



POTTSVILLE. Saturday Morning, Jan. 31, 1890.

At his Real Estate and Coal Agency, Corner of Third & Chestnut Streets, Philadelphia, No. 10, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Local Affairs.

Reading Rail Road Cases.—Messrs. Haywood & Snyder have been contracted to build 300 iron cars for the Reading Rail Road Company, have erected a new shop especially for the construction of these cars. They have put new hands and new machinery in the shop, and this contract will not interfere with their regular work. Mr. Tucker, the President of the Company expressed much satisfaction a few days since, on seeing the progress made in the work, and the excellence of the workmanship.

The New Methodist Episcopal Church at Port Carbon, was dedicated on Sunday last. Dr. Davis officiated in the morning and evening, and the Rev. J. D. Linn, in the afternoon. upwards of five hundred dollars were subscribed and collected on the occasion. It is also supposed that about \$200 were raised from the Lecture of Dr. Durbin, for the benefit of this church.

Disastrous Blow.—A bit of a row took place on Sunday afternoon last, at a Gro Shop on the North-west corner of Third and Chestnut Streets, Philadelphia. A man named Peck, who had been drinking, was struck with a stick by another man named Peck, who had been drinking. The man named Peck was injured, and the man named Peck was arrested.

Agents for the Miners' Journal.—Messrs. Haywood & Snyder, who are subscribers to the Miners' Journal, are agents for the Miners' Journal. They are agents for the Miners' Journal, and they are agents for the Miners' Journal.

We received the Annual County Statement too late for insertion in this week's Journal. It will appear in our next paper.

Petitions against Hawkers and Pedlars are circulating in this county. We hope our citizens will generally sign them. It is a growing nuisance which ought to be abated as speedily as possible.

A Post Office has been established at St. Clair, and Jacob Metz, appointed Post Master. They are to have a tri-weekly mail—Tuesdays, Thursdays and Saturdays.

The Captain.—We refer our readers to the advertisement of the President of the Schuylkill Navigation Company, inviting proposals for the building of Steam Tugs and barges for the use of the Schuylkill Navigation, and for other purposes. It is important that this work should be pushed to completion, and all the necessary facilities obtained for transporting, at an early period as possible. The President and Directors appear to be aware of this, and are putting forth their energies accordingly.

Collision.—A collision between a coal and Freight Train took place at Port Clinton on Thursday last, which piled the Cars to such an extent that the Passenger Train was detained until eleven o'clock on Thursday night. We are rejoiced to learn that no person was seriously injured. The extent of damage done to the Trains, we have not learned.

The Sheriff's Sales have crowded out extended notices of Legislative and Congressional proceedings this week.

In our Legislature nothing of much interest has transpired since our last publication, except the passage of a law for the payment of the interest on the State debt on the 1st of February. Petitions for the organization of no less than nine new counties in various parts of the State, have already been presented to the Legislature.

Cosmopolitan.—A very exciting debate grew up in the United States Senate on the 26th inst., on Mr. Allen's resolution, with regard to the interference of European Governments in American Affairs, which resulted in a referring the resolution to the Committee on Foreign Affairs, of which Mr. Allen is Chairman, by a vote of 20 to 21. This, however, is no indication of what the vote will be on the passage of the resolution.

Another exciting debate also sprung up on the same body on the following day, on the bill recently submitted by Mr. Fairchild, making appropriations for the building of War Steamers. Mr. F. supported his bill in a speech of a war-like character, which called up Mr. Benton, who took decided ground against the measure. He declared that it was now for the first time pronounced a war measure. As such he was opposed to it. He spoke with great energy, and declared that by his vote on this bill the Senate would declare their belief of unbelief in the probability of war. For his part, he would not say to Europe that he believed we were on the eve of a war, and he would not, therefore, give the bill his sanction. He was also opposed to it as a peace measure if we should have no war, this additional force to our navy would be unnecessary; if war should come, it would be sufficient. He was willing to pursue the old matured policy of the country, adopted immediately after the late war, of appropriating one million annually to the general increase and repairs of the Navy, he was willing to adopt a matured plan for the permanent defence of the country; but he was not willing to plunge at once into a war, or into war measures. If war should come, he wanted no half way measures; he would appropriate with no stinting hand; but he was opposed to equivocal measures—he wanted one thing or the other. He said that this bill proposed to appropriate \$13,000,000 to the increase of the Navy over and above the \$3,000,000 of ordinary appropriation, making \$16,000,000 in one year to the Navy.

The debate was continued until the hour of adjournment, without taking a vote.

Manufacturers.—It is well established fact that Massachusetts has her property in a great measure to her manufacturers, which are scattered all over the State. In order to encourage the association of wealth in this branch of business characters were granted for the purpose. The numerous applications however, to the Legislature, naturally evoked a large portion of their time, and in order to obviate this difficulty, and remove all objections to a General Manufacturing Law was formed and passed in 1829. This law, we learn, gives general satisfaction. All the Companies since that period has been organized under its provisions, and a number of others previously chartered have accepted the new general Charter, and abandoned the old ones. A similar law would work well in Pennsylvania—it would contribute more towards the development of her resources than any other measure that could be adopted by the Legislature. The objections urged against creating corporations for manufacturing purposes exclusive in their character, would not be against this, because it would be general in its operations, and all who think proper could avail themselves of its privileges. We have always been, and are now, opposed to the incorporation of companies for any purpose, within the reach of individual enterprise, exclusive in their character, but we would not oppose an Act which would invite the investment of capital in the State, general in its character, and free from objections properly urged against exclusive privileges for purposes, within the reach of individual enterprise.

In order therefore to bring the subject before the people and our Legislature, we publish in another column the General Law of Massachusetts, to which we invite their attention. It is a subject worthy of the serious consideration of the people, and it is therefore to be hoped that the press will aid in bringing the subject before them; providing, for their approval or condemnation.

FOREIGN NEWS.

ARRIVAL OF THE HIBERNIA. TWENTY-TWO DAYS LATER FROM EUROPE. The Steamship Hibernia arrived at Boston on Friday last, after a passage of 18 days. The New York Tribune, in connection with other papers, ran an express through from Boston, arriving in New York at 10 o'clock the same evening. The news was then expressed to Philadelphia and was published in extras from the offices of the North American, and United States Gazette, early on Saturday morning.

The arrival of the Liberty gave us information that Peel and his associates in the Cabinet had resigned. The papers brought by the Hibernia give us intelligence of the restoration of the old Cabinet, with three or four exceptions. Lord John Russell could not form a Cabinet. The main cause of his failure was the refusal of Lord Grey to take a place in the Cabinet, if Lord Palmerston was placed at the head of Foreign Affairs.

Speaking of the changes in the Cabinet, the "European Times" says: "When Lord John Russell threw up his hands, there was no alternative but to send for Peel, the most extraordinary move in this drama of Cabinet-making is that he felt as little apparent promptness in throwing up his hands as he did in accepting the office. He made itself felt in every branch of trade. Confidence, which had been shattered by the Railway panic, became paralyzed when it was known that Peel was out; the markets fell, the funds sank, and a gloom and stagnation reigned over the commercial and trading world. These evils are fast subsiding with the causes which called them into existence. Nobody knows what Peel will do, but every one has confidence in Peel—a singular proof of the sympathy and prospects of millions of people. The London Examiner wittily observes, in reference to this prevailing feeling: 'The beauty of the present juncture is, that nobody knows what Sir Robert Peel will do, but every one is satisfied that he is the man to do nobody knows what.'"

The President's Message arrived in England on the 22d ult., in the Packet Ship "Sea." The tone of the British Press in relation to this document is not so brilliant as was expected. We give below some extracts from the leading political journals, in relation to the Message.

The Times will be of course, first looked to. It is in every respect the most powerful and influential journal, upon parties and all politics, in the world; and although in the general tendency of its course it is Conservative, yet it spares no party nor any man that fairly claims its notice.

On the subject of the Tariff Mr. Peck's Free Trade notions exactly please the Times—as indeed all the other papers. Your English Journal, whether Whig, Tory, Radical, or Conservative, is sure to put Brother Jonathan on the back whenever he talks about his Free Trade predilections. On this subject the unanimity is truly wonderful!

As to Oregon, the Times says, after a somewhat searching analysis of the Message: "The terms of the Message imply, then, the alteration of the tariff, or, at least, the modification of it. It is too monstrous to be thought of for a moment, except after every effort at a compromise has been exhausted. Britain and America must be sensible of their mutual benefits; mutual dependence, and mutual respect, to permit of such a blessing to any enjoy, and are daily multiplying in the relations of peace, for the bloody and precarious glories of war. It is all but impossible that two great and kindred nations after being so long a while, and helping one another to great common prosperity, should be so ungenerally and unreasonably separated from each other, by a journey of many months, by stormy seas, and almost impassable rocks and deserts. Unless Mr. Peck is a man of extraordinary genius, and a scoundrel at the same time, he is not a man who is himself incapable of so great an outrage and injury on the country of his ancestors, on the land of his birth, and the whole race of man. What means he by saying that he has adopted the tariff, 'in, to do nothing that is not right, and submit to nothing that is wrong?' and his father boast that, his 'anxious desire to preserve peace with all nations?' That the nation should be anxious to be a tributary to a foreign power, and to be impelled to bear a quarrel to posterity, is natural enough. That they should think to strengthen their claim with strong language, is also in conformity with many examples. But the decision is to be made by the representatives of the people, by reference, or by a recurrence to the method which, in the case of the disputed boundary on our Canadian frontier, proved so entirely successful. The following extract from the Chronicle shows what are the views of the leading English Whig Journal, upon that part of the Message relating to Oregon:

"One topic of the message referred to in this document will not be long forgotten. It is the Oregon question. 'What does Mr. Peck say of the Oregon?' recommends that notice be given to terminate, at the end of the year, the controversy between the two countries jointly over the disputed territory. At the end of the year, the two countries should be given to give notice, 'that the two countries should be almost irretrievably driven to the relinquishment of the territory of Oregon, which has been the subject of the controversy since 1817, the most precious and fertile of our possessions, and which we have been so long and so vainly disputing. It would be folly to suppose that the Government of America would ever consent to give up this important territory, which has been the subject of the controversy since 1817, the most precious and fertile of our possessions, and which we have been so long and so vainly disputing. 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