1. Northern Route-Leaving the Blue Mountain Gap, above Hamburg, we can gain the valley of Windsor Furnace Brook, and follow it to Maiden thick; (locally called the Antelaunay), thence up that stream to Lynnville Valley, (locally called the Kisticr-doll,) thence by that Valley to Lynnme Ristier-aonly thence by that valley to hydro-sylle, and leaving near that place the waters of Maiden Creek, cut through to Lion Creek, a tribu-tary of the Jordan, and thence by the generally favorable, though winding valley of the Jordan In fact, it pursues an air line from New York to Pittsburg, as nearly as is practicable, for any line of Rail Road through the intervening country, and its position in this respect removes all anxiety on the subject of compating lines.

to Allentown.

2. Middle Route.—From Blue Mountain Gap, pursuing Windsor Furnace Brook to Maiden Creek, thence by Lenhartsville up Lenhart's Run (nearly parallel with the State Road) to its sources, then cutting through into Mill Creek, a tribu-tury of the Saucony, and thence by waters of the Little Lehigh and Cedar Creek to Allentown. coincides very nearly with that indicated by Mr. Osworne's reconnoissance. Although both these lines deserve, and should receive an instrumental examination of their merits prior to deciding finally upon the route, neither of them, or any other penetrating the body of the slate hills north of the Saucony, will be

likely, in the opinion of the writer, to fulfil the conditions required in the contemplated railway. It may here be added that the Middle Rout (No. 2) though the shortest feasible line, was tried with instruments, and abandoned by Mr. Fisher, at the source of Lenhart's Run, after a survey of about ten miles of its western part and Mr. Os-borno's reconhoissance, while indicating its practicability with very heavy work, showed that grades of fifty-three feet per mile would be required; but as fifty-three feet grades are entirely ulmissible in the plan now formed for this enterprise there seems to be strong reason to conirm Mr. Fisher's decision, as to the impracticability of this route for our purposes. We come by this Rail Read enterprise, and the line of coun

try that admits their execution.

This Rail Road, proposed to connect the Dauphin and Susquehanna, through the Lehigh Valley, with the Central Rail Road of New Jersey. has, for one of its leading objects, to open a new route for the Anthracite Coal of Pennsylvania, direct to the waters of New York Harbor. ing the transhipment of freight—and also a ferry at that City, by the principal route.

The gauge of the Central Rail Road of New Jersey, of the Lehigh Valley Rail Road, and all the principal route of four hundred and The Central Rail Road of New Jersey, con tructed with a similar design, has no grades against the Ooal trade exceeding twenty-two feet mile, ascending; and the maximum grade of the Dauphin and Susquehanna Railroad, op-posed to the traffic between the Coal mines and

the other links in this route of four hundred and twenty miles from the City of New York to Pittsburg, is uniform throughout, (four feet eight and a half inches,) so that no transhipment of freight Auburn, was laid out at the same ratio. It is evident, then, that upon the Rail Road or change of cars will be necessary between New link connecting these two works, (through the York and the head of navigation on the Ohio level and descending grades of the Lehigh Valley Rail Road,) no gradient facing west can be admigreat advantage of a substantial Rail Road bridge-across the Delaware River at Easton, passable ted to exceed twenty-two feet per mile ascending, and this requirement will be found to control, in with locomotive trains at all hours and seasonsa great degree, the direction that the location of this tine must take.

The surveys of Mr. Fisher, and especially those more recently executed by Dr. Samuels, indicate, clearly, that not only can this favorable graduation be easily maintained, but that the southern

highest engineering authorities in England as equivalent to a ferry, and in this country, has been country to victeen feet per wile ascending sast, and thirty-two feet per mile ascending west. No route penetrating the slate hills, north of the alent to jifty miles of extra distance. Now, when Valley of the Saucony, will admit gradients of the limit now announced, and we may, therefore, combined at that City—the great advantage of the route proposed from New York to Pittsburg, via Allentown and Dauphin, twenty-fire miles for the present purposes of this report, dismiss the further consideration of the Northern and Middle Routes, (Nos. 1 and 2.) 3. Southern Route.—This route, leaving Port Ulinton at an elevation of twenty or thirty feet fail to be appreciated by business men. and connecting with that work by a side line, will tances through our proposed route from the City of pursue the Main Valley of the Schuylkill with an New York to the three leading marts of the com-

ascending grade of sixteen feet per mile, clinging to the side of the Blue Mountain, and passing ough the Schuylkill Gap, bears to the eastward by the valley of Kern's Run, curves around its head, cuts diagonally through the slate region, availing of the lowesty-depression of the ridges, though encountering ondoor two small tunnels and some very heavy earthworks, passes Selier's Tavbank of Maiden Creek, near Dreibelbis's Tavern, opposite the mouth of the Saucony, at a very fa vorable place for a high bridge.

Passing Maiden Creek, (here called the Ante-

lawny.) by a bridge about four hundred feet long; with a grade level elevated near sixty feet above the water, the line will strike the right bank of the Saucony, and ascend that stream by a grade of sixteen feet per mile, to a point about one-third of a mite north of Kutztown, Berks County.

A: Kutztown, the line having turned or avoided the only of the "Slate Hille," is fairly within the Linestone Formation, with an open and gently undulating country before it to the eastward.—Here it leaves the Saucony, and runs by a very direct course to Metzgar's Gap, (a small depression in the low ridge dividing the Schuylkill and Lehigh,) passing through this ridge by a moderate cut, and turning Hause's Hill by the south, the line descends by a grade of about twenty feet per mile to Spring Creek, a tributary of the Little Lehigh near Trexlerstown; here an ascending grade of sixteen feet per mile will be commenced, and continued by a very straight course, until the summit of the Chapparel Ridge is surmounted, at a depression about three-fourths of a mile worth Reading Road. At this point the lin passes on to Co far Creek, and descending by the sule slopes of its valley with a grade of thirty-two feet per mile, (keeping generally north of the Reading Road,) ultimately crosses the vailey near the main road, and by a moderate deep cut over the neck, or promontory, between the two streams, reaches the Little Lehigh, south of Allentown,

and pursues it to a junction with the Lehigh Val-The line above described will be about thirtyeight miles long, from Auburn to the Lehigh Vallay Rail Road at Allentown-it will have no gradient ascending east exceeding sixteen feet per two feet per mile; nor will its grade at any point acknowledged, and cannot be too highly appreciise to a greater elevation than seventy feet above ated.

miles. From Allentown to Auburn the sir line is way, and its connecting lines, will become to the about thirty-four miles, and the Rail Road distauce about thirty-eight.

The Rail Road distance, therefore, by our southern line; will exceed an air ling drawn from Allentown to Aubarn only ten per cent.
No curvatures between Auburn and Hamburg will have less radius than one thousand feet, and none between Hamburg and Allentown need be Rail Road along the Schuylkill, and another ship-

turned upon a radius less than one thousand four ping port near Philadelphia.
hundred and thirty-two foot.

The Auburn and Allentown Rail Road, capable A very important modification of our southern of taking Coal trains of eighty cars each, or four te suggests itself between Allentown and Kutztown that demands a caroful instrumental investigation—it is to leave Allentown by the valley of the little hehigh, ascend that valley to a point may be secrely felt, before our new outlet can near Ludwig's Mill, where a small stream draining a long valley (locally called Toad Creek) falls in-to the Little Lehigh; thence by the fine valley of To at Creek and a very direct line passing north of Mertztown we should regain our route near Kutztown. This deviation would place our line on entirely new ground for eighteen miles, on the cw ground for eighteen miles, on the done it would turn the Chapparel valley of the Schuylkill, the Mine Hill Rail Road Ridge, and throw that summit entirely out, while can be brought by a good line, from Schuylkill it would enable us to substitute a grade of about Haven to Auburn, and this work in 1854, conveytwenty feet per mile, ascending west, in lieu of the thirty-two feet grade required to command the ascent by Cedar Creek, and finally would pass the division of the waters of the Schuylkill and Le-works in the valley of the Schuylkill, and influhigh at a summit about fifty feet lower. That enced by neither-in the year 1854, they had althese are very important advantages cannot be deaded; but on the other hand, the Little Lehigh line would encounter much more local curvature, can be finished, will probably be carrying 2,000,-

line profid encounter much more local curvature, can be finished, will probably numerous bridges, and a loss of distance of about 000 tons of Coal per annum. miles. A cheaper graduation is also claimed for this route, but the necessity of shortening it ket in the waters of New York, or passes there in as much as possible would be so strong as to re- its course to farther eastern marts. iter, would annul the anticipated economy. It if suitable arrangements for its reception are writer, would annut use and expect economy. At the distribution be observed that a reduction of grade, it may made, there cannot be a doubt, that the discending west, is comparatively of small important rect Rail Road from Schoolkill Haven and Aunuce, as the through trains would have to foad for burn, to New York harbor, will be able largely the thirty-two feet grade to be encountered on and profitably to share this heavy Coal trade, the Nevertheless, I repeat, this Little Lehigh line ous and expensive roule by Philadelphia. demands, and should receive, the most careful in-

restigation before finally deciding upon our location. e If on a careful instrumental survey, the of Auburn, Allentown, and Easton, will be one Little Lebigh route should be adopted, it will afford an unexpected, yet most important Rail Road | miles further than Port Richmond, the great Coal About a mile west of Emans, (Lehigh County,) investment these lines will have the advantage of very Low Gap, called Deibert's Gap, cuts the svery Low cap, called Deliver's Cap, exist in South Mountain to its base, and is the only Gap which severs this mountain, between the Lehigh and Schuylkill rivers, so as to allow a Rail Road line to pass out of this limestone valley, into the lower country.

lower country.

A short branch of easy grade, will connect our little Lehigh line, through Deibert's Gap, with the proposed extension of the Norristown Rail dollars per ton, and delivered in the hold of a ves-Roud up the valley of the Perkiomen, and through sel there within three hours of the time that the it will form another route from Auburn to Phila- Reading Rail Road could place it in a vessel floatdelphin, via: the Perkiumen and Norristown, as ing in the Delhware, and at no higher charge, no short as the Rending Rail Road, and which can be matter to what figure they may see proper to reshort as the Renaing Rais Road, and senier can be run in the same time, with passengers and light freight, between Philadelphia and the Coal region.

This new Rail Road route from the Schuylkill by the Auburn and Allentown Rail Road, will be limited only by the arrangements made for its receipt on the same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will be same terms as the Reading Rail Road, but will same terms as the Reading Rail Road, but will be same terms as the Reading Rail Road, but will same terms as the Roading Rail Road R

also hold that great line, in check, in its charges upon Conl.

The following is a proximate statement of the heights attained by the grade at the principal summits and valleys encountered by the survey of Dr. Samuels, in crossing the country between Port Clinton and Allentown, the grade of the Lehigh Valley Rail Ro... at the latter place being the plane of the region and highly productive—in approaching. Allentown, and highly productive—in approaching. Allentown, is released.

of reference:
ELEVATIONS OF GRADE. Port Clinton, 168 feet, Metzgar Gap, 227 feet, Shaeffer's Hill, 244 Trexiertown, 150 Indiadou Creek, 114 Chapparis Ridge, 187 4 Kutztown, 166 Lehigh Valley R. R. 0 The total deflection of all the curves between Allentown and Port Clinton consists of 540° turn-

Allentown and Port Clinton consists of 540° turned to the right, and 510° turned to the left, in all
1050° of curvature.

Miles, cannot fail to be very heavy, since, the demand is supply, and the supply is now limited in
consequence of the difficulties of transportation, 1050° of curvature.

That the route above described is an extremely favorable one, in an engineering sense, will be evident from the preceding statements, though to secure this excellent alignment and profile, it will be necessary on a portion of the distance to en- the celebrated Zine mines of Lehigh County, are counter a very heavy graduation, to reduce the but a small distance south.

Toud-bed to the grades and curves required by the In short the country trav

plane of the enterprise.
Without an expet location and measurement with instruments, it is not practicable to prepare an accorde estimate of the cost of a Rail Road; but after carefully viewing the ground, the writer opinion, that the figures given will indicate the marinum cust.

Of the probable cont of a first class railway from Aubaru to Allentown, thirty-eight miles, by the an enterprise, which requires the construction of

This is in fact, one of those enterprises, which will bear the closest scruting one that has wolking speculative about it, and the immediate construcaduation, masonry, bridging, depots, water stations ion of ishich bring required by an existing bur Railway track, (33 miles.) and aidings, (7 miles.) in all 45 miles, at \$10,000 per mile, including castings, ballasting. See

Total probable cost of the line, with an equip-

Position and Connections of the Line.

peration west of Anburn,) will form the shortes

ossible route from the City of New York to Pitts-

ty on the subject of competing lines.

The surveys made for the Pennsylvania Rail

New York to the mouth of the Juniata, pass

nearly through Allentown and through the mouth

of the Saucony, where our Southern Route crosses Maiden Creek; while the air line from New York

to Pittsburg traces the general direction of our line, as well as that of the Pennsylvania Railroad

from the Susquehanna to the Ohio River. A re-

ference to the accompanying map will illustrat

DISTANCE FROM NEW YORK TO PITTSBURG,

ria Allentown and Dauphin.

Central Rall Road of New Jersey-New York

to Easton, (in operation,) Lehigh Valley Rail Road—Easton to Altentown,

Lehigh Valley Rail Road—Laston to Alterbows, (in operation.)
Anburn to Allentown, (unfinished.)
Dapphin and Susquehanna Rail Road—Auburn to Bauphin, (in operation.)
Bridge over Eusquehanna River at Dauphin, (unfinished.)
Pennsylvania Rail Road—Dauphin to Pittsburg, (in operation.)

burg, (in operation,) otal, New York to l'ittsburg, via Alleutown-

From New York to Pittsburg, via Philadelph

is 445 miles (or twenty-five miles further,) with the serious disadvantage of a break of guage—involv-

exempt from all the ovils which are inseparable

from ferries, however well they may be organised

uch serious cost and inconvenience as to be equi

we find, as in this case of the chief route through

shorter, and avoiding all these difficulties, cannot

NEW YORK TO CINCINNATI.

NEW YORK TO ST. Louis,

Allentown, Dauphin, Pittsburg. 38 miles to construct

NEW YORK TO CRICAGO,

From the above it will be perceived, that out

Rail Road to Cincinnati, 128 miles to St. Louis,

PROBABLE BUSINESS OF THE ROAD.

Pennsylvania, an outlet of vast consequence.

The transportation of Coal in the valley of the Schuylkill, may shortly be expected, to fully

reach the capacity of the existing carriers, and many intelligent persons connected with the Coal

will supply a business wart already felt in the

At Port Clinton, the Railway under considera-

tion will connect with the Little Schuylkill Rail

nearly 500,000 tons per annum-(in 1854, 444,18

A large portion of this Coal, now seeks its mar-

whole of which is now forced to take the circuit

to Elizabethport, at the mouth of Newark Bay,

via Auburn, Allentown, and Easton, will be one

entering into this trade with the ample experience

town, we enter a very high mineral country, cross mines of manganese, and copperar, and pass near,

or aver, incredible quantities of iron are from which twelve Anthracite Euroaces of the largest

class, are now supplied.

The transportation of iron ore, on the eastern out of the line for an average distance of ten

by horse power, over the common roads of the

Country.

Not far removed from the line are fine quarries

of roofing slate even now extensively worked, and

In short, the country traversed by this project-

ed Railway, is rich in all the elements of a heavy

local husiness, to an extent very rarely met with

upon Rail Road lines.

Add to all this—the striking fact that it forms

(as has been shown) the only unfinished link, in

York, with all the western country, forming also a new Coal bearing line to that city, as well as a

new passenger line to Philadelphis, and it would seem impossible to doubt the complete success of

with a port on New York waters.

Philadelphia, Pittsburg, & Steu-

kersburg, Allentown, Dauphin, Pittsburg,

and Crestline, Philadelphia, Pittsburg, and

(Eric R. R.) Dunkirk, Eric, &

Lake Shore, (N. Y. Central.) Albany, Baffalo, and Lake Shore,

and Steubenville. 1057
Allentown, Dauphin, Pittsburg,
and Crestine, 1087
Allentown and Indianapolis, 1158

and Crestline, Cloveland, and Indianapolis, 1158 I. (Vrie R. R.,) Cleveland, Toledo, 1240

and Chicago, (N. Y. Central.) Niagara, De-

via Allentown, Dauphin, Pittsburg,
Crestline, and Fort Wayne,
(Eric R. R.,) Cleveland and Toledo,

(N. Y. Central,) Niagara, & Do-

183 miles—to Chicago, 72 miles.

the United States.

730

755

812

ditto.

ditto.

merce of the West.

A break of gauge has been regarded by the

this more fully.

The legislation for this Rail Road (es will be seen by reference to the Appendix) is all complete, and the accompanying map, showing the pusi and connection of this route, as part of a g Air Line Railway from New York to the western Respectfully submitted, ÉLLWOOD MORRIS.

It will be perceived by the annexed map, that this Railway line from Auburn to Allentown, connecting the Lehigh Valley Railroad and Central Rail Road of New Jersey, (now in operation east COLD SPRING, PA., July 10, 1855. of Ailentown,) with the Dauphin and Susquehan-na, and Pennsylvania Rail Roads, (also now in ourg, while it requires the construction of only hirty-eight miles of new Rail Road.

POTTSVILLE, PA.

Road demonstrated the fact, that the only direct route towards Pittsburg from the centre of the State lay through the valley of the Juniata River; and an air line drawn upon the State map, from SATURDAY, AUGUST 4, 1855. PHILADELPHIA-HER INTERESTS An article which appeared in the Miners caption, has elicited comment from the Phila-

tral Railroad. With regret we have observed for apperiod press of Philadelphia generally, in even trivial matters. From the mere fact of habitual discourtesy to the country press, up to important movements of a public nature there has been and is exhibited an illiberality, and tendency to be influenced by unworthy motives, which is far from creditable, and which places the press of Philadelphia in an unenviable light, when compared for instance with the whole souled, generous spirit which animates the New York press. Some years since, when an article expressive of the views of the citizens of Schuylkill County, on the question of that this Region could be benefitted more by Coal Corporations, was offered to a leading paper of Philadelphia by a prominent citizen, one half of the article was published, with the promise that the balance should appear the following day. The petty spirit, however, which was fearful of offending some - pri-The following statements will exhibit the disvate interest, deterred the promised publication, and it never appeared. The same miserable, petty feeling as exhibited in that and kindred matters, actuates the mass of the city towards the country press. We think that the country press of Pennsylvania,

as a body, will compare favorably with that of the city, in point of ability and enterprise, and we wonder at their studied neglect of that fraternal recognition, and courtesy which so eminently distinguishes the city press of other sections of the Union. Unfortunately, however, the same spirit which actuated first the laudation of, and then disparagement, and finally suppressed a telegraphic destratch stating that the statue which now adorns our Monument, had finally reached its position on the column, animates the press of Philadelphia, in its intercourse with the country press. Why, anything of importance to the interests No. 331 North Seventh street, Philadelphia. For of the State, and in which even Philadelphia sale at Bannan's. is deeply interested, if published originally in a country paper, is permitted to have priority of publication in the columns of papers out of the State, and then if copied at all in place of being published in extenso, and with the proper, manly acknowledgment of the source nati, 156 miles—to St. Louis, 187 miles—to Chi-cago, 76 miles. And via the New York and Eric paragraph, and in a spirit ill becoming the is press of the metropolis of a great State. It Our route, in fact, forms the shortest practicable Railway line from the City of New York, to all. is quick, however, to injure, as the Ledyer exhibited a few days since, by the publication the leading points of the western country, as will be more clearly seen by a reference to a map of under its money head, of a rascally article, The importance of a direct outlet by Railway from the Anthracite Coal regions of Pennsylvania to know, recoiled with fearful effect upon the to the waters of New York harbor, has long been

intended to depreciate the Coal of Schuylkill County. The shot, however, we are gratified writer, and in a manner least expected. These are small matters, it is true; but it the proposed level at Port Clinton.

The air line computed by Dr. Samuels, between Allentown and Port Clinton, is thirty miles in length—the Ruil Road distance is thirty-three of New Jersey, the Auburn and Allentown Rail- of New Jersey and the Rail- of New Jersey and th igation engrossed all their attention; and neither influence nor money could procure the insertion into the columns of a single Philadelphia paper—except one of an article favorable to its construction. We know that articles advocating the construction of that road were published in the Miners' Jour- obtained at Bannan's. nal, which could not find their way into the columns of the Philadelphia press, even as advertisements. This is the spirit which we refer to, which was and is characteristic of that press, as a mass. The result of this narrow-minded, illiberal policy, is perceptible in the manner in which trade and business men are driven from Philadelphia to New York; for such is actually the case. The narrow, contracted policy of Philadelphia towards the Coal Trade, particularly that of Schuylkill County, is actuated we presume, by the fact that it embraces Individual Operators, and not Corphrations. Those Operators appear can institutions, Convents. As far as we have obunworthy of notice, except to be found fault with, while at the same time, the columns of the press of Philadelphia teem with the reports of Goal Companies, nine tenths of which associations are manufactured to order, for the mere purpose of duping "green-horns," and swindle them out of their nigney. It is an undeniable fact that the Coal trade has with startling developments and exciting incicontributed more to the prosperity of Phila- dents. For sale at Bannan's. delphia, than any other, and that it is the only trade which she has enjoyed entire. How has

The Rail Road distance from Schuylkill Haven it been treated in Philadelphia? Has it ever enjoyed any peculiar facilities? Is not the commercial paper growing out of it, sneered at; and are not those who hold it, recipients of the "cold shoulder," while the Corporations are fostered and encouraged, by monied corporation subscriptions to aid them, and bankng facilities as much as they require? Every obstacle has been thrown in the way of this trade; and Operators have been subjected to the payment of enormous rates, while prosecuting their business. The result is (a fact of which the press of Philadelphia may not be cognizant,) that nearly all the Port Richalso hold that great line, in check, in its charges completed it can command its share of this great ed for carrying on their business; without being subjected to sneers from Banking Institutions and money lenders. A Port Richmond ing months of 1853-24. dealer who recently transferred his principal office to New York, informed us a short time since, that every facility he required, was afforded him in that city, while the same desideratum was denied in Philadelphia. Our informant save that on a recent visit to Philadelphia, while meditating upon the subject, he was struck by the fact that there is a greater quantity of shipping at Richmond, than at

the wharves of the old city proper; nearly all of which the city is destined to lose, as soon as other outlets leading direct to New York are opened, unless a more liberal policy to wards the Coal trade, is adopted by Philadel phia. To exhibit the feeling entertained by Coal Corporations, we will state, that we have at times solicited reports of their operations which have been denied us for fear of com offers the following as the result of a comparison the shortest and best route, for the Passenger and ment on our part. Are these things not with the cost of other similar works, with the Merchandise communications of the City of New antagonistical to the best interests of the antagonistical to the best interests of the Coal trade? A shrug of the shoulder at Coal paper, or a sneer at the very trade which is the life-blood of her business vidouble track, and only thirty eight miles of Rail Road, to command tality, is hardly the way to encourage trade,

or foster that intercourse with the interior so necessary to mutual prosperity. Such insulting treatment comes with an ill grace from a city, that is indebted in a great measure for its present prosperity and trade, to the enterprise and exertion of individual Operators in this Begion. The fact is, Schuylkill county s under comparatively few obligations to Philadelphia for improvements, &c., in her Mining region. Many of the land holders who reside in Philadelphia, in a majority of The name of the deceased was John Logan, aged instances, deriving large revenues from them never spend one cent in this county for improvements, or anything else.

It is true Philadelphia has done much this Region, and were it accompanied by proper spirit on the part of her press and business community, we should not complain. As fur as we are concerned, there never has been nor is not any hostility to Philadelphia. So far from that, it is well known that we have always defended Philadelphia interests, even when by adopting that course, we have created hostility against ourselves. While we continue to cherish those feelings for Philadelphia, we will condemn the spirit which ap-Journal of Saturday last, under the above pears in return to animate Philadelphia, and provoke opposition, fatal to the welfare of the delphia North American. Nothing, however, most lucrative trade she possesses. The North is perceptible in the North American's re- American may adduce instance after instance marks, to lead us to change the opinion we of Coal corporations thriving in other sections have formed and expressed, in regard to the of the country; but our cotemporary should policy which actuates the course of the press know that the air of Schuylkill County is faand business community generally of that tal to their healthy existence. We have yet

city. We agree with the "Boston paper of to learn that any-with one exception-have credit and respectability," quoted by the North | proved profitable to their projectors. To in-American, that the press of Philadelphia sings | dividual operators in the Coal trade is Schuylcontinually of Philadelphia interests, trade, kill County and Philadelphia indebted for the etc. There is where we find fault with it .- prosperity attendant upon its prosecution; It is so immersed in factional disputes; so and our cotemporary errs in ascribing in so controlled by narrow, petty interests, that it great a measure; to Philadelphia capital and cannot look beyond Philadelphia, except pos- coal corporations these improvements which sibly through the medium of its pet, the Cen- now dot the entire length of our Region. In fact, it is simply ridiculous to assert that Philadelphia interests have developed the wealth of years, the small spirit which actuates the of this Region. The editor who makes the

consequent improvements, or he must intend a direct insult to the intelligence of his readers. Either horn of the dilemma attaches to

the North American in this matter. In conclusion this week, we would remark that the New York Railroad, referred to by the North American, has been no pet of ours. We were opposed to this connection, believing throwing its trade into Philadelphia. But as of sending the money by express to Philadelphia New York appears so favorable; as our suggestions for her welfare, have always been received coldly by I hiladelphia, and either opposed or not aided, particularly by the press of that city, we as well as the whole Coal Trade of Schuylkill County, will rejoice at the prospect of the opening of an outlet, by which an escape from the deadening influences of Philadelphia mauagement on the Coal Trade of this Region can be effected. Want of space forbids at the present time, further

comment on this subject. EDITÔR'S TABLE.

H. W.'s Contribution has been received, and will appear in the Wednesday Dollar Journal.

table. To the agricultural community this pubis equal to its merit. J. L. Darlington is the ed-

BLACKWOOD'S EDINBURGH MAGAZINE .- The American edition of the July number of this well known and popular Magazine, has been published by Loonard Scott & Co., 79 Fulton street, Now York. The contents of the number before us embrace several admirable papers, and much volufrom whence obtained, is noticed in a brief minous literary matter, prominent among which "The Imperial Policy of Russia;" "Modern Light Literature-Theology;" "Vernier;" "The Story of the Crimean Campaign," &c.

Even charming and welcome "Graham," for August, has been duly received, and looked over with that interest, which ever attaches to the reception of this admirable Magazine. The number before us contains an artistically designed and finely executed engineving, entitled "Washington Crossing the Alleghony River," in connection with a beautiful Parisian fashion plate, and other illustrations of a similar character. The interesting story, "Mary Stuart" is continued in this number, and proze and poetical contributions from Mr. Dowe, A. W. Cole, Frank Forester, and other favorite contributors, make up a perfect whole.-The Editor's Table is racy; while a bit of music entitled "Pop goes the Question," is charming .-The highest compliment we can pay Graham's Magazine is, to remark that it has in its peculiar line no superior in this country. Copies can be

THE SECRETS OF NUNERIES .- From DeWitt t Davenport, the New York publishers, we have eccived a copy of a new work entitiled. "The Esenned Nun: or Disclosures of Convent Life; and the Confessions of a Sister of Charity." The work gives a more minuto detail of their inner life, and bolder revelation of the mysteries and secrets of nunneries, than have ever before been submitted to the American public. Space will not permit us at the present time to make any extracts from , the book; but we will shortly give some, to show the nature of the publication, and to prove how necessary is the public exposure of abuses connected with the management of those anti-Republiserved, the work before us, exposes, with a fearless hand and skillful pen, the iniquities of Priests, Superiors, and Nuns, as practised in those Popish lures, prison-houses, which priests and Jesuits falsely represent as "Institutions of Learning,"
"Religious Houses," &c., and the cheat and decoption of these establishments may be understood by a perusal of this work, which is replete

Local Affairs.

METEORÓLOGICAL NOTATIONS. Reported by Dr. A. Heyer, of Potter. Sci. Associ' in the state of th 31 days. Saturd. 28 79 89 28.92, Height of Pottsville (corne Sunday 29 80 94 28.99 of Market & 2d. sts.) abov 28.97 mean tide, 633.957 ft.—Dis 28.99 tance from Philadelphia, 9

28.—W. S. W. fresh, rather cloudy, eve. few hours clear 29.—W. N. W. fresh; alightly cloudy, evening clear. 39.—W. S. W. lightly morning cloudy, afternoon shower 31.—N. fresh; morning alightly cloudy, evening clear. 1.—S. lightly rather cloudy, showery. 2—E. fresh: Ditto 3—S. E. fresh; rather cloudy.

The Reading Bailroad .- This Road has

August has been inaugurated in a chilling nanner. The past two days were uncomfortably cool. The clerk of the weather, we presume has to exist at present on the White Mountains, and has not recovered from the offects of the sudden change from a tropical to a frigid temperature.-Curious weather certainly, for August.

Pige.—In the absence of an acting Chief Burgers, these animals have again assumed undisturbed possession of the streets and alleys of our Borough. Nothing tends more to give a stranger an unfavorable opinion of the cleanliness of a town, than the presence in its streets of squads of porkers. It is a matter of regret that no permanent check is placed upon this nuisance.

BD Military Election .- At a meeting of the Patterson Guards, of Ashland, this County, held ultimo, the following named gentlemon were elected officers of the Company: Thomas Connor, Captain; Joseph Philips, Is Lieutenant; John Millar, 2d. Lieutenant; Kiernan Lieutenant ; John Shelly, Orderly Sorgeant.

Fatal Reselt.-William Bush, the man | axles, and will manufacture them from the best the was injured in Sutton & Wright's mines on re-heated from Saturday 21st ult, died on the evening of that day at 11 o'clock.

Patal Accident on the Reading Rail Road On Thursday morning as the 73 o'clock up passenger train for this Borough, was approaching Port Kennedy, a man was observed on the track. The engineer whitiled down brakes; but too late to save the life of the unfortunate man. The locomotive struck him, killing him almost instantly. about 35 years; an industrious, steady, laboring man, and a resident of Port Kennedy. He leaves wife and eleven children.

Damage by a Flood,-The storm of Tues day week, caused a tremendous flood in the Schuylkill river, and did much damage to property on its banks. The stream rose suddenly, and thousands of dollars worth of lumber were swept away. At Philadelphia, a loaded boat of Coal was floated over the dam and sunk, another rested on the dam and broke, part going over and the other sticking fast on the top of the dam; while another stuck fast behind the wreck. The river rose property with a very destructive hand. At Fairmount, Philadelphia, large quantity of lumber belonging to business men of Norristown, broke loose and a portion of it was lost. During the prevalence of the storm which occasioned this damage, no less than five barns situated between here and Norristown, were struck by lightning ments in the town and County as often as oppoand consumed with their contents.

Anthrucite Bank of Tamaqua .- This institution will go into operation in about two weeks, as soon as the Notes are ready. On Saturday last an election was held for officers, which resulted as

ollows:

Directors—John Hondricks, Richard Carter, Benjamin Heilner, William Donaldson, George Wiggan, B. T. Hughes, John S. Boyer, Nicholas Balliett, John Hunter, M. O. Fouler, Gideon Whotstone, Stephen Ringer, Robert Rateliffe, and E. J.

Cashier-John Hendricks. President-Richard Carter.

Teller-William Priser. Mr. Hendricks, we are pleased to learn, intends giving up politics hereafter, and will devote himself entirely to the interests of the Bank, and therefore, although we have differed with him on assertion must either be wofully ignorant in some other questions, we congratulate him on his regard to the causes which have operated election as Cashier of this Institution. He has principally in the development of the mineral all the capacity to make a good officer. In fact wealth of the Region, and the introduction of the names of all the officers is a sufficient guarantee to the public that the Institution has fallen into good bands, and will be used for legitimate business purposes.

Highway Robbery, Burglary and Assault. -A young man by the name of William Forney, was attacked and robbed by four Irishmen!!! at "Scalping" town, near the East Mines, about one mile from Pottsville, on Wednesday noon. He was coming from St Clair to Pottsville with two hundred and twenty-one dollars, for the purpose the grading of the contemplated Road to but when at Scalping town, the four men, before alluded to, met him, apparently by a preconcerted movement, and told him to deliver up his money dr they would take his life. Forney, who is a carpenter, and an active and determined young man, replied, that they should take his life before his money, and put himself in a posture of defence upon which the four bloodthirsty villains rushed upon him with their fists; but Forney's science at fisticuffs was too much for the paddies, and kept them at bay for a few minutes; yet the ruffians vere not thus to be foiled. One of them drew a dagger and made a desperate thrust at the victim's breast, but fortunately, he received the stroke in the arm, and at the same moment he was struck on mence on Friday, 3d of August, and continuo over Sabeness of the same moment he was struck on mence on Friday, 3d of August, and continuo over Sabeness of the same mence on Friday, 3d of August, and continuo over Sabeness of the same mence on Friday, 3d of August, and continuo over Sabeness of the same mence of Friday, 3d of August, and continuo over Sabeness of the same mence of Friday, 3d of August, and continuo over Sabeness of the same mence of and felled to the carth.

him lying on the road. It is strange, that in a region so thickly inhabited as the road from St. Clair to Pottsville is, that an assault of such a character should be permitted to proceed, and the robbers to escape in open daylight; but the misfortune is, that there are too many of the same bind in that visibility. We have been total it is him lying on the road. It is strange, that in a re- tend. of its contents, and we are pleased, to know that kind in that vicinity. We have been told it is the patronage accorded it by farmers and others, scarcely safe for any person but an Irishman to travel through this same appropriately named itor, and the publishers are J. M. Meredith & Co., "Scalping town." Several persons have been beat

and stoned there lately. It appears that a band of organized robbers exists among us, as desperate and as bold as ever existed in the days of Turpin or Sheppard; and as

who entered Mr. Gilfillan's store on Saturday night at Port Carbon. They entored the store through the lights above the door and opened it from the inside. After taking all the money they could find in the drawers, which fortunately was not much; they were proceeding up stairs when the alarm was given, and the burglars decamped in all haste. Mr. Snyder's Saddlery was also entered on Monday night and about ninety dollars taken out of his pocket while he was asleep. There appears to be but little energy exerted by the authorities in this region to prevent such outrages, or to apprehend and punish the perpetrators of them. We have that kind of people to deal with, in many parts of our community, who want to be kept within the bounds of justice by the strong arm of the law, or else even life and property would not be of much value; but it is as much the fault of the people as the Authorities; Rorn, which are not adequate. There seems to be an apathy existing among the citizens on this subject, I mothy Seed; and as long as individuals and their friends do not feel the immediate effects of such lawlessness they think that they are safe, and therefore make no exertions to help our officers or sustain them

when necessary. New Rolling Mill at Palo Alto. The new Rolling Mill now being completed by Messrs Wren, Brothers & Co., who have built all the exterior and heavy machinery at their Washington Iron Works of this place, is situated in one of the most favorable localities that could be well selected in this County. It lies at the entrance of the Schuylkill Valley, between Mt. Carbon and Pt. Carbon, and is in close proximity to the Orchard.

The Schuylkill Valley Railroad runs within a few feet of it on one side, and the Schuylkill Navigation Co.'s Canal almost as near on the other. Iron Works of this place, is situated in one of the most favorable localities that could be well selected in this County. It lies at the entrance of the Schuylkill Valley, between Mt. Carbon and Pt. Carbon, and is in close proximity to the Orchard. few feet of it on one side, and the Schuylkill Navigation Co.'s Canal almost as near on the other. Mr. Harris, under whose control and direction the building and machinery have been erected, has so arranged the boilers and puddling furnaces that, with the advantage of location, a strong current of air will always pass through the entire work, even in the warmest weather. This is one of the first considerations in Rolling Mills, which are always hot places at the best; for it is not always that a supply of men can be had to keep them in full operation. In this respect we will venture to say, the Palo Alto works cannot be beat in the State.

The firm is known by the name of Lee, Bright & Co., and is represented by Messrs. Richard Lee, George Bright, William Harris and John Pinkerton, citizens of this place, and the right kind of men to do business. Eight months ago, the site of the building was nothing better than a mud pool, but has been filled up around the strong fourdations, which are

sunk duep into the solid carth, and now presents quite a different aspect—its features now are business-like and important. The building is to be, when completed, one hundred and sixty feet by one hundred and forty feet in size, containing seven puddling furnaces, one scrap furnace and two re-heating furnaces, one quide mill, for making small merchantable iron, nail rod, &c., one rail and merchant mill, one boilor-plate mill, for rolling boiler or fine iron, one produced during the seven months ending July tilt hammer for drawing out porposes, one pud-Roughing Mill-for rolling the iron which has passed through the "Squeezers," and which is afterwards cut into lengths and re-heated for rails or merchantable iron, one rotary squeazer one of Burden's machines; the advantages of which will been on a visit to those famous snow banks said, be materially felt by all those who make use of iron which has passed through them; for iron cannot be worked in this machine until it has been

thoroughly puddled. Besides the foregoing, the building also contains sheers, circular saws, fans, &c., &c., and two powerful and substantially built engines; one of which, is an 80 horse and the other a 60 horse power. The 80 horse engine drives the rall and merchant mill, puddling train, &c., and the 60 horse drives the rotary squeezers fans &c. The fens are driven by a strap which passes round the outside rim of the fly-wheel-a plan which is as efficient as it is economical. Mr. William Harris understands the requirements of Rolling Mills, having built, and been connected with several, and he has introduced all the in Ashland on Wednesday evening the 25th new improvements which have been made use of clsewhere, or which his experienced and inventive

mind could suggest. This firm intends, and are preparing to manufacture all kinds of iron in the best manner, from Donatioe, &d. Lieutemant; Michael Murray 4th the finest quality of iron that can be obtained .-They intend to pay much attention to railroad car | October 21, 1854.

The mode of making T rails, or merchantable iron from the metal, may be new to some of our readers. The melting iron is taken out of the furnace in lumps of about 450 pounds originally weighing about 480 pounds, therefore losing 30 pounds to a heat and thrown into the rotary squeezers, or Aligator squeezers, (as the case may be,) and from thence it is put through the puddling train, made into flat bars and then cut uto short lengths and re-heated in the re-heating furnace, to be rolled for merchantable iron or rails. About one-third or more of the compoposition of rails should be re-heated iron, a piece of which is laid on the top, and another on the bottom of the rail. The generality of English iron is not so goo

our home manufactured iron, from the fact that hey put little or no re-heated iron in their rails, and consequently they shell off and wear out in a short time with but little usage. All parts of the Palo Alto Iron Works are sup plied with Wolf Crock water. This is the second Rolling Mill now in success full operation in the vicinity of Pottsville. The rapidly and fell rapidly also, although it swept off first one was creeted by Harris, Burnett & Co., a Fishbach on the West Norwegian road, about one mile above the town. The first has been in active operation for some years and has given satisfaction to the proprietor and the public. We will continuo notices of this description, embracing Coal and Iron works and all the new improve tunity affords.

DESTRUCTION OF A NEWSPAPER OFFICE. The office of the Philadelphia National Defender, a new and vigorous weekly journal, de voted to the American cause, was last week destroyed by fire. Luckily there was some insurance, which will protect the enterprising projectors from total loss. We sympathis with the proprietors in their misfortune, and trust that the energy which has heretofore characterised their efforts, will enable then shortly to resume operations in the great cause of Americanism.

HOLLOWAY'S OINTMENT AND PILLS-will cure any disease of the Skin of the longes standing. William Frederick Anderson, Yadkin, South Carolina, suffered for a long time from eruptions on the skin; his face, arm and legs, were covered with little pustules and sores of a scorbutic nature, -for the cure of this unsightly and painful disfigurement, he tried a variety of remedies, which failed to benefit him. At last he tried Holloway's Ointment and Pills, which very soon produc a favorable change, and by a few weeks pers verance with these remedies, he was completely cured. This famous Ointment will cure ulcers and old wounds of twenty years standing.

Religions Intelligence.

NOTICES. CO- BY DIVINE PERMISSION, the Rev. Mr. TYNG of Philadelphia, will preach in Trinity Church, to-morrow wening; at the usual hour.

425-ECOND METHODIST EPISCOPAL CHURCH, larket Street. Pottsville. Rev. Market Street, Pottsville, Rev. Annew Longactie, Paste Divino service every Sabboth at 10 A. M. and 5 P. M. ESF FIRST METHODIST EPISCOPAL CHURCH, 8e and Street, Pottsville, Rev. T. Snowdes Thomas, Pastor. Divine service every Sabbath at 10 A. M. and 7 P. M. 43-BAPTIST CHURCH, Rev. John H. Castle, Pastor. Service every Sabbath at 10½ o'clock, A. M., and 7¾ o'clock, 1½ M. ASSOCIATE REFORMED PRESBYT'N CHURCH.

Market Street, Rov. William H. Prestley, Pastor. Divine service every Sabbath at 10½ o'clock, A. M., and at 7½ o'clock, P. M. 85-ENGLISH LUTHERAN CHURCH, Market Square Pottsvillej Rev. Dankil Spack, Pastor, Divine jestice in this Church regularly every Sunday, Morning, at 1014 o'clock jevening, at 8 o'clock. Weekly Prayer Meeting, Thursday evening, at 8 o'clock.

and felled to the earth.

The cut-throats then rifled his pockets, and left the afternoon, both of Friday and Saturday, and on Sabbath saveral solveral able preachers are expected to be in attendance. All persons are invited to attend by the road. It is strange, that in a retend.

JOSEPH DARE, Preacher in charge.

HYGEANA.—Brought home to the door of the Million A wonderful discovery has recently been made by Dr. Curtis, of this cliy, in the treatment of Consumption, Asthma and all diseases of the Lungs. We refer to "Dr. Curtis" Hygeana, or Inhaling Hygean Vapor and Cherry Syrup." With this new method Dr. O. has restored many afflicted ones to perfect health; as an evidence of which he has innumerable certificates Speaking of the treatment, is physician remarks; "It is ordent that inhaling—constantly breathing an agreeable, healing vapor, the medicinal properties must come in direct contact with the whole of the arisicative of the lunus, and thus essage the medicinal properties must come in direct confact with whole of the arial cavity of the lungs, and thus essape whole of the arial cavity of the lungs, and thus escape the many and varied changes produced upon them when introduced into the stomach and subjected to the process of consequences as if there were no offiners to fear; and indeed, we think our lives and property would be more safe, and our laws more respected and obeyed, if these guardians were more watchful, determined and severe on examples.

It is generally supposed, that a part, if not all of these men who robbod Forney, were the same who entered Mr. Gilfellan's store on Saturday of Difficultion, It. f Dimeannon, Pa.
I am cured of the Asthma of 10 years standing by Dr.

I am cured of the Asthma of lolyears standing by Dr. Curlis Hygeana.—Margaret Eathon Remoklyn. N. I.
Mr. Paul, of No. 5, Mammond Street, New York, was cured of a severe case of Bronchitis by the Hygeana.

My sister has been cured of a Distressing Cough of several years standing, and decided to be incurable by her physicians. She was cured in one,month by the Hygeana.—J. H. Gaubert, P. M., Richmond, Me.

Prics three dollars a package.—Sold by Curtis, Perkins, Boyd, & Paul, No. 143 Chambers, street, New York.—I packages sent free by express to any part of the United packages sent free by express to any part of the United States for Ten Doll.

N. H.—Dr. Curtis' Hygenna is the original and only

POTTSVILLE MARKETS. 2 40 Dried App.
1 35 Eggs, dozen,
1 10 Butter, per pound,
70 Shoulders, do 1 00 Hams, d 2 00 Hay, per ton, 4 00 Plaster, do

ESTRAYS.

TRAY COW.—Came to the property of the subscriber on Monday, the subscriber on Monday, the subscriber of July, a middle sized YELLOW BRINDLE COW. She has a star on her forehead and has a white rump— she had no bell on. The owner will please call, pay and take her away.

WASHINGTON B. FRIZEL. Below Mount Carbon, on the turnpike.

about 4 months ago, a LIGHT RED COW.

about 9 years old, with big horns—she has no heir on her tall. Whoover returns her to the subscriber, or gives any 'nformation will be suitably rewarded. A HEXTER.

M'nersville, July 28, '55

STRAY MULES.—Came to State premises of the subscriber, at the kising Sun Tavern, in Minerville, on the 21st Rising Sun Tavera, ID-Minorsville, on the Elix inst. two Mules, one a STRAWBERRY ROAM, and the office a DARK BAY Horso Mule—both quite large. The owner is requested to come forward: prove property, pay chaires, and take them away, otherwise, they will be sold according to law.

JACOB KUNKLE. sold according to law.
July 28, 55

FOR SALE & TO LET. NOR SALE Two 21 inch screws,

GREAT BARGAIN OFFERED-LOUR, of the choicest Ohio and New York brands, neatly put up in 1/4 and 1/2 cwt. sacks, expressly for family use, for sale at CHICHESTER'S Commission Flour Depot, Centre street. Pottsville, June 30, '55

NOR SALE .- A NEW PERPENdicular Engine of 10 Horse power with pumps com-plete—the whole occupying a space five feet square. 'To be seen at the York Etore. Pottsville, November 11, 1854 E. YARDLEY & SON-JULES FOR SALE. 4 ex- 9

27-45 ODD FELLOWS' CEMETERY.—
Persons distrouts of purchasing burial lots in the Odd
Fellows' Cometery, will apply to
Frank Port, at the Iron Store, Town Hall;
BOLOMON HOOVER, Tin-smith, Centre street; or
STEPHEN RUDGERS, Callowhill Street.
Nov. 12, 1853 . 46-tf.

Nov. 12, 1853 o 46-tf.

FOR SALE.—Twelve: small Cars, 18 inch. whoels. suitable for Contact of the contact of t 18 inch, wheels, suitable for Contrastors, Foundry-men and Machinists, or for Railroad Companies, to use on repairs or about their freight depots. Apply to CANDEE, DORGE & Co.,

October 21, 1854.

October 21, 1859.

FOR RENT—A New Brick Store
House, on Mauch Chunk street, built, for a Flour &
Feed Store. The baselment is admirably adapted to stortue Bale Hay. A Railroad sideling adjoining the building Bale Hay. A Railroad sideling adjoining the building. Possession given on the lat of April, or earlier if desired, by application to the subscribers at the York Store,

Pottsville, January 6, 1855

1-tf NOR SALE .- Three best finish Steam Three Dest Infish Steam
Rigines, manufactured by Wm. Burden, of Brooklyn, New York; of ten; twelve and fifteen horse powes,
with Locomotive bollers, and in first rate running order,
having been in use but one year. They are now in operation on the new Bocks of the Chesapeake & Delaware Caust, one at Balaware City, one at St. George and one at
Chesapeake City, where they can be seen at any time, and
any information given that may be required. They will
be sold at a bargain, by CANDEE BODGE & Co.,
Delaware City. lelaware City.

WANTED

WANTED—Two Teachers, for the Public Schools in Pine Grove—one gentleman and one lady. Application to be made to August 4, 55 31-61 Sec y of School Boar WANTED-Six Male Teachers in New Castie District. Schools to open September, and continue nine months. The examination of schers will take place at the new School House in New Castle, August 23d, at 1 o'clock, P. M. Castle, August 4, 1855 31 GEO. REIFSNYDER, Sec'y. NANTED-A person to rent the

Store House recently occupied by the subscolbers, they having rented and removed to the new brick Store House recently erected by E. W. McGinnes, where they are prepared to furnish those who may favor them with their patronage with Dry Goods, Groseries, Hardware, St. Clair, August 4, '55 TOTICE to Teachers .- Wanted-Nine Male and Three Female Teachers, for the Schools in Blythe township. An examination will be held in the School House, in New Philadelphia, on Thursday, August 23, at 10 c'clock. A. M. Schools commence on the first Menday of September, and continue nine menths.

JAMES KNOWLIN, Set y.

July 23, 555

TO TEACHERS-WANTED-Six Teachers for the Schools in the borough of Mine One Male, salary, \$40 per month.

One Male, salary, \$40 per month.

Two Females," 22"

Three "18

An examination will be held in the stone school house, on Wednesday, August, 15th, at 1 o'clock P. M.

Two Male and three Female Teachers in Tamaqus. An examination will be held in the school house on Broad street, on Thursday, August 16th, at 10 o'clock, A. M.

Five Male Teachers for the Schools in Norwegian township. Examination at Reed's school house, above l'ottsville, on Saturday, August 18th, at 1 o'clock, P. M.

Applicants not well known to the Directors must produce textimonials of good moral character, and all who desire a private examination, must obtain the consent of a majority of the Board of Directors of the district where, in they apply.

Ountly Superinkenent.

majority of the Board.

In they apply.

Ounty Superintendent.

TO SCHOOL DIRECTORS.—School Directors will please inform me at what time they wish to hold examination for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for teachers—giving as much notice before the time fixe for the fixed property of the fixed

COAL. DEATTY, THOMAS & CO., have promoved to the office in J. Silliman's Frame Build-ag, in Centre street, a few doors above the Pennsylvania Iall, where persons having business, with them will TOTICE .- Bacon, Price & Co. will continue the Coal Business, as heretofore, corner of Front and Walnut streets, Philadelphia, and also at their Office, Morris' Addition.

L. P. BROOKE, Agent.

Pottsville, February 3, 1865 YOAL LANDS WANTED .- Parties

having for sale tracts in any part of the Anthracite Region, which they know or believe to be valuable Coal lands, are invited to communicate with HENRY W. POOLE, Mining Engineer.

May 5, 1855 18-tf Potterille, In. OAL! COAL!-The subscriber keeps constantly on hand a large quantity of Allegheny and Hampshire Biruminous Coal, for sale by the ton or bushel, at the lowest cash prices. He is also prepared to receive Coal on Yardage, and to deliver the same.

Yards, S. W. korner Broad and Callowhill streets, and Arch street Wharf, Schuyikill.

Philadelphia. April 21, 1855.

16-1y S. & W. L. ROBERTS, Shippers

THRACITE COAL, including the best qualities of and Red Ash, from the Raimbow, Spohn and Gate Vei Wharf, Locust street, Schuylkill.

Offices—No. 804 Walnut street, Philadelphia,
No. 108 State street, Boston.

March 24, 1855

March 24, 1855

12-0m

OGERS, SINNICKSON & CO.,
Miners and Shippers of Coal, by Italiroad & Canal.
Offices—No. 36 Walnut street, Philadelphia;
No. 208 Broadway, New York;
Contre St., opposite American House, Pottsville;
Where they offer for sale by the cargo, their celebrated
Peach Orchard and Peach Mountain Red Ash Coal, White
Ash from the Races and Black Heath Veins, all of which
are free burning, and adapted to family use.
Also their North Dale and Broad Mountain White Ash
Coal, suitable for Furnaces and Iron Works.
February 24, 1855

8-0m O-PARTNERSHIP.-LEWIS AU-DENRILD having resumed the selling and shipping of Coal? has this day associated with him William G. Audenfied, John Rommel. Jr., and George H. Potts, under the firm of Lewis Audenburg. 6. Co., at 42 Walnut street.

JOHN ROMMEL, JR. 2-11 TOTICE .- The undersigned have this day, May 1st. 1855, entered into co-partnership under the name and style of V. H. & A. T. MYERS, fo Wharf—Lombard street. Schuylkill.
Office—S. W. corner Front and Walnut streets. V. H. & A. T. MYERS,

Coal Dealers, Lombard Street Wharf, Schuylkill. Office
—S. W. corner Front and Walnut Streets. Coal by the
cargo or single ton.
Philadelphia, May 19, 1855 20-6m NOTICES. TTENTION COMPANY!-A sta-

UDITOR'S NOTICE .- The un-

TN the Court of Common Pleas of Schuylkill county: ELIMARETH M. BEATTY - 135 June term, 1855, Fi. Fa Joun S. STRUTHERS. CHARLES HAESELER 136 June term, 1855, Fi. Fa. John S. Struthers. The undersigned, Auditor appointed by the Court, to distribute the money raised by sale-under the above Writs of Fi. Fa., among those entitled to receive the same, will meet the parties interested at his Office in the same, will meet the parties in the day, the 25th day of Au-borough of Pottsville, on Tuesday, the 25th day of Au-

August 4, 1855 31-34* TOTICE.—We hereby inform the public that H. A. FULLER is no longer our agent.

BENJAMIN MILNES & CO.,

Miner, and Shippers of Ool.

Dollada, July 28, '55 TOTICE.—The Subscribers have

this day associated with them, in the Lumber business, at Mount Hope, Schuylkill county, R.C. RUSSELL, under the name and firm of HARRIS, SEVERN & CO.

HARRIS & SEVERN. TOTICE—The undersign'd has been appointed the agent of the owners of "The Warder erty," and offers for sale building lots in the borough

ISSOLUTION .- The partnership is dissolved from this serious ducted hereafter by the undersigned.

THOMAS CHRISMAN. Poltsville, July 28, '55 AUTION .- All persons are hereby cautioned against negotiating a note drawn by Saul & Eshleman, to the order of Jacob Bretz and by him en-dorsed to the subscriber, dated June 15th, 1855, for Fifty Bollars, payable sixty days after date, as the same has been lost and payment thereof stopped, to any person ex-cept, the subscriber or his Attorney, John T. Shoener, C. HALL. 30-A UDITOR'S NOTICE.—The underrigned, an Auditor appointed by the Orphans Court of Schuylkill county, to audit, resettle and restate the account of CHRISTIAN B. HALDERMAN, Guardian

of PRISCILLA NEUSCHWENDER, late Priscilla Halderman, will attend for that purpose at his office, in Marketstreet, two doors above Third, on Friday, I'th August 9 o'clock, A. M. WM. B. POTTS. OTICE is hereby given that an application will be made at the next session of the Legislature of Pennsylvania, for the incorporation of a Savings Bank; with the usual privilerce, said Bank to be called "The Swatara Savings Bank" with a capital of wenty Thousand Bollars, with the privilege to increase he sum to One Hundred Thousand Bollars, and to be lo-ated in the town of Donaldson, Schuylkiil county. Donaldson, June 30, '55 hereby given that the undersigned Auditor, appointed by the Orphana' Court of Schuyikill county, to distribute the balance in the hands of John P. Bertram, Administrator of the Estate of EMANUEL BERTRAM,

Auministrator of the Estate of EMANUEL BETTILAM, deceased, to and among the creditors, will attend to the duties of his appointment at his Office in Centre street, Pottsville, on Monday, the 20th day of August next, at 10 o'clock, A. M. HOWELL FISHER, Auditor, July, 28, '55. OTICE.-Letters Testamentary upon the Will of SAMUEL H. NEWBOLD, late of Burlington county, New Jersey, deceased, have been granted by the Register of Wills of Schuylkill county, Pennsylvania to Thomas H. Trotter and Christopher Loeser, the Executors named in the Will, and they request rsons having claims or demands against the Estate said SAMUEL H. NEWBOLD, to make known the of the said SAMUEL II. NEW BUILD, to make known the same to them without delay. THOMAS II. TRUTTER, 82 Walnut street, Philadophia. CHRISTOPHER LOESEI.

June 27, '55; 6-6t* Centre street, Pottsville.

Court of Schuylkill county to distribute the balance remaining in the hands of Joel Kistler, administrator, &c., of JACOB RAPP, late of the township of Union, decased, as shown by the account of said administrator filed in the Register's Office, to and among the persons entitled to the same, hereby gives notice; that he will attend to the duties of his appointment, at his office, in the Bornugh of Pottsville, on Tuesday, August 14th, 1855, at 10 o'clock, A. M., when and where all persons interested may attend.

MYER STROUSE, Auditor.

July 28, 55 Court of Schuvikill county to distribute the balance TOTICE to all the Heirs and Repre-TOTICE to all the Heirs and Representatives of JACOB FAUST, late of the township of West Brunswick in the county of Schuylkill, deceased. PURSULET to an order of the Orphans' Court of the CPURSULET to an order of the Orphans' Court of the CPURSULET to an order of the Orphans' Court of the CPURSULET to an order of the Orphans' Court of the CPURSULET to an order of the Delta at the public house of Jacob Kimmel, in the township of Porter, in the county aforsaid, on Tuesday, the 28th day of August, 1855, at 10 o'clock in the formoon, to make partition of the real estate of the said deceased, to and among his children and legal representatives, if that can be done without prejudice to and spoiling of the whole, otherwise to value and appraise the same; when and where you may attend if you think proper.

Sheriff's Office, Pottsville, Startiff.

Survilles.

Sheriff's Office, Pottsville, 2966.

NOTICE OF APPLICATION FOR
Increase of Capital.—It is the intention of the stockholders of "The Miners' Bank of Pottsville, in the stockholders of "The Miners" Bank of Pottsville, in the county of Schuylkill." to apply to the noxt Legislature for an extension of their corporate banking and discounting privileges. The name and style of the said corporation is "The Miners" Bank of Pottsville, in the county of Schuylkill." It is located in the horough of Pottsville, Schuylkill county. It was created for a hank of discounted deposits and issue, and with a capital of Two Humired Thousand Bollars, and the intention is to ask for an increase of capital of Three Hundred Thousand Bollars, and the intention is to ask for an increase of capital of Three Hundred Thousand Bollars.

JOHN SHIPPEN, Chas Lorgen Cubic.

Pressions. Chas Lorsen, Cushier. June 23, 1853

A DMINISTRALLY TION WHEREAS, letters of Administration ICE. DMINISTRATOR'S NOTIC of the borough of Pottsville, Schnyksi, and sons indebted to said estate are requested to diste payment, and all persons having claim ted to present them for cettlement to

ISAAC STRAUCH, Adm. A DMINISTRATOR'S NOTICE The undersigned, having been appears strator of the Estate of ANDLEW WILLIAM, and late of Schuylkill Haven. Schuylkill doublerby given to all persons inde ted to sai make immediate payment, and all those having against said Estate, to present them for payment, and all those having the said Estate, to present them for payment, and 18588 2666

HARDWARE RTHUR'S Patent Air Tight Assaling Cans, for preserving fresh from ables. These cans were used by many families principal cities, last summer and fell, and for reliable. All the articles, such as jeaches, to preserved in them, were opened as fresh as with the company of t August 4, 35 31-11 CRAIN CRADLES, Grass S.

A Scythe Snaths, Grain Sickles and Have Rakes, at the Hardware & Iron Depot. FRAME June 9,055 ROUND LAND PLASTER Dushel or in smaller quantities, Hydran Calcined Plaster, White Sand, at the Hardway June 9, '55 TYUM DEMAR VARNISH-Itiful article for wall paper or China Glas BLACK VARNISH, for Iron Railing suitables lots, at the Hardware and Iron Depot. FRAN

DATENT EXPANDING Spring—The cheapest and most simples the best article after you by away weights a You can apply at the Hardware and Iron is MERICAN and English Tahlery, Rodgers' and Westenholms Fords lardware and Iron Depot. YUM PACKING, Blacksmith

Thows, Anvils, Hand Hammers, Sheing House Nails, Trace Chains, Rope, Hemp Packing White Lead and oils, at the Hardware and Inc. June 9, '55' CULTIVATION Plows, Plow P Shovels, Spades, Manure Forks, of the mediatterns, suitable for private and the mediate

TARDWARE of all Desc TOOLS of the most celebrated makers, Jackson's Saws. Locks, Latches, Bolts, a vanies assortment of Housekeeping Hardware, to shoution of the public is invited, at the list the same of the public is invited, at the list that we have the same of the public is invited, at the list that the same of the public is invited, at the list that the same of the public is invited, at the list that the same of the public is invited, at the list that the same of the same o

HARDWARE AND IRON Centre street, 2 doors above Market, fa ornamental Goods, Bar Iron of all sizes ue Iron of all thicknesses. Building Har BUSINESS CARDS

M. B. POTTS, Attorney al Office in Market street, adjoining J : Esq., same building. March 24, 185 AVID B. GREEN, Attorney AVIII D. Pottsville, Pa: Office in Market stree July 14. TOHN CHARLES LAYCOCK Selor and Attorney at Law, No. 74 Fif Arch, Philadelphia. March 31, 155 TOHN P. HOBART, Attorney at Commissioner for New York Deffice op n House, Centre Street, Pottsville, Penna.

DR. J. T. NICHOLAS. PHYSICIAN, SURGEON & ACCOLOR
Office - Market St., above Seconi YER STROUSE, Attorney 2 MHOMAS R. BANNAN, Attor Nov. 20, 1553

OUNTY-LAND CLAIMS prox Attorney at Law, corner Market and Secure Pottsville, March 24, 1855 E. STRAUB & CO, B. Allow 5 per cent interest to depositors ud interest payable on demand.

March 17 1855

F. M. DIXON, DOCT Dental Surgery, one door above E. C. ewelry Store, Centry Street, Pottsville.
September 2, 1854 ORT CARBON SHOVEL FACTO Charles Smith, Proprietor. all kinds of coal sh vels, spades, coal rides TEORGE deB. KEIM, Attorne Law, Pottsville, Penna, will attend toleral in Schuylkill county and elsewhere. Street, nearly opposite the Miners' Bank. July 7, '55

ille, Pa. June 2, 1855 [Nov. 11, '54' 44] at Law, Pottsville, Schuylkill County, Office in Centre Street, nearly opposit ers. Bank. January 4, 1854 EVILLE & RICHARDS, And at Law will attend to all business introder vith dilligence and care. Office Centre Street St o R. R. Morris' Store, Pottsville. June 11, 1855 [Jan. 8, 54–243] 32 J'DWARD SHIPPEN, Attorn Counsellor at Law, Philadelphia will atter lections and all other legal business in the Gre delphia, adjoining Counties and elsewhere.

TAMES H. -GRAEFF, Aug Law, having removed to Pottsville, has c under the Telegraph Office, Centre Street mlwr 6, 1851 TAMUEL GARRETT, Conveyancer and General Collector, we business entrusted to him with diligence fice, Centro street, Pottsville, Pa., opposite N. B.—The Deckets of N. M. Wilson, session of Samuel Garrett, Esq. [July 14] HENRY W. POOLE, Civ. graphical, and Mining Engineer. Pottsville, Pa., attends to any Surveys, Ev.

other Engineering work connected with the July 22, 1854 CEO. K. SMITH, MINING neer and Surveyor, Silver Terrace to Pottsville, Pa. Examinations, Reports S Maps of Coal Mines. Coal Lands, Minlug. Ma executed on the shortest notice. Agent 6-70 September 24, 1853. GENCY-For the l'urch Sale of Real Estate; buying and sliming charge of Coal Lands. Mines, &c., and routs from twenty years experience in the

ronts—from twenty years experience in hopes to give satisfaction. Office Mah Pottsville. April 6, 1850 DR. G. N. BOWMAN geon Dentist, Office in Brick Punks.
Market and Second Streets, west side, but Expuire Wilson's Office, where all epirations are performed, and new teeth inserted analogs. His worst. PURVES, DEALER IN

Iron, Copper, Brass, Bar and ford Specier Lead, &c. Orders received for Briss work, and Machine furnishing. All orders are the state of M! WILSON, (late Justice)

Beace,) will promptly attend, when can
as arbitrator, administrator, assigner, active
chase and sale of houses, lots, land, can
be a promptly to the party of the party. Ac., together with all other favor him with.

dersigned. Auditor appointed by the Orphans' [East Norweglan, June 30, 55]

M. SCOTT, Attorn Shamokin, Northumberland References: Hon, James Pellods, Governor of lean Ellis Lawis, Chief Justice of Fra Suppliers, Northum ** ELIIS LEWIS, Unfer JUSTICA ...

**ALEX. JORDAN, Sunbury, Northumberger

**BEXJ, PATTON, Trevorton, Northumberger

**JOHN COOPER.

**JOHNER W. COMEY.

**MOSERS, SHORM, LANG & CO.

**PATERMAN, OSSOLDA & CO.

**PATERMAN, OSSOLDA & CO.

**Docember 30: 1564

TO THE PUBLIC.—Having

L LEO. BROWN, Inspector of T tenders his services to landscanes at making Examinations, Reports, &c. of Mice Lands. From his knowledge (1 year sandor Mining Operations, having been in this cut?) and carried on Mines the last six years, be for the last six years, but the last six years are last six years.

Lebanon, March 17, 1932

M. D. L. DODSON,
tive and Mechanical Dentist had
of the best Bontal Establishments in the
State, and Intends to afford his patricia the
State, and Intends to afford his patricia the

JOHN SHIPPHN, Office in Market street, two days and 25-IstTinJ Feb. 24 1835 July 29, 1854 319