county, though sustained by improvements to which the state debt has contribued nothing, will cheerfully bear her quatr. We to preserve it-we will submit to any burden, but he infamy of repudiation.

Mr. Chairman-I have tresspassed two long upon your attention, I have been led away from my point; and return to it with a toast. The Philadelphia and Reading Rul Road Company-I hey have won their way into the heart

of the coal region, and in its heart shall they be cherished. Aller Mr. Farquhar set down, Mr Strong, arose and made a very neat and eloquent reply. We are sorry it is hot in our power to give his remarks, but hope that we may be favored with a copy for publication.

The following letters, received in reply to inviations, were then read, and the toasts drunk with

reat applause : PHILADELPHIA, Jan, 6, 1842. My Dear Sir :- I have received your friendly evitation of the 4th, to partake of the hospitaliies of the Coal Region of Schuvlkill County; of that ardent and loved region, identified with my recollection of the numberless instances of confidence and of kindness that remain in the yet leaves between me and the grave.

Even imprudence and its consequences benevolently termed misfortune, at no time cast a shadow on this brightness, and the present kind re nembrance of me I cherish as an evidence that it vet continues; for this evidence, I beg you and the gentlemen you represent, to accept my respectful acknowledgments, and to be assured of my regret that circumstances will prevent the pleasure I should have in mingling with you all, in the joyous affair of brightening the iron links that drag the mountains to the tide.

I am, dear eir, your ob't sere't, By Joseph Lyon. the Mountains of Schuykill county to the Tide

Office of the U. S. Gazette, ? Philad. Jan. 7, 1842. Dear Sir :- I am honored with yours of the 4th, inviting me to join the citizens of the Coal Region of Schuylkill County at a dinner and a ball on the occasion of opening the Pottsville, Reading and Philadelphia Railroad; a previous engagement will deprive me of the pleasure which you have proposed and which I should greatly covet. The successful enterprize of our fellowcitizens that developes the resources of Pennsylvania and supplies the means of securing a ready market therefor, while it opens a communication between residents of different portions of the

tion, and those whose possessions and positions are to be improved by the enterprise are entitled As I cannot share with you in the festivities of the day, may I ask that if an opportunity should occur at the table, you will as a token of my sense of direct interest in the labors you celebrate, offer the following sentiment in the name

Commonwealth, is worthy of praise and celebra-

Obedient servant, JOS. R. CHANDLER. By Joséph' R. Chandler. The Philadelphia Reading and Pottsville Railroad, a valuable addition to the motalic basis by which our paper is sues are to obtain extensive and rapid circula-

PHILADELPHIA, Jan. 10, 1842. Office of the Philadelphia & Reading ?

Rail Road Company. Gentlemen-1 am prevented by indisposition om e-mplying with your polite invitation to be resent at your celebration at the opening of the Rail Road which connects Pottsville with Phila delphia.

The completion of this connexion is indeed natter of rejoicing to all who feel an interest in our common prosperity; and I should be truely happy to join the large circle of our friends and partake of your festivities if it were in my pone in do 80. I beg leave to tender to your acceptance on this

oyful occasion, a sentiment which is given with great sincerity. Successifo every improvement which tends give employment and reward to honest labor : to extend the circle of useful knowledge; to bring it to enjoyment the bounties of Providence, and to

romote individual prosperity and the commo-I am, Gentlemen, with great respect, Your ob't servant. ELIHU CHAUNCEY.

Hannisbung, Jan 8, 1841.

F. B. Nichols, Esq. . . Dear Sir: I have, for weeks, anticipated the pleasure of meeting my Pottsville friends, on the nteresting occasion to which your letter refers and am therefore much grieved to find that my business will not permit my absence from home on the 11th. I did presume that your festivities would be held on the 15th and had made my ar angements accordingly.

You have touched a chord of thrilling memory n your kind letter, when you designate me as an old friend of Pottsville and her interests. My happiest associations, both of youth and manhood, have connected with the lovely spot, where

that our business will increase with the facilities sides we are not to consider our state debt as evening, may not miss my presence; but I assure noney lort. It has already greatly benefitted and you, my dear sir, that on the foam of the wine cup, and in the mazes of the dance, the spirit of at least one absentee will be with you, in imagination; and if I can flatter my self, (and candidly, I do ) that of your happy throng, some one may wish that she too were here," it would be

but the re-e ho of the fervent wish of him who new subscribes himself your friend and the friend of I ttsville and her interests. Would that on Tuesday, I could hold you all in the hollow of my hand, and give you a hearty squeeze of congratulation, such as I feel my heart desires in its Briarean wish: Yours, most truly, JAMES S. WALLACE.

For fear I should be forgotten, I send you a entiment. By James S. Wallace. Pottsville-Still ward! The indomitable evergy of her pioneer. and the untiring industry of their successors, have shown that in the Schuylkill Contregion "THERE

'IS NO SUCH WORD AS PAIL!"

Suxnuny, Jan. 10, 1842.

F. B. Nichols, Chairman, &c. Dear Sir-Permit me, through you, to offer the most sincere thanks for your kind invitation to participate in celebrating the opening of the Railroad from Philadelphia to Pottsville. This what they were; and her Independence had neacknowledgment has been delayed, in the hope that the official business which is now detaining me at this place might be brought to a close in time to admit of my attendance upon the interesting occasion. But I now find that it will not be possible to be present. The citizens along the line, and at each extremity of the road have, however, my best wishes for the success of this pr ise-worthy enterprize. And if the occasion would seem to admit of any manifestation of facling Tast to the honor of Pennsylvania -- we will vorable views, in the course of the festivities propleage our mines, our conals, and our rail roads posed, you will be pleased to present the sub-· Yours truly, ELLIS LEWIS.

The Banks and the Vaults of the Coal Region - With deposites of exhaustless wealthwith industry and enterprise to direct-and with exchanges conducted by s'eam power, they will be able to redcem the promises of the whole country

SUNRURY, Jan. 10, 1812.

F. B. Nichols, Esq. Chairman. Dear Sir-Your note of invitation artake of the lestivities in celebration of the important era which has just dawned upon your vicinity has been received, and I regret exceedingly that professional engagements in court will prevent me from accepting the kindness which you is tend, and from enjoying a participation in the joyous occasion of your assemblage.

Pottsville, to me, possesses peculiar interest. was aming its earliest inhabitants. On the spot where the splendid horel, in which your feetivities are to be celebrated now stands, my Father erected his unpretending dwelling, skirted upon the one side by the towering pines which retrospect among the few oright spots that have the axe of the woodman had spired, and on the theered my wayward life, and will so continue other, by the bleacted remaints of those which under all circumstances, and in all places, that had fallen before his repeated blows. It stood may intervene in the brief steppings that nature alone, the first effort towards your present prosperity and future greatness, and the signal for the enterprize that has followed.

The well directed industry and liberality and intelligent enterprize that has converted the once des.lite spot into the confortable abode of cultivated man, and penetrated the bosoms of the bleak and frowning mountains to reach the diamond that, with such swift eachantment has populated your county and built your town, has now induced the completion of the magnificent work that crowns your labors, and almost annihilates the space between Pottsville and the great and beautiful commercial metropolis. Such la- squ tulation. har merits such a reward.

At h ugh I cannot be with you in person, I assured I rejoice in the consummation of the great enterprize with all the fervor of an aboriginal of Pottsville.

With many thanks for the kind manner is which you have been plaused to convey your invitation, and with sentiments of great respect, I have the pleasure to be

Your obe I't serv't. CHARLES G. DONNEL.

PRILL, TUESDAY MORNING, Jan. 11, 1812. Gentlemen-I most sincerely regret that under the advice of my Physician I am prevented from j ining you on this festive occasion. Be assured my heart is with you. Very respectfully yours,

GEO. W. EDWARDS. As a sentiment I give you. The Mining Interest of Pennsylvania; secon

o none in real value to the State. REGULAR TOASTS.

The event we celebrate-Honorable to the persevering enterprize of the Company, and creditable to the skill and industry of the Engineers, Contractors and Laborers, who completed the work in so short a time; and when the whole country was oppressed with unexampled pecunisry embarrassment.

Pennsylvania-Her "ebstractions" are he great minerals-her interior resources for surpass the rich productions of her smiling and beautiful surface-her banks of Coal and Iron will in due time meet all her drafts, and enable her to satisfy all her creditors, whether on this or on the other side of the Atlantic.

The United States-The firmest bands of their strength and union are Rail Roads, such as ours; which brings Philadelphia and this Anthracite Region within five bours of each other.-With such roads, radiating over the union from our National Metropolis, we want no expensive fortifications of stone and mortar - Our hardy miners and firmers can " meet the enemy and make them theirs," before they have time " to form, " and the intercourse in peace of our citizens, whilst it expands their love of a common country, destroys

all section! jealousy. The President and Congress of the United States-Servants of a free and independent Sovereignty, which dates its charter from the hand of man's Creator; and accepts no "magna charter" from any fellow man. The Peoples' approbation is the sure and certain reward of their honest and faithful servant.

The Army and Navy of the United States-Rivals in their patriotic devotion to their country's fame and honor. Their gallantry, bravery and urbanity need no praise,-Their country feels it, and is proud of her sons. Agriculture-The Mechanic Arts-and Com-

merce-This last is the car which carries the productions of the two former to market; but that market will be unsteady and inadequate, unless guarded by Legislative Protection from Foreign Policy, and insidious design and rivalry.

Philadelphia and Pottsville--They now are really united, and whilst this boxom lass, still in her teens, loasts of our Lerculean strength of form and constitution, all she asks of her elder sister, rich in a thousand charms and accomplishments. it punctually and in proper season.

The Governor and Legislature of Pennsylvanis .- They represent an honest, industrious and honesty of their public servants. The Common-

The Judiciary of the State and of the Unite States-The best laws may become inoperative

or noxious by bad administration. The ermine should never come into contact with party politics or it must be soiled. It should be as pure as the Snows on Ida's cap and " above suspicion " Our Republican Institutions--We envy no the "Old World" all the pomp, pageantry and circumstance of their monarchies; nor the cost and expense of supporting broods of royal bantlings, and an unproductive aristocracy, which

lions pine in poverty and want, worked to death to sustain I fe. Our invited Guests-Though at this season our Mountain gorges pipe with the rude blasts of Borcas, yet whenever our friends may visit us. they will never meet a cold reception.

boasts of its surpassing income, whilst the mil-

Averican Skill and Enterprize.-They fl ish under the fostering wing of our Heaven soaring bird, whose piercing eye watches over their interests, whilst his beak and talons are ever ready to defend their rights.

The Daughters of America-Named last, tho' first in all that is lovely and admirable-But for their mothers, our country's sons had never been ver bee- achieved-Cornelia showed her sons as her only jewels, and Mary's incomparable and matchless Gorge will never be estimated until man ceases to love Liberty and to hate oppres-

VOLUNTEER TOASTS. By F. B. Nichols, Prest. The President and

Directors of the Philadelphia, Reading and Pottsville Railroad, their officers and agents; their since, it was deep beneath the surface, locked up work proves their superior merit. E Y. Farquhar, Vice Prest, The Philadel-

phia and Postsville Rulroad. May they never want Schuylkill Coal to make their car-go. J. H. Campbell. The union of Phila cliphia with the Schuylkill Coal Region, whatever the personal appearance of the Anthricite Bride may

ne, she will prove a wealthy and prolific wife. S. Bradford, E-q. The hospitality of Schuylkill county, it is as unbounded as their coal mines are inexhaustible.

By Lewis Audenried, The President and Di rectors of the Philadelphia and Pottsville Railroad. By their enterprising and perseverance, which neither obstacles nor opposition could check ir overcome, they have opened for the rich products of Schuylkill county, a great market at all seasons of the year, by a speedy and cheap communication. They must shortly resp the rewards of their unexampled labor.

By C. Loeser. The Rail Road, which we capect to benefit us greatly, let us remember that it has been made with the money of the aged, the widow and the orphan.

By Lieut, W. A. Nichols, The Volunteers of Schuylkill County; hardy as their Iron ! Hills, should occasion offer they will make good

By Henry G. Robinson, The Schuylkil Navigation and the Philadelphia and Potteville Rail Road. May they mutually benefit each other and the community at large.

By Michael Murphy. The Potteville and Philadelphia Railroad .- One of the Quaker city's grand arterys; with a strong and steady circulation through it of our life warning commodity, we will endeavor to keep her pulse regular and

By M jor J. H. Downing. Col. Gen Shoemaker. Honest, enterprising and respectable. J.-M. Sanderson. Repudiation-A financial doctrine, the alternative between discorge and ab-

After our guests had appeased their hunger and had time to dress, they proceeded to the magnificent Ball Room, prepared for their reception. in the Town Hall; and we may remark that it perits. any feelings of disappointment were experienced by them at the Dinner, they were amply compensated by the splendor of the arrangements, the beauty, gaity, and universal good feeling that greeted their entry into the Ball Room. The Managers had procured the attendance of the far and justly celebrated Johnson's Band from Philadelphia, and we may say with truth that never in the whole of our life did we listen to more delightful music. The laughing cotilion in particular, produced an effect truly, surprising -the greater part of the company were whirling in the giddy maze of the dance - the rich flow of melody, in measured time, was guiding them through its intricacies, when suddenly a burst of mirth broke upon their cars - all was amazement - the dance ceased for a moment-every one turned to see from whence the sounds proceeded, and lo! it was the inimitable Johnson laughing harmoniousle; the whole company caught the spirit and if gaity and good humour were prevalent before, they were now increased tenfold. It would be invidious, were we to particularize the be cuty, appearance, or dress, of any of the ladies present ; ut we can, without fear of contradiction, state that they could not be excelled in that indiscribable deportment, the invariable characteristic of ladies, hich, unlike their dresses, cannot be put on for the occasion-by those of any other city in the Union. Our guests were surprised and delighted--surprised because they did not expect to behold the magnificence they saw-and delighted with the congregated beauty of the Coal region among whom they mingled. The dancing was kept up with spirit until half past three o'clock the following morning, and although our guests and many of our own citizens were fatigued when they arrived here in the evening, they looked refreshed and animated at the conclusion. The ball broke up in the right time before feelings of lassitude and weariness had time to engender, and every one retired from the scene well pleased and satisfied. Too much praise cannot be allotted to the gentlemen who composed the Ball committee, for the splendid and tast-ful manner which the room was lighted and decorated And as far as the Ball was concerned, it passed off with greater eclat than we anticipated.

We copy the following account of the proecdings in Philadelphia, from the Ledger: OPENING OF THE POTTSVILLE RAILROAD .-We yesterday referred to the dinner to be given t the Washington House on the previous evening to the Committee of Arrangements from the Coal Region, on the opening of the Philadelphia.

Reading and Pottsville Railroad. William F. Emlen, President of the Company, presided at the table. After the cloth was removed, the following toast was read by the President : -"Our friends from Schuylkill County." In responding to this sentiment, Mr. James H. Campbell, of Pottsville, on behalf of the Com mittee, said it was with feelings of pleasure that

they met their Philadelphia friends on this occasion, and held an interchange of thought and is to give her a fair price for her staple-pay for feeling. The hardy sons of the Schuylkill Coal Company have been induced to compete for Region, whom they had the honor of representing, felt the deepest interest in the compil te success of the Philadelphia, Reading and Pottsville Raila free people, who confide in the integrity and road. Those who had joined in the procession ever be repaid when they first broke ground of that evening, were but an earnesh of the feeling their canal. But what has it accomplished wealth expects cool, deliberate, wise and patriotic which existed there in relation to this great un- us? Why, Mr. President, but for that compare legislation from them, divested of all party and dertaking-a feeling that had occasioned an out- we should not have met you in this festival.

This he said, was no common uccasion. in he language of the greatest statesman of the day. we live in the most extraordinary age "-an age in which the genius of enterprise spems to have brooded over this people, and they have marched onward with prodigious strides. There is an intellectual grandeur-an irresistible energy manifested in the completion of there great underest. ings, which astonish us the more we survey them. It must afford the company great gratification, to turn their thoughts upon the commencement of this undertaking, and looking away from the brightness of the present, contemplate the gloon of the past. How cheerless was the prospect then spread out before them. Prejudice was to be removed-enterprise buttled with-funds and friends were to be obtained. Even nature herself reemed, conspiring against them. Old "Sharp's Mountain " frowned upon their progress, and opposed her rocky barriers to their advancement, But where had prejudice or nature conquered the straig right arm of industry ? Mountains had been les elled -ravines filled up -- and the bowels of the earth penetrated. The iron band connecting the Schuylkill Coal Region with their commercial mart, had been completed, and he trusted that band would be long enough and strong enoughing bind the full sheaf of our prosperity.

All must see the vast importance of this work, When the Pottsville and Sunbury, and Williams. port and Elmira Railroads are completed, we will have a grand internal chain of improvements, connecting the likes with the waters of the Delaware, and all the western and north-western trade wif. poor a rich tide of wealth into this enterprising

We bring with us, he said, the social anthracite of our region to warm our friends. A few hours in the embrace of the solid earth-now it sparkles in the grate, an emblem of the warmth of your reception. We have brought with us one hun-Ared and eighty tons of the staple of our region -A portion of this was mined this morning at 3 o'clock, and is now sending a cheerful warmin through the room in which we are assembled, To-morrow it will burn in New York, and on the foll wing day in Boston.

In conclusion, said Mr. Campbell, allow me to

Ph.ladelphia -Sho stands between the tax great commercial arteries, self sustained, .irm, and upright. May the Schuylkill coal region never fail to send warmth and life throughout her see

By Joseph Ripley. The opening of the Phil adelphia, Reading and Pottsville Railroad. The dawn of a new era in the prosperity of the Com.

monwealth. By Edwird Y. Farquhar, The City of Phildelphia. The colonies in the Coal Region sall ; proudly recognize her fostering care.

By Strange N. Palmer. Philadelphia a Pottsville. May the union this day consumme ted, be enduring as the Coal hills of our am Schuylkell county.

By B. Bannan. The Schuylkill Coal and Ire Mountains - our jewels; but may the I hiladelphi and Pottsville Raifread drag them all away. By W. F. Emlen. Our Guests. They is thrice nelcome-welcome on this glorious account sion-welcome as the harbinger of the first coal train-welcome for their good society.

By Wirt Robinson. The Iron Link which connects Philadelphia with Schuylkill country May it prove an everlasting drain to the treasure of her mountains. By Henry Biddle. Philadelphia and Potts

ville. May an increasing coal) trade raise their friendship to a welding heat. By Geo. W. Edwards. The Minera Journal, The able advocate of the Coal Region. By a Guest. Reputition. May the name of

its first promulgator be enduring as that of the wretch who burnt the Temple of Ephesus. By S. Bradford. Philadelphia and Potteville. May their union be as conducive to the happen ness of their citizens as it must be to their pro-

Anonymous. Love loughs at locksmiths; miroads laugh at lock builders.

By a Guest. William F. Emlen. May be never be in . fault." By J. M. Sanderson. The Directors of the Pottsville Railrond. Like their motive power,

they have dragged their Road into existence. By A. Edwards. Sooner would we be on a lee share than under the influence of the Lebigh. By A. B d'on. The Philadelphia, Reading in! Pottsville Rulroad. The second link in the chan which must shortly bind the Lakes of the North

west with the occan. By a Guest. May we never be role on worse rail thin that of the Philadelphis at Pottsville Railroad.

By George C. Wynkoop. The Directors Managers of the Philadelphia and Pottsville Ra road. The forgers of the great link which co nects us with our city friends; may the chain i ways remain unbroken, and their exertions ne

Anonymous. The dark holes in Schuy lounty-" May their shaddwe never be less." By Charles T. Stewart. The coal of Scho kill County. May it not always be coal (coal out sometimes hot. By a Guest. Philadelphia Metal-may it

vays be ready to reward Pottsville enterprise Anonymous, Schuylkill Navigation with Lift of over six hundred feet. They must have better lift than that before they can secure Coal Trade. By a Guest-Philadelphia and Reading R road and Schuvlkill Navigation; May the de

take the hindmost.

Anonymous-The banks along the Schurl May they never complain of heavy, runs u By Francis M. Wynkoop. Steam gener from Canal water. It will prove a maine

If arraigned for the crime before a Puttsville ! we need not fear the verdict. Mr. John M. Crosland, of Pottsville, here marked that he had heard a number of tossiste rogatory to the Schuylkill Navigation Companie and complimentary of the Philadelphia, Realist and Pottsville Rulroad company. In the but he was disposed to join, but must present iki chanic, said he, a boat builder, and beg your in

objections to the former. I am a plain spoken m' gence, Mr. President, if I speak too plain. The No. igation Company are the means of employing least one hundred men in our county at my box ness alone, while the Reading Railroad pany have no work done there—though 13hos be pleased to have as much to say for them balance that account. It must be evident to all present that b

the exertions of the Schuylkill Navigation When that Company first undertook the mit pany, we should not now enjoy your hospits! of their Canal they knew not that they would remunerated for their expenditures. They gone on with their improvements, surmou almost every obstacle, until the Reading Railes fruits of their enterprise.

As I said before, the Navigation Co. could be no possible assurance that their expenditures \*\*