



POTTSVILLE. SATURDAY MORNING, JAN. 15, 1842. Opening of the Philadelphia and Reading 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 citizens were seen trending their way towards the depot at Mount Carbon, where the cars were in waiting to receive them.

National Light Infantry, Capt. Dean. Minersville Artillery, Capt. Kutzner. Washington Yeagers, Capt. Doyliffing. 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.

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. Dainger and citizens, entered the cars; it then proceeded on to the Orwigsburg Landing, and took in the National Greys, commanded by Capt. Dickel, and citizens of Orwigsburg.

At all the different towns and stopping places the arrival of the train was hailed with the most enthusiastic cheers. The train below Port Clinton was splendidly illuminated with upwards of two thousand lights, which made a grand and imposing display. After leaving Mohrville the passenger train was followed by a train of 52 cars, loaded with coal, which had been mined by Messrs Potts and Danna on the previous Saturday.

The opening of the Philadelphia, Reading and Pottsville Railroad. The Philadelphia and Pottsville Railroad Company can never be in a hurry to draw upon the rich deposits of the Schuylkill and Reading Railroad.

A large concourse of people accompanied the procession to the Schuylkill Haven, where they were greeted 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, handsome supper was provided to which the company, consisting of about 100 persons, sat down.

THE DINNER. At about 7 o'clock, P. M., our guests, in total together with a number of gentlemen, in all about 300, sat down to a sumptuous dinner, prepared by Mr. Johnson at the Pennsylvania Hall. With the following officers of the day: PRESIDENT, FRANCIS B. NICHOLS.

Region. Their visit is associated with vital interests; and we hail it as the auspicious commencement of a new era, which for a century to come, may be referred to as the most glorious in our country's history.

It is true, we have already given to our products an access to the great employment of Pennsylvania, and the magnificent work, the consumption of which we now have placed us in a more intimate relation, and for the advantage of pleasure, information, and business, has made us a suburb of our parent city.

They have moved steadily forward, dispelling prejudice, and triumphing over conflicting interests, at a period when public enterprise and individual efforts were sinking under the crushing burthen of the times. During this most appalling crisis, when confidence was lost at home, and credit blasted abroad; when common bankruptcy seemed likely to involve not only the citizens, but the states themselves.

It stands a monument of the wisdom that conceived the genius that planned, the energy that sustained, and the merciful hand that executed the great work of the day. We gratefully acknowledge the incalculable advantages that the Coal Region will derive from this new avenue of commerce, and we who are so peculiarly interested in the Philadelphia and Reading Railroad Company, a high place among the benefactors of the State.

We like Mr. Chairman, in an age of utility, and men and measures are estimated by the benefit or injury they cause. This is the result of an increased degree of intelligence, for just in proportion as we become enlightened, do we reverence the real benefactors, and condemn the malefactors of society.

As Pennsylvania, 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 its State. We may rejoice that no alien-oughted legislation, no foreign influence, can divert the benefits of this road from our own benefit capital.

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

that our business will increase with the facilities afforded, and that with the aid of a judicious tariff we shall give sufficient occupation for both. It is sufficient here to say that the weight of authority supports the position, that a rail road transaction, a general transportation can at least successfully compete with a canal.

Observe the increase in the value of land. Turn to your census, and regard your population growing at a rate greater than that of any of the old states, excepting New York, which has also an extended system of improvement.

Mr. Chairman, I have trespassed two long upon your attention, I have been led away from my point; and return to it with a haste. The Philadelphia and Reading Railroad Company—they have won their way into the heart of the coal region, and in its heart shall they be cherished.

My Dear Sir, I have received your friendly invitation of the 4th, to partake of the hospitalities of the Coal Region of Schuylkill County; of that ardent and loved region, identified with my recollection of the numberless instances of confidence and of kindness that remain in the retrospect among the few bright spots that have cheered my wayward life, and will so continue under all circumstances, and in all places, that may intervene in the brief steps that nature compels to remain in a region so sterile and repulsive.

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.

Office of the Philadelphia and Reading Railroad Company, Philad., Jan. 10, 1842. Gentlemen—I am prevented by indisposition from attending your invitation to the opening of the Railroad which connects Pottsville with Philadelphia.

It is true that the internal communications of a country are a fair test of its resources and its capacity for civilization, does not our State occupy a most enviable position? On the Eastern side of the Allegheny our waters are every where tributary to canals and our rail roads permeate the country in all directions.

evening, may not miss my presence; but I assure you, my dear sir, that on the foam of the wine cup, and in the mazes of the dance, the spirit of least one absentee will be with you, in imagination; and if I can flatter myself, and candidly, I do not think that you were here, it would be the most flattering compliment that could be paid to the subscribers himself and friend of the Pottsville and her interests.

By James S. Wallace. Pottsville—Still onward! The indomitable energy of her pioneer, and the untiring industry of his successors, have shown that in the Schuylkill Coal region "there is no secret word as yet!"

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By Joseph L. Lyon. The Iron Links, that tie the Mountains of Schuylkill County to the Tide of Delaware. Office of the U. S. Gazette, Philad., Jan. 7, 1842.

By Joseph R. Chandler. The Philadelphia, Reading and Pottsville Railroad, a valuable addition to the metallic basis by which our paper issues are to obtain extensive and rapid circulation.

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of debt and she honestly desires to pay every cent she owes. The Judiciary of the State and of the United States—The best laws may become oppressive or noxious by bad administration. The emine should never come into contact with party politics, on it must be aided. It should be as pure as the Snow on Ida's cap and above suspicion."

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This, he said, was no common occasion. In the language of the greatest statesman of the day, "we live in the most extraordinary age"—an age in which the genius of enterprise seems to have broadened over this people, and they have marched onward with prodigious strides. There is an intellectual grandeur—an irresistible energy manifested in the completion of these great undertakings, which astonish us the more we survey them.

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