The Miners' Journal

POTTSVILLE, PA.

Saturday Morning, Sept. 3.

B. BANNAN, Editor and Proprietor.
O. LITTLE, Associate Editor.

DEMOCRATIC WHIG NOMINATIONS.

FOR AUDITOR GENERAL,
ALEX. K. M'CLURE, OF FRANKLIN COUNTY

FOR SURVEYOR GENERAL,
CHRISTIAN MYERS, OF CLARION COUNTY

FOR CANAL COMMISSIONER,
MOSES POWNALL, OF LANCASTER COUNTY.

THE PACIFIC RAILROAD.

This enterprise is just now attracting a large share of public attention, having interested alike the Government functionaries and the people at large—and very justly. No public improvement has ever been proposed on this Continent, scarcely in the whole world, of such magnitude, either as to the means of its construction or the ends to be accomplished by it. Besides being the longest and one of the most expensive Railroads now known, such a link in the connection between our Atlantic sea-board and the Pacific coast would immensely increase the facilities for communication between distant parts of the world, and give an impetus to general trade and commerce before undreamed of. When first suggested and proposed to Congress, some years ago, a Pacific Railroad was deemed chimerical, and but few persons could be brought to regard it other than as one of those visionary speculations not to be realized "in our day." But the spirit of the times is progressive. The American Eagle, hovering proudly over our rapidly expanding territory, now dips his extended wings in the two oceans. The position and character of our Pacific frontier possessions are too important to suffer any ordinary obstacles, on the part of the old States, to delay a connection which would doubtless be of vast mutual benefit. Every impulse of patriotism, as well as of commercial policy, demands the speedy union, by iron bands, of these extreme portions of our country.

The advantages, and even necessity, of such a Road are already generally conceded—its feasibility is the only remaining question. First, then, whether the Road shall be built by the General Government, by the States through which it passes, or, by a company of private citizens is a question of national policy, which is likely to draw out some of our wisest men to determine, and which has already caused a division in the present Administration. The advocates of each plan have, no doubt, plenty of weighty reasons, and, when occasion offers, will not be backward in giving the country the full benefit of them. We must, therefore, wait patiently for the next, or the next, or any succeeding Congress to settle, that, that can.

As to the route, nothing definite can be fixed till the proper surveys are completed, and they will hardly be accomplished in time for the action of the next Congress. Three engineering parties are now engaged with all the necessary instruments and facilities, to make thorough explorations of the several routes projected—the northern, from St. Paul's, Minnesota, through the South Pass, to the mouth of the Columbia River, under the charge of Major Stephens; another from Fort Leavenworth on the Mississippi, thro' New Mexico and the great basin, Capt. Gunnison commanding; and the third under Lieutenant Whipple, through Arkansas, Albuquerque (New Mexico) the Messila country, and by the junction of the Gila and Colorado Rivers to San Diego. The route from St. Louis, directly through the Mormon territory, to San Francisco, explored by Lieut. Beale and Col. Fremont, besides being central, possesses, perhaps, certain peculiar advantages over either of the others. At present, this route, perhaps simply because more is known respecting it than the others, seems to meet with the most general favor. Its principal advantages, now stated, are the comparatively easy grades of the whole line, and the central and commanding positions of St. Louis and San Francisco in the old States and in our Pacific possessions, respectively. These are the main routes proposed. There are naturally strong local interests at work, urging the adoption of each; but all cannot be accommodated, and the only way to settle the matter finally, will be a careful comparison of the several completed surveys, preferring that route which combines economy with the facilities for the greatest amount of trade and travel.

As to the cost of such a Road; in the article on American Railroads, in the Census report of 1852, the writer estimates the distance to be traversed by it at sixteen hundred miles, and says that the cost, if equal to that of the most expensive Roads in the old States—instancing those of New England, the New York and Erie, and Baltimore and Ohio—will be no serious objection, as it will not exceed seventy millions of dollars. If we estimate the length of road within the limits of Missouri and California at four hundred miles, that portion of the work for which the aid of the General Government will be required, will not exceed twelve hundred miles, and the aggregate cost will be brought within sixty millions of dollars.

Mr. S. Norris, of Philadelphia, we observe, has gone to the trouble of figuring out the whole cost of building and equipping the St. Louis route. From his estimate the Road would pay 8 1-10 per cent. on a capital of $100,000,000 for passengers alone: which receipts would be largely increased by the revenue from freights, mails, gold, army and navy transportation, &c. His calculations are based on the distance, 2,000 miles, to be run in 100 hours; cost of complete equipment $20,000 a mile; 400 through passengers daily at $60—700 trains a year.

A writer in the *Scientific American* suggests that the Road be built on piles, which would not cost more than $16,000 a mile—the advantage in such construction being the easy manner of grading, by driving the piles to different depths into the ground, according to the elevation or declination of the surface. The same writer also suggests that the cars be hung between the rails instead of placing them above, by means of properly shaped axles. A train so arranged, could be run, he estimates, at the rate of one hundred miles an hour, without any fear of flying from the track.

But all such calculations, however minutely made, must be received *cum grano salis*. There is a great difference between building a Railroad through a settled country, accessible by navigable streams, turnpikes, &c., and that of projecting a route hundreds of miles through an almost unbroken wilderness. The price of labor, as well as the value of materials, would be enormously enhanced under such circumstances.

Nevertheless, such a Road will be built, and that in a very few years, notwithstanding the difficulties in the way. The national importance of a connection between the Atlantic and Pacific States of our common Union, will be considered paramount to all minor considerations of cost and profit.

☞ WHIG PLATFORM.—At the State Convention at Huntingdon, last week, resolutions were adopted adhering to the time-honored principles of the Whig party; condemning Gov. Bigler's administration for enormously increasing the State debt; and urging the sale of the Public Works. Also, favoring the construction of the Pacific Railroad, and approving the previous nominations for State officers. Hon. Alex. McClure's speech, exposing the corruption and mismanagement in the Locofoco Canal Board and urging the speedy sale of the State Works, will be found in another column. Every tax-payer in Pennsylvania should read it.

A MODEL POLICE.

A full account of the Riot at the R. R. Depot, on Tuesday afternoon, will be found in our Local column, in which will be observed the conspicuous part taken by Mr. GEORGE JENNINGS, Captain of the Citizens' Police, in quelling the affray and bringing the offenders to justice. It is well for the community, and particularly fortunate for the Railroad Company, on that occasion, that we have such a man at the head of our Police. His gallant behavior on Tuesday afternoon is spoken of with the highest commendations by all our citizens—we have yet to hear the first dissenting voice. It is no slight risk for a man to encounter the excited fury of such a crowd as that, nor is this the only time he has voluntarily braved such danger.

The effect of the recent proceedings of our newly organized Police, whose chief post Mr. Jennings so worthily fills, is already plainly evident. There is great quaking among the Tippling House Keepers and Sunday Liquor Traffickers, when the Police are about. Drunken street-brawlers are either fewer now than formerly, or have learned to keep out of the way, and disturbers of the peace begin to find out that the laws *must* be obeyed. We hope our citizens will not let such efficient services go unrewarded, but that, at least, some public demonstration may be made to commend and sustain this model organization.

PROHIBITORY LAW MOVEMENT.

The election of Delegates, in the several districts of the County, to the Convention, to be held in this Borough next Monday, takes place this afternoon. See Call.

The Convention will assemble on Monday at 10 o'clock, in FOSTER'S HALL (not the Sons of Temperance Hall, as before stated). After the transaction of business, Rev. Pennell Coombe will address the meeting, and others, if there is time.

Arrangements will, also, be made for holding a Mass meeting in the evening at 7½ o'clock, at the COURT HOUSE, when addresses will again be delivered by Rev. Pennell Coombe and other interesting speakers.

A general invitation is extended to the public to attend the Convention in the afternoon as well as the meeting at the Court House.

Let there be a full attendance of our citizens, male and female—that the occasion may speak for itself.

A ROW.

Last Sunday evening, as is frequently the case, a considerable party had gathered at the Brewery of Mr. Lauer. A wagon coming by with two persons in its some altercation ensued, which ended in a general row. David Brill, one of the Borough Police, interfered and, though unassisted, we understand, did capital execution among the belligerents and finally succeeded in making one arrest.

We have been told that one of the Borough Constables stood by and saw the whole proceeding, but did not offer to lend any assistance or attempt to arrest any of the offenders against the peace—is it so? If the report be properly authenticated, we will give the name of this *model* officer, and shall have something further to say about the duty of Constables on such occasions.

☞ A WORTHY TRIBUTE OF RESPECT.—At the Celebration dinner of the Sunbury and Philadelphia Railroad, last week, Col. Wynkoop, in reply to a complimentary toast, closed his remarks with the following well-timed and deserved compliment to Mr. Burd Patterson, of this place:

In looking around the festive board I miss the face of one who for may years had been justly regarded as the great vital principle of the Coal trade—one who, through its storm and sunshine, was always the cheering and steadfast friend of that interest—one who never in the dark hour of business depression grew weak or faint—one who, when hope had several periods of his life realized the sad truth that "he who sows does not always reap"—who, when the tempest blew and the clouds lowered, never sat down to cry heath the storm, but wrapped his cloak stoutly and encouragingly about him and walked merrily on through the blast. I offer you, gentlemen, the health of the father of the Coal trade—HERD PATTERSON, of Schuylkill.

SALE OF THE PUBLIC WORKS.

The following noble vindication of Whig policy and principles, and strong argument in favor of the sale of the State Works, is from the conclusion of an able address by Hon. Alexander McClure, at Huntingdon, on the 25th ult.

"By this official statement, taken from the Annual Reports of the Auditor General, we see that during the last five years, our public improvements have yielded the Commonwealth an aggregate of only $825,000, or but $165,000 per annum; which would not pay the interest on $3,500,000 of our State debt at 5 per cent. It is true that during the years '51 and '52 a little over a million was appropriated to the North Branch Canal, which, if deducted from the expenses, would leave $500,000 of revenue instead of $330,000 of excess of expenditures; but a singular feature in the statement of expenditures presents every thing in confusion, and renders it impossible to do exact justice to the subject.—Since the cost of maintaining the public works has been increased so alarmingly, certain expenditures are withheld from the public each year, and crowded into subsequent statements in the most vague and unsatisfactory manner.

Take, for instance, the year 1850, which appears, according to the Auditor General's Report as yielding $900,000 from the public works above expenses; but in the Report for '51, we find over $900,000 in the statement of expenses for that year, as having been paid for debts "prior to December, 1850." So a *true* statement for '50 would have shown that the expenses for that year were $700,000 *more than the revenue*. Turn again to the report of '52, and we find $970,000 paid for "sundry expenses incurred prior to 1850 and 1851." This swells the expenses for 1850 to $2,400,000, when we had but $1,700,000 of revenue, and when the Auditor General was made to report a surplus of $900,000! And for the year 1851 it makes an actual outlay of $1,970,000, exclusive of the $900,000 saddled on it for the previous year. And what of 1852?

Who can tell whether a million will cover the expenses reserved for some future statement? or who can say that there are not several millions of floating debt yet unknown to our official records, which has been contracted for our public works? The managers of our improvements were afraid to let the cost for the year '50 come before the public in one year, or even two years, for we find in the statements for both '51 and '52 sundry expenses paid for that year. And may there not be unsettled accounts still back for '51?—at least what assurance have we that all the expenses for '51 and '52 have been paid? But to take the very best face this matter can present, we can arrive at no other conclusion than that, independent of all extraordinary appropriations for prosecuting new works, our public improvements are sinking the Commonwealth every year deeper and deeper in debt.

Notwithstanding the mystery in which the reports are purposely involved, this fact is apparent, and admits of no denial, but they can, and doubtless do withhold from the public the exact amount of debt they annually throw upon the State. In the brief space of five years we see the cost of maintaining our public works swelled from $700,000 to over $2,000,000, and if this species of Democratic progression is to be continued for five years more, it will require the sale of the works, and exhaust all the proceeds, to pay the debt incurred in merely keeping them up."

☞ WHO DID IT? It turns out, so we have undoubted authority for stating, that the information respecting the culpable behavior of Kramer, the late suicide, was forwarded to the superintendent by an officer of the Recruiting Service, in a distant city; his attention having been called to the paragraph relating the affair in the *Journal*, by one of our subscribers there. We make this known in justice to citizens here who may have been suspected, though there would be no particular criminality attached to it, if any one had done so.

☞ PROHIBITORY LAW TICKET.—The following ticket has been duly nominated by the Maine Law men of Philadelphia:

For State Senate—Eli K. Price.
For Assembly—Samuel A. Allibone, Chas. Robb, Thomas S. Smith, M. W. Baldwin.

☞ IN THE investigation of the Gayazzi Riot at Montreal, the Mayor has been arrested and held to bail in the sum of $2000.

NEW YORK LETTER.

[FROM OUR OWN CORRESPONDENT.]

Accounts to Sunday—Gen. Cass—Opening of the Crystal Palace—Great Sensation Produced—Visit of Dutch War Steamer—Embracing arrest of Stout—New Ocean Line—Assassination and Shooting—Strike of the Engineers—Jullien's Debut—Crystal Palace open Tuesday—Fall in News Orleans—Overpaid Check, &c. &c.

NEW YORK, August 30, 1853.

DEAR JOURNAL.—The first symptoms of the week begins to warn us of the approaching fall, and the returning tide of travel, though small as yet, tells us that the season is drawing to a close. Considerable anxiety was occasioned the early part of the week by the non-arrival of the Steamer PACIFIC, which was increased by the Arabia, on her arrival, reporting a large Steamer, corresponding to the Collins vessels ashore on Nantucket Shoals, one of the most dangerous parts of our coast. All fears were, however, dispelled by her appearance, after a fourteen days' passage; ten of which were accomplished with a single wheel and a broken shaft.

The last week has been one of disastrous conflagrations, and severe losses to both private individuals and Insurance companies. On Tuesday evening at about nine o'clock, an alarm of fire was given and in a few minutes the entire horizon was illuminated, which the densest volumes of black smoke rolled over the city. The conflagration was found to proceed from the Pearl St. House, one of the oldest Hotels, which was entirely and completely consumed, with several adjoining ones. It was situated in the most thickly settled portion of the business part of the city. So complete was the destruction that not a fragment of wood was left, and the bare walls in some places seven stories in height stood like huge steeples. The furniture was a total loss, and has reduced its gentlemanly owner, Mr. Porter, to beggary. The boarders lost their entire wardrobe, so sudden was the spreading of the flames. The loss in the adjoining store was very heavy; in the cellar of one was stored over $30,000 worth of brandy, a total loss.

While this fire was raging, some of the sparks flew down the chimney of a store in Beaver street, occupied as a wholesale shirt and linen establishment and caught in a heap of linen rags, which soon set the entire establishment on fire and resulted in a loss of over forty thousand dollars.

On the same night an extensive fire took place in Greenwich *street*, which consumed a row of old buildings, of themselves but little worth, though their occupants met with severe losses in the way of stock and fixtures.

On Friday evening, however, the most severe loss of the week was experienced in the total destruction of the Mail steamship Cherokee of the Californian route. About 7 o'clock in the evening, the watchman perceived a thick smoke curling up from below, and before any official assistance could be procured, the flames were pouring from every window and port-hole, up the gangways and hatches, leaping along the masts and spars, and devouring cordage, sails, boats and every moveable thing on board. Fortunately for the lives of those on board, the stream, by three steamers, but the lawyers broke, and she was scuttled at the Wharf. There was scarcely water sufficient to submerge her, and she burned furiously until she was consumed. The loss will be very heavy, amounting, at least, six or seven hundred thousand dollars. She was completely loaded and was to have left the following morning, many of the passengers having already sent their baggage on board. By the strenuous exertions of the fire department, many fine vessels adjoining were saved from common ruin.

The loss from these fires will amount to over one million dollars, fully one half of which sum was lost on the cargo of the Cherokee. The origin of the fire is attributed either to spontaneous combustion on part of the cargo or to incendiaries. That in Pearl street took in an oil and paint store occupying part of the lower story.

We have now in our harbor, the Dutch War Steamer, Amsterdam—her arrival has been sent here on a visit. I believe there are no contributions for the Exhibition on board, as was expected. She will leave in a few days for the Dutch Indies, or Java.

A sale of cattle of imported breed has recently taken place which will astonish some of your country readers. The following sums realized will give you a fair idea of the value set upon the animals.

For bulls, the following sums each:—1st, Chilton, 2,005; 2d, Diamond, $6,001; 3d, Orontes, $4,825; 5th, Fin-leer, $1,475; 6th, Challenger, $1,850, &c. For heifers, $1,500, $1,100, $1,000, several at $1000, several $900, &c. Sheep from $500—$1,000 each, and one bay horse at $2,800.

The pioneer Steamer of the new ocean line, between New York and Bremen, the Germania, arrived at this port two or three days since, after a long passage of twenty three days. The line is composed of the Germania and Hansa, which leave semi-monthly and are the property of a German Company.

Last evening two cases of assassination presented themselves. One an Italian refugee named Sassi, who was stabbed by some unknown person, who succeeded in making his escape, while conversing with a friend on the corner of Cliff and Frankfort streets.

The other, on a young man, named Mooney, who was shot in the back while sitting in a chair in Elizabeth street, by a man named Webber, who alleged that he had been insulted. He also fired at some companions of Mooney, who were standing on the corner. Webber immediately fled, but was arrested and lodged in prison. In this case the assassin has as yet eluded the vigilance of the police. And yet another in the person of a man named Branigan, who was shamefully beaten by a gang of rowdies at the corner of Grand and Laurens streets, and has since died. A reward has been offered for the murderer, and as he is well known, we shall, undoubtedly, have another fiance added to the long list.

Our city is now enlivened by a spirited contention between the employing painters and their journeymen, who are on a strike. The workingmen have determined not to work for less than two dollars per day, while the bosses have held a meeting and passed a resolution not to pay over one dollar and seventy-five cents. The journeymen are receiving encouragement and assistance from other trades, and it is problematical where it will end; perhaps like every contention of capital against labor, the latter must be crushed.

Last evening, M. Julien, the celebrated leader made his salutatory bow to an American audience, at Castle Garden. This long anticipated event came off with the greatest eclat, and the reception must have been extremely gratifying. The house was filled to its utmost and the entire affair was a perfect success, and is spoken of as the greatest musical triumph we have yet had. Verily, Julien is the "Napoleon of Quadrilles."

On Friday evening next, the Crystal Palace will be illuminated and remain open till ten o'clock, permanently, I believe. The machinery arcade and painting gallery will be thrown open on that evening. The entire proceeds of Wednesday next are to be devoted to the New Orleans relief fund. Ole Bull also gives a concert in aid of the committee, the proceeds of which sources will, undoubtedly, net large amounts.

Overpayment of checks seems to be in vogue, this week; two cases having occurred, one in which a check for $5.12 was paid $912.00, and another where a check of an amount I have not overpaid, largely. In both cases, however, the money was recovered. Yours, &c.,

G. C. F.

PHILADELPHIA LETTER.

[FROM OUR OWN CORRESPONDENT.]

Aid for New Orleans—Philadelphia's good Health—Book Sales—Our County Board Again—Arrest for Blasphemy—Child Murder—Firemen's Duty—Mistake—New Hotel—Political Quarrels, &c., &c.

PHILADELPHIA, Sept. 1st, 1853.

The absence of the writer from the city, during last week, it is hoped will prove a good excuse for the apparent neglect in not writing. Since my last, she has visited New York and Saratoga, and consequently my senses, the Crystal Palace with its thousand gems of beauty, Barnum's "fiddle-de-dees," including a piece of Christopher Columbus' house as good as new—the Exchange—Custom House—Washington Street and the Five Points with their miserable inhabitants, *nigh every one a rum hole*, fair Greenwood—the City Hall; but this is not a Philadelphia letter by any means, so to my task.

The terrible devastations by the Yellow Fever at New Orleans seem to engage much of the sympathies and active measures for rendering aid to the Howard Association in that city. Meetings have been commenced, already some Sixteen thousand Dollars have been collected; Sanford's New Orleans Opera Troupe have given a benefit towards the fund, and the Sunday School Union of $200.00 is setting so praise-worthy an example; an excursion to Cape May by the steamer McDonald, to-day, is for the same object. Truly should we render this aid to the sufferers, for the Philadelphians have been most mercifully dealt with; whilst masses of garbage and filth have been left for hours in the reeking sun, no pestilence has broken forth, more thanks to an All-Ruling Providence are due, than columns concerning the half asleep vigilance of our authorities.

During the last two weeks or so, Thomas & Son, Auctioneers, have been holding the Fall trade sale of books; they seem to be plenty and the prices, thus far, good.

"Our" County Board have turned up again; a paper from the proper head saying the County Treasury was *empty* was laid on the table—the rate of taxation was again quarreled over, and 10 cents on $100 was fixed; probably next meeting another change will be made, there is no telling.

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Question was likewise propounded to another legislative body in the city, asking where was the money that was to have been made into a bridge across the Schuylkill; after some other talk motions and "talk" the board adjourned. Without our present County Board where would Philadelphia be? Oh where? and echo answers "where?"

A fellow named John Breen has just been arrested and bound over for Blasphemy, for reviling the Christian Religion, &c. In these days of Hartford Anti-Bible Convention Bloomer Women Meetings, Sunday Insurance, the above arrest seems to be the attempt of some lover of Truth and the God of Truth to stem the torrent of Infidelity and Popery so rapidly sweeping o'er our land.

A fellow named Curry in company with some companions, on last Sunday, proceeded to a farm, near the city to get some pears, whilst there another boy, Robert Cummings, endeavored to drive the farmer away, in so doing he picked up and hurled a huge stone at Curry, striking him behind the ear, causing death in a few hours. Let me, ask is this a case of murder, or only "justifiable homicide?"

A fellow pulled up last week for having a pet lamb on his shoulder belonging to another man, was locked up in a cell with a companion; the next morning the unsuspecting room-mate found himself less a goodly sum of money, which on search was discovered by the keeper of our friend; he *of course* knew nothing of the matter.

A paying teller in one of our banks, on Saturday, gave a gentleman $2630.00 for a check of $263.30, the stiff rule "no mistakes rectified after leaving the bank," for once was laid aside, and the excess, much to his joy, was handed over to the horrified teller.

The fine large hotel in Broad below Chesnut street, that has been so long under way, is soon to be opened to the public, as the La Pierre House the privileged few, behind the scenes, have pronounced the whole establishment "magnificent."

The Democratic Convention seems to have a keg of powder and a lighted match in its very centre, the administration of Gov. Bigler being the one, and certain resolutions concerning it the other. A meeting being called for a certain day, a quorum *exactly* was present, but two of the number, rather than discuss matters with political enemies, jumped into the street from the window, leaving the opposition in a "quandary" indeed.

Not wishing to trespass further on your valuable time, I remain as ever yours, BETA.

☞ SAVE THE PIECES.—At the Democratic Ward meeting in Buffalo, on Saturday, for the election of Delegates to the State Convention, a fierce conflict took place, the ballot box was broken, and a general fight ensued. Bad conduct for the "immaculates."

Local Affairs.

☞ *Rise of Bloodshed—Cars darted before Treason Arrests, &c.*—A startling riotous demonstration was made by a crowd of Irish citizens, at the Reading Railroad Depot, Tuesday afternoon last, which but for the prompt and energetic intervention of Mr. Jennings, Captain of the Borough Police, backed by a few active members and citizens, might have resulted in a terrible destruction of property and, perhaps, life. For a time, the aspect of affairs was really alarming.

The circumstances were as follows:

Several Irish families were about leaving this County to settle in the Lake Superior Region, and a party of their friends, men and women, to the number of 40 or 50, accompanied them to the Depot to bid farewell. They were mostly from Coal Castle, though some were recognized as miners and laborers in the neighborhood of Mt. Laffee. As usual upon such occasions, Irish Whiskey was in great demand, and the whole party had evidently been indulging pretty freely.

On arriving at the Depot, the officers of the Road, according to an established custom to prevent the imposition they are so often subject to from Irish travelers, attempted to prevent any of the party entering the cars except those having tickets. This was stoutly resisted—the party gripping off their coats and shirts, making a general rush upon the car platforms and yelling defiance to all who would oppose them. Great consternation was created both among the passengers already in the cars and the crowd about the Depot.

Mr. George Jennings, Captain of the Borough Police, being fortunately present, was called upon to interfere. At first he tried the effect of mild measures, and at his request the Catholic Priest from Port Carbon, accidentally on board, came forward and used his utmost influence to quell the disturbance, but to no purpose. The rioters, maddened by liquor and excitement, were no respecters of persons. Finally Mr. J. was jerked from the platform and jammed between two cars, the rioters crowding upon him on all sides and from above. At this stage of the proceedings, he began to appreciate the necessity of different tactics; and vigorously plying his mace right and left, he soon cleared his way to a position where consonant with his personal liberty—at the same time making an arrest and handing his man over to a by-stander for safe-keeping. The train now began to move, though several minutes before time, the fight still raging and the rioters clinging to the platforms, a distance of one or two hundred yards; during which time Mr. J., now assisted by a few other members of the Police and some citizens, was actively engaged in capturing the ring-leaders of the affray.

After a desperate fight, lasting only a few minutes, however, in which cracked heads and bloody noses were the current commodity, eight persons were arrested, John Brennan, John Dunn, Edward Ryan, Edward Brennan, Thos. Brennan, Michael Doolin, Patrick Condon and Thos. McGee. They were taken before Esq. Reed, and after a hearing, were all committed to prison, in default of bail in $300 each. There were, perhaps, as many more that, after a few hard knocks, deserted the field and escaped. The Police are on the look-out for them. Blood flowed quite freely during the melee and the scene for a time was quite terrific.

☞ *Schools.*—The Public Schools of the Borough open next Monday. The places of all the Teachers are filled, except that of first Assistant in No. 1 Male School, for which applications are still solicited. The Schools will commence, we are informed, with an unusually large number of pupils.

The Academy under charge of Mr. A. P. Spinney, also, commences its Fall session, on Monday. The introduction of the classics and other incipient movements toward the establishment of a High School in the Public Schools, have somewhat interfered with this institution, but the high reputation it has attained under its present able Principal, will render it indispensable still, at least, the permanent organization of a Public High School.

Rev. Mr. Prior and Miss Allen announce the opening of their respective schools for young ladies, also, on Monday. These are both excellent institutions.

☞ *Escape.*—A wagon with two "green" mules, driven down Norwegian street, Wednesday morning, reached the Railroad as a train of Coal cars was passing up. The mules becoming unmanageable, according to the driver's excuse, he could neither stop nor turn them, when the wagon pole ran against the cars and was immediately snapped off. The mules were jammed between the wagon and the moving train, and but for the timely stopping of the latter, we should probably have now to chronicle the mutilation or even death of the long-eared span. To their credit be it said, they behaved remarkably well, and seemed quite unconscious of the narrow escape they had made.

☞ *Anniversary Ball.*—The Brass Band propose giving a ball at the Town Hall on the 28th of September, prox., to commemorate the Anniversary of their organization; on which occasion, the members will make their first appearance in new and handsome uniform. We hope the affair will be well patronized, as the Band is an ornament to the Borough and deserves the favor and "material aid" of our citizens.

☞ *A Stated Meeting* of the Schuylkill County Female Bible Society will be held on Monday evening next, Sept. 5, 1853 at 7½ o'clock, in the 1st Methodist Church (Rev. Mr. Taft's) in Second street. An address will be delivered by the Hon. James Cooper.

☞ *Sunday next* being the first in the month, the Episcopal Church (Rev. Mr. Washburn) will be open for divine service in the Evening, at 7½ o'clock. The commemorative rite of our Lord's final institution will be celebrated in the morning.

☞ *Mr. Westhampel*, of Baltimore, will preach in the Public School house on Norwegian St. (Port Carbon road) in this place, next Tuesday evening, 6th inst., at 7½ o'clock. The public are invited to attend.

☞ *Richard Mackanane*, Second street, was arrested on Thursday for keeping a disorderly house, and after a hearing before Esq. Wilson, bound over to answer.

☞ *Rev. J. D. Curtis* will preach to-morrow evening (4th.) in the 1st M. E. Church, 2d St. Services at 10 o'clock, A. M., and at 7½ P. M.

TAMAQUA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

A man named Joseph Shuman was very severely injured, on Monday, while attempting to spring a train of Coal cars. He was struck senseless with the spring, and had his jaw-bone broken and his face much lacerated. The cars continued in motion, which was rapidly accelerating, the grade being some sixty feet to the mile. Two men who were working in the vicinity succeeded, with some exertion, in stopping them. Had they been unsuccessful, the result would, doubtless, have been most disastrous; as the train would have passed through town at a most terrific speed, and at an unusual time, when the switches would not have been prepared for it, and at some points would, most probably, have been occupied by other trains.

Dr. C. Dollinger, an old and esteemed citizen of this place, was found dead in his bed, yesterday afternoon. On the day previous, he was apparently in very good health and fine spirits. He did not make his appearance at his hotel, for supper, as usual; in the morning and at dinner he was also absent. Although this was unusual, it was not very strange, as he had considerable practice in his profession in the Borough and vicinity. In the afternoon about 6 o'clock, his washer-woman brought home his clothes and found him dead in his bed, lying as though he had been quietly taking his rest. An inquest was held upon the body by Esq. Allison, and a verdict rendered that he had come to his death by some natural cause, unknown to the jury.

Rev. W. H. Cooper, late of Prince Edwards Island, in the Diocese of Nova Scotia, has been chosen Rector of Calvary (Epis.) Church, which was made vacant by the resignation of Rev. A. Beaty. Mr. Cooper has entered upon the discharge of his duties, and has created a very favorable impression upon his congregation.

A call has been issued for an election for delegates to attend the Temperance Convention in Pottsville, on Monday, 5th inst.

A man was arrested here, to-day, for counterfeiting. He was just entering the cars for Philadelphia, when an officer intimated to him that he could not be allowed to prosecute his journey just at that time. A brother had been arrested the day previous for the same offence. They had occupied a respectable position in society.

CONGLOMERATE.

Tamaqua, Sept. 1, 1852.

PORT CARBON AFFAIRS.

From Vox's letter this week, we condense the following items, not having room for the whole of it:

Mr. Weand has been supplying the Borough with some enormous coal stoves, measuring from 10 to 20 feet in length. He has quartered even larger ones, but cannot haul them. It is suggested to send a specimen to the County Agricultural Fair this coming Fall. Certainly—by all means.

The Presbyterian Pic-nic, Friday, 26th, was a most pleasant affair.

Mr. Samuel Gray launched a newly built boat from his Dock, last Saturday. It is highly complimented for beauty, strength and capacity. Name—"Belle of Port Carbon"—appropriate.

Arthur Mooney was caught by a body of falling slate, coal, &c., in the Salem Slope, some days ago, and much injured, but is now recovering.

The Maine Law men held a meeting Monday evening last. It was well attended and conducted spiritedly and harmoniously.

MINERSVILLE AFFAIRS.

Extract of a letter to the Editor, dated Minersville, Aug. 31st, 1853.

DEAR SIR:—I will endeavor to give you a few items from the *Metropolis* of Minersville.

The Minersville Choral Society (Welsh) gave a fine concert last Saturday evening.

"O," in a communication, is drawn out in the horse-fiddles and other Caledonian screaming instruments. He also thinks it speaks badly for general sobriety and morality to see "mere children" carried home drunk, late at night.

A new born child was found concealed in the coal dust, near Coal Castle, on Tuesday of last week. The mother of the child was afterwards ascertained to be Ellen Ryan, an Irish girl, who, after a hearing before Esquire Taylor, was committed in default of bail.

☞ A model *hot day sermon.*—An Episcopalian Minister in Boston, on Sunday last, finding his audience paying more attention to their fans than the service, preached a sermon which occupied only eleven minutes' time to deliver, and yet was an interesting and comprehensive discourse. This is an excellent example for hot weather.

☞ *They have a police* in Boston whose special business it is to look after truants and absentees from schools. In their last quarterly report, they state that they have inquired into 339 cases of habitual truancy from school, and 113 cases of absentees.

☞ The Buffalo *Rough Notes* states that a woman, perfectly nude and helplessly drunk, was found on Main street in that city. She was wrapped in a blanket and handed over to the authorities.

☞ The Boston *Pilot* attributes the frequency of Railroad accidents to the *blind prejudence of Protestantism!*

☞ *The Subject* of Ocean Penny Postage is to be brought before the British Parliament at its next session.

☞ *Barnum* is going to canvass Wisconsin in behalf of the Maine law.

EXTRACT OF A LETTER FROM MR. JOHN WYETH.

HARRISBURG, January 22, 1851.

MR. HOWES, Dear Sir:—I have sold a number of boxes of Cooper's Vegetable Compound Fever and Ague Pills, (prepared by you.) Every person who I have heard speak of them, since purchasing, says that they performed A COMPLETE AND PERFECT CURE IN THREE DAYS.

One individual who purchased a box of me, said he had no hopes of its curing him, as he had had chills and fever for FULL THREE YEARS, with slight intermissions, and had tried all the popular remedies of the day, without success, and had given a great deal of money to Physicians also—but these Pills had been so strongly recommended to him, that he thought he would try them. Much to his surprise, he was cured in three days; but expecting it would come back, he never called on me until three or four months afterwards, when he acknowledged he believed it was a perfect cure. For my own part, I do honestly believe they are the best medicine ever discovered for the cure of Fever and Ague.

Yours, &c.,

JOHN WYETH.

PILES.—This distressing complaint proceeds from a want of proper evacuation of the bowels.—The foul humors, instead of being thoroughly expelled from the body, are but partially so; a portion being left as it were at the threshold, is the cause of that vexatious complaint called Piles; and is frequently neglected until it ripens into a more horrid form of disease called Fistula.

Wright's Indian Vegetable Pills, of the "North American College of Health," are a true and natural remedy for the above complaint, because they effectually cleanse the body from those morbid humors which are not only the cause of Piles, but of every malady incident to man.

Caution.—Storekeepers would do well to exercise caution in buying from pedlars. We understand, several have been imposed on by the name, and another by the name of Sines, are offering what purports to be Wright's Indian Vegetable Pills. These persons are not authorized Agents for this Medicine, and the article offered cannot be guaranteed as genuine. The genuine is for sale by Mrs. E. M. BEATTY and J. G. BROWN, Pottsville. Wholesale Office, 169 Race Street, Phila-delphia

FLOWERS WILL GROW WHERE THE WATERS RUN.—If the cuticle of the scalp is kept healthy, and the germs of the hair invigorated by stimulants which operate at their roots, through the inner skin or *dermot* of the head, a strong and vigorous head of hair cannot fail to be the result. The operation of Lyon's Kathairon is founded entirely upon this most reasonable law of the Natural World. It is prepared of such ingredients only, as will produce this effect. Hence the most incredulous have tried and been benefitted by its use—and the secret of its immense sale. The appearance given to the hair is truly beautiful and pleasing. Sold by all dealers, everywhere, at 25 cents in large bottles.

Sold by every dealer in Pottsville, T. W. Dyott & Sons, Philadelphia, wholesale Agents

☞ I DIGEST."—Such is the true meaning of the word "Pepsin," or of the two Greek words from which it is derived. This is the signalient and appropriate title of the True Digestive Fluid, or Gastric Juice, prepared by Dr. J. S. HOUGHTON, of Philadelphia, from the fourth Stomach of the Ox for the cure of indigestion and Dyspepsia. It is Nature's own remedy for an unhealthy Stomach.—No art of man can equal its curative powers. It renders good eating perfectly consistent with health See the figure of the Ox, in another part of this paper

POTTSVILLE MARKETS.

CORRECTED WEEKLY FOR THE JOURNAL.

Wheat Flour, bbl	$5 50	Dr'd peaches par'd,	$3 07
Rye do	4 00	do do unpar'd	1 50
Indian, bushel	1 15	Dr'd apples, pared	1 12
Rye do	75	Eggs, dozen	12
Corn do	70	Butter	15
Oats do	37½	Lard	12½
Potatoes, do	75	Hams,