Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 19, 1856.

ENGINEER'S OFFICE READING & LEHIGH R. R., READING, July 4th, 1856.

TO THE EDITOR OF THE "MINERS' JOURNAL":—

Sir:—I have been so busily engaged prosecuting the surveys for our road, that I have hitherto had no time to reply to the editorial which appeared in your issue of the 28th ult. In addressing my first letter to you, I was under the impression that your object in noticing my Report, was to elicit truth, and to have justice done to all parties. I did not for a moment suppose that you would take a one sided view of the case, or that you would descend to personalities. I would fain think so still.

The first statement in my Report, the accuracy of which you deny, is to be found in page 15, viz: 'With distance, gauge and grades in your favor, you can have no successful competitor for the New York trade.' This statement refers to Harrisburg, the eastern terminus of the great trunk lines of the State. It had no reference to Pittsburg, or to any other place, as is abundantly plain from the context. This statement I hold to be true and incontrovertible.

Second statement. 'The grades ascending eastwardly will be a few feet per mile in favor of the Allentown & Port Clinton road.' The engineer's report on that road, states the eastward grades can be limited to sixteen feet per mile. The eastward grades can be, and will be limited to 26½ feet per mile on the Reading & Lehigh Railroad. This matter of grades, Mr. Editor, can be resolved into a question of dollars and cents. The western terminus of the Reading and Lehigh, is only 7 feet higher than the eastern. The terminus might be connected by a uniform plane, but it would add vastly to the cost of the road. Have you not when writing on this subject, ignored the existence of steep grades on the Dauphin Road?

Third statement. 'They (Auburn & Dauphin Roads,) will have to bridge the Susquehanna, &c.' You say that this is a mistake; that the Northern Central R. R. Co.'s bridge will answer the purpose. I was fully aware of the fact that a bridge was being built at Dauphin for the use of the Northern Central Company, but as this bridge runs obliquely across the river and somewhat in the direction of Baltimore, I concluded that it would make an imperfect connection between the Pennsylvania Central and the Dauphin Roads. The bridge will be composed of twenty spans, and there is only one now built. My statement is therefore, substantially correct.

Fourth statement. 'The Allentown, Port Clinton and Dauphin Roads will be entirely cut off from your southern connections at Harrisburg.' I did not mean to say that that road was inaccessible. What I do assert is this:—that the route *via*. Reading is eleven miles shorter, has better grades and curvature, and passes through a more delightful region of country, and when completed must necessarily monopolize the trade from the southern route. This opinion is generally received in New York, and all along the line of the Cumberland Valley.

In the early part of the year 1849, I was engaged on the location of the Dauphin Railroad. Our instructions were to build it as cheap as possible for a Coal road. The original projectors of that enterprise were innocent of any intention of ever extending their road to the Schuylkill, much less of making it a portion of the present middle route.

The gentlemen engaged on the Reading & Lehigh R. R. were justified in asking for all information which might bear upon the success or failure of their enterprises. You will oblige me by giving these remarks a place in your journal. I am your most obedient servant,

M. E. LYONS.

Mr. Lyons, it will be readily perceived, is not more happy in explanation than in assertion.—To say the least, his instructions as engineer of the Reading and Lehigh Railroad, are singular.—In addition to acting forth all the advantages of a projected route from the Schuylkill to the Lehigh river, Mr. Lyons is instructed to criticise a rival road. Upon the appearance in due time of his Report, two horns of a dilemma presented themselves—either the engineer of the Reading and Lehigh Road, was ignorant of the topography of the country through which the projected Auburn and Allentown Road runs, or he untruthfully disparaged the merits of the Auburn route.—Charity induces us to believe that Mr. L. was ignorant of the features of the route he criticised. If that is the case, he is too facile in predication, to merit the entire confidence of the public in regard to the advantages to be derived from the completion of the Road to which he is directly interested. We selected but a few points in his Report for criticism. Mr. Lyons in explanation of what he means, is not only most unhappy, but requires considerable space. If his entire Report is susceptible of criticism, and would require equally explanation from its author, a voluminous addendum might be added to exhibit to the stockholders of the Reading and Lehigh Railroad, what its engineer really does mean. To the above favor of Mr. Lyons, we will reply as briefly as possible.

In the first place, Mr. L., you state that "with distance, *gauge* and grades in your favor, you can have no successful competitor," &c. This declaration is nothing but a *gross deception*, because the *gauge* of both routes is precisely the same—there are two trains now running daily on the Dauphin and Susquehanna Railroad between Auburn and Harrisburg—and the distance between Harrisburg and New York *via*. the Dauphin and Susquehanna R. R. to Allentown is only five miles longer than *via*. Reading to Allentown. The distance from New York to Dauphin, where the Auburn route connects with the Pennsylvania Central Railroad, is less than it is by the Reading route. As the steepest grade on the Dauphin and Susquehanna Railroad (45 feet) is less than the grades ingress on the Pennsylvania Railroad, which frequently reaches 53 feet, it is a matter of no moment, because the same trains that pass over the Pennsylvania Railroad would pass over the Dauphin and Susquehanna Railroad. If you did not allude to the trade beyond Harrisburg, why did you give the distance from Pittsburg to New York *via*. Reading at 425 miles in your Report, as being the *shortest route* between those points, when you had the Report of Edward Morris, Esq., in your possession, giving the distance from Pittsburg to New York *via*. Auburn at 420 miles. It would be superfluous, if not ridiculous, to make such statements in a Report, if you had no reference to the trade *to* be carried between those points.

2nd. "The grades ascending Eastwardly will be a *few feet* per mile in favor of the Allentown and Port Clinton Road." This was your declaration. The grades in your Report are put at 34 or 35 feet per mile, but state that they can be reduced to 26½ feet per mile. The heaviest grade mentioned on the Allentown and Auburn Railroad was 16 feet to the mile (the actual grade on the located route is 12 feet *to the mile on straight lines*), which is *less than one-half*. Now every Engineer knows the vast difference between a grade of 26½ and 34 feet, and a grade of 12 or 16 feet in the transportation of heavy tonnage, such as Iron and Coal; and to designate so great a difference of 18 feet or 14 feet, as a *few feet* in this Report, must be intended for *deception*. We agree with Mr. Lyons, that grades is a subject of dollars and cents—and when it is known that a locomotive will haul *one-third* more cars over a grade of 12 feet to the mile than it will over a grade of 26½ feet, it has important bearing on the question at issue, and ought not to be disposed of by an Engineer in so summary a manner as a "few feet" if he expects to secure the confidence of the public in his Reports. We did not ignore the existence of steep grades on the Dauphin Road, because, knowing that the grades on the Central Railroad were greater than any on the Dauphin and Susquehanna, it was a matter of no moment, for it is through the Pennsylvania Central Railroad that all these lines must work.

3d. The explanation for the third assertion is funny, even *ridiculous*. He first states that the Dauphin and Auburn Company would have to build a bridge *to* connect with the Central Railroad, which would cost $200,000. Now, he admits, that another company is building this bridge at that point, which will be completed, no doubt, before either the Reading and Allentown or the Auburn and Allentown Roads are finished. As this bridge runs within fifty feet of the Dauphin terminus of the road, and will be built by another company, connecting on the east side of the Susquehanna with the Dauphin and Auburn Railroad, and on the west side with the Pennsylvania Central Railroad, and the Northern Railroad South, consequently rendering the building of a bridge by the Dauphin Company entirely unnecessary, still he declares his first statement *substantially correct*. The explanation is more boggling than the original.

4th. "The Allentown, Pt. Clinton and Dauphin Roads will be entirely cut off from your Southern connections at Harrisburg." This is the declaration in the Report. Now, he says he did not mean to say that the road was "*inaccessible*"—but he did say that it was *entirely cut off from Southern connections*. The truth is, that there is a connection at Harrisburg with all the Southern routes—that Coal is carried almost daily from Schuylkill County over the Dauphin and Susquehanna Railroad direct to Baltimore over the Baltimore Railroad. It connects with all the roads that terminate at Harrisburg running South and West, and our market is supplied every week with produce from Baltimore, the Cumberland Valley and the West. We doubt very much whether the route is shorter *via*. Reading for any point except from Baltimore, and it would still be shorter *via*. Philadelphia from Baltimore to New York than *via*. Reading. We are not so *green* as to suppose for one moment that trade from the South would be run up to Harrisburg and then carried across to New York, when they have a much nearer and cheaper route both by land and water in other directions. Any Engineer holding out such an idea must be hard run for arguments, indeed.

Lastly, Mr. Lyons states that the Dauphin and Susquehanna Railroad was built as cheap as possible for a Coal Road. As Coal is about the heaviest tonnage transported over Railroads, it is well known that they require to be built much heavier than if intended for the transportation of passengers and merchandize only. And as this Company is engaged in transporting trains of 50 cars laden with Coal on the road East and West from the Swatara Coal region,—this is the best evidence that the present structure answers for the transportation of Coal as well as general merchandize and passengers, and like all other roads can be strengthened as the trade requires it.

We think Mr. Lyons has been peculiarly unfortunate in his *criticisms* of the Port Clinton and Dauphin Road, and the calculations are so extravagant in favor of the other, that his whole Report is held up for the amusement and ridicule of the public in the Philadelphia *Railroad and Mining Register* of June 28th.

That a branch road of about twelve miles will be made from Reading, connecting with the Auburn and Allentown road, about 14 miles west of Allentown, we have no doubt—because the interests of the Iron establishments will compel them to make it for their own preservation—to this there is no objection—it would be the height of folly to make two roads running parallel to each other for that distance, when one would accomplish the object. And besides, the Auburn and Allentown Railroad is already located on the best ground between Allentown and the point where the two roads would naturally connect.

All the advantages that are possessed by the Reading and Allentown Rail Road, are possessed, by the Auburn and Allentown Rail road, with the following important additions, namely—any person who will draw a line from New York to the mouth of the Juniata, where it connects with the Central Pennsylvania Railroad, 8 miles above Harrisburg, will find it much nearer an air-line than *via* Reading and Harrisburg, for the great trade of the West.

All the Bituminous and semi-Anthracite Coal, on which so much stress is laid in Mr. Lyon's Report, from the Central Railroad, and above from Treverton, Wiconisco &c., will strike the Susquehanna, Auburn and Allentown road, eight miles above Harrisburg, where they all connect, running North, South, East and West, and is consequently nearer New York *via*. Auburn, than *via*. Reading, with no more unfavorable grades, because as we stated before, the grades of the Central Rail Road are much greater than on the Auburn and Susquehanna Road, through which they all must work for the great trade of the West.

The Pennsylvania Central Rail Road, will throw no obstacle to the trade from the West, destined for and from New York, because it passes over the whole extent of their road, except 7 or 8 miles at the Eastern terminus, but would rather encourage it by the Auburn route to increase their business over the rival roads, leading West from New York—but as the Reading Rail Road Co. controls the Lebanon Valley Rail Road, *they* will throw every obstacle to obstruct the trade going East at Reading, and would use all the Corporate powers they possess to take this trade over their own road to Philadelphia, because merchandize and passenger travel is more profitable to this company than carrying Coal—and it is well known that the Lebanon Valley Rail Road was constructed merely as a feeder to the Reading Rail Road at Reading. So determined are the Managers of the Lebanon Valley Rail Road to effect for that purpose, that in their recent Report, made since Mr. Lyons issued *his flaming Report*, they do not even mention the Reading and Allentown Road, and did not deem it of sufficient importance to allude to it.

But the most important advantage of the Auburn and Allentown Road, over the Reading and Allentown route, is the fact that the former opens a direct route from the great Anthracite Coal Field of Schuylkill County, leading to New York city, while the latter cannot be used for a Coal road.—No Coal would descend to Reading and then take the Allentown Road towards New York, over a grade of 26½ feet to a mile—while the Auburn and Allentown route would make the distance twenty miles shorter, with an ascending grade to the Lehigh, of only 12 feet to the mile on straight lines. One of Ross Winan's first class engines could take at least 100 loaded Coal cars over this grade on a straight line, which is equal to the trains now transported over the Reading Rail Road. The distance from Mt. Carbon to New York, by this route, as now located, would be 142 miles—and as soon as finished, it would open a direct line from Schuylkill County to New York, for the vast Coal trade of this Region, which has, up to the present time, furnished more than half the Anthracite Coal sent to market. In less than two years (by the time this Road could be built), both the Canal and the Reading Rail Road, with the numerous feeders leading to the latter work, will be filled to its utmost capacity with a double track, and will require a third to accommodate this great and growing trade; and we feel no hesitation in stating that the Auburn and Allentown Rail Road will be filled with Coal, just as rapidly as the machinery is furnished to transport it by the Company. It will pay a dividend on the Coal trade alone, independent of the merchandize and travel on a great through line, leading from New York direct to the West, making the distance by this route.

From N. Y. to Chicago,	72 miles.
" " " Cincinnati,	128 "
" " " St. Louis,	193 "

shorter than by the New York and Erie Railroad, or any other line now leading out of New York to the great West.

We need only remark, that the privilege of extending the Auburn Road to connect with all the lateral Railroads in Schuylkill County, was obtained at the last session of the Legislature, and we presume it will be the interest of these roads to connect with the Auburn and New York Road as speedily as possible, there being only ten miles of road to lay to secure this connection.

We think the citizens of Reading in requesting Mr. Lyons to criticise the Auburn and Allentown Railroad, committed a great blunder—and it would be good policy on their part, to stop Mr. Lyons from writing any more letters on the subject.

THE BROOKS' ASSAULT.—Annexed is the vote in the House on Monday, on the expulsion of Preston S. Brooks:

YEAS—Messrs. Allright, Alston, Ball, Barbour, Bennet of New York, Benson, Billinghurst, Bingham, Bishop, Bliss, Bradshaw, Brenton, Broom, Buffington, Burlingame, Campbell, of Pa., Campbell, of Ohio, Chaffee, Clark of New York, Clark, of Conn., Clawson, Colfax, Comins, Covode, Cragin, Cumback, Daniell, Davis, of Mass., Dean, De Witt, Dick, Dickson, Dodd, Dunn, Durfee, Edie, Edwards, Emrie, Galloway, Giddings, Gilbert, Granger, Grow, Hall, of Mass., Harlan, Haven, Hickman, Hoffman, Holloway, Horton, of New York, Horton of Ohio, Howard, Huchston, Kelsey, Knapp, Knight, Knowlton, Knox, Kunkle, Leiter, Matteson, McCarty, Morrison, Miller, of New York, Millward, Moore, Morgan, Morrill, Mott, Murray, Nichols, Norton, Oliver, of New York, Packer, Parker, Pearce, Peck, Pelton, Pennington, Perry, Pettit, Pike, Pringle, Purviance, Ritchie, Robbins, Roberts, Robinson, Sable, Sage, Sapp, Scott, Sherman, Simmons, Spinner, Stanton, Stranahan, Tappan, Thorington, Thurston, Todd, Trifton, Tyson, Vail, Wade, Wakeman, Walbridge, Waldron, Washburn, Washburne, of Ill., Washburne, of Me., Watson, Welch, Wells, Whitney, Williams, Wood, Woodruff, Woodworth.

NAYS—Messrs. Aiken, Allen, Barksdale, Bell, Bennet, of Miss., Bocock, Bowie, Bowie, Branch, Burnet, Caldwell, Calder, Carlile, Caskie, Clingman, Cobb, of Ga., Cobb, of Ala., Cox, Craige, Crawford, Davidson, Davis, of Md., Bonner, Dowdell, Edmundson, Elliott, English, Etheridge, Faulk, Evans, Faulkner, Florence, Foster, Goode, Greenwood, Hall, of Iowa, Harris, of Md., Harris, of Ala., Harris, of Ill., Harrison, Houston, Jewett, Jones, of Tenn., Jones, of Penn., Keitt, Kelley, Kennett, Kidwell, Lake, Letcher, Lindley, Lumpkin, Mace, Marshall, of Ky., Marshall, of Ill., Maxwell, McMullen, McQueen, Miller, of Ind., Millson, Oliver, of Mo., Orr, Phelps, Porter, Powell, Puryear, Quitman, Reade, Ready, Reaud, Rivers, Ruffin, Rust, Sandidge, Savage, Seward, Smith, of Tenn., Smith, Rust, Sandidge, Savage, Seward, Smith, of Tenn., Smith, of Va., Smith, of Ala., Stuart, Stephens, Stewart, Swope, Talbot, Taylor, Trippe, Underwood, Walker, Werner, Watkins, Wheeler, Winslow, Wright, of Miss., Wright, of Tenn., Zollicoffer.

Yeas, 121; nays, 95. Necessary to expulsion, two-thirds. It was lost; but Brooks subsequently resigned his seat after delivering a speech, hurling defiance into the teeth of the North. If anything can sink the man deeper in infamy, that speech has effected it. South Carolina will undoubtedly send him back, after a majority of the members of the House have expressed an opinion that he is unfit to associate with them.

Pennsylvania—the stern old State—blushes as she recognizes in the list of those who voted against the expulsion, the names of Thomas B. Florence, of the First District, John Cadwalader of the Fifth, and J. Glancy Jones of the Eighth. Their vote condemns them. Comment is not required. Fuller and Barclay dodged the vote.—They were absent. Our representative stood right, while Hiekman and Packer, alone of the Democratic representatives from Pennsylvania voted in the affirmative. The Southern Whigs and Americans in a mass, with the exception of a member from Maryland, voted in the negative.—The Slave influence is stronger even than their hatred of Sham Democratic brutality and ruffianism. The above list should be preserved. It shows who truckle to the slaveocracy.

Local Affairs.

METEOROLOGICAL NOTATIONS.

Reported by Dr. A. Hegyr, of Pottsville Sci. Association.

JULY. 7th mo., 31 days.	THERM'R. Mean.	Highest.	Lowest.	BARM. Mean.	GENERAL OBSERVATIONS.
					Topograph. & Geograpkical.
Saturd. 12	82	92	72	29.95	Height of Pottsville, (corner of Market & 2d. streets)
Sunday 13	81	93	69	29.98	above mean tide, 633.957 ft.
Monday 14	82	95	72	29.21	above mean tide, 633.957 ft.
Tuesdy 15	77	89	68	29.18	Distance from Philadelphia
Wedn'y 16	77	94	68	29.31	95 miles. Latitude, 40°
Thurs'y 17	82	99	70	29.25	48' 15". Population in
Friday 18	82	99	70	29.28	1850, 7,800.

12—S. W. light; rather cloudy.
13—N. W. fresh; do.
14— " nearly clear.
15— " "
16—W. N. W. fresh; "
17— " "
18— " "

☞ *The Weather* has been intensely warm during the week. At noon yesterday, our thermometer marked 96 in the shade.

☞ *Accident on the West Branch Railroad.*—On Thursday morning about 10 o'clock, as Engine No. 3, was approaching Minersville, the crown sheet blew off. Thos. Douty, the engineer, was badly scalded, and the fireman was blown off the engine, but not seriously injured.—Douty died yesterday from the effects of his injuries.—A notice of the time fixed for the funeral will be found under the obituary head.

☞ *Painful Accident.*—John Reybold, a carpenter of Philadelphia, employed upon Marshal Wynkoop's new building at Mahanoy, this county, was dreadfully injured on Tuesday night by being run over by a coal train. He was taken to Philadelphia, and placed in the Pennsylvania Hospital, where his recovery is considered doubtful.

☞ *Vegetation of all kinds* has taken a fresh start since the late welcome rains. In this, and the counties ceeded up the river to Kansas City, Missouri, between Schuylkill and Philadelphia, harvesting has where Gen. Atchison with a party of about one been in active progress during the past fortnight, and hundred men boarded the steamer, and took away the farming community has been as busy as bees. The their side-arms and remaining rifles; some howgrowing corn and other crops look well: although they ever preferring to throw theirs in the river to gihave suffered much from continued drought during June ving them to Atchison's party. They were refused

☞ *Fillmore Meeting.*—The friends of Fillmore and permission to land either there or at any point in Donelson in this county, will hold a meeting at Hill's in Kansas Territory, and we afterwards saw them this Borough, on the 2nd proximo, for the purpose of ap- going down the river in the same steamer. This pointing three delegates to represent Schuylkill county is currence, together with what was told me by a in the State Convention, which will assemble at Harris- passenger of his having seen a few days before at burg on Tuesday, 5th of August, for the purpose of nomi- Kansas City, a man following another and cutting nating an Electoral Ticket. The call will be found in at him with a bowie knife while he was running another column. to avoid him, he having expressed his mind to

☞ *Laying of a Corner Stone.*—To morrow we pre- freely about border ruffianism, made me feel somesume Schuylkill Haven will be the centre of attraction, what fearful about leaving the boat at Kansas where the Evangelical Church will lay the corner stone City. But believing that peaceable men avoiding of their new Church edifice. improper expressions would not be molested, and

The interest of the occasion will be heightened by the relying too on the fact of being Pennsylvanians, fact that the Rev. Dr. Russell Reineu of Georgia, a very the citizens of which state have always been conservative and popular clergyman of the Methodist E. servative on the slave question, we left the boat Church, has promised to be present and preach in the at Kansas City, which is about three miles from course of the day, and we presume a general desire is Kansas Territory. felt to hear him, besides witnessing the interest- We had contemplated going to Lawrence, but ing ceremonies performed in the laying of the corner learning it to be 41 miles distant, and no public stone by the Masonic Order. We wish the congregation conveyance but by stage, the Kansas River beGod speed, fine weather, and a disposition on the part of ing too shallow for steamboats at this season of the assembled people, including them to unloosen their the year, we resolved to take the stage through purse strings and let our enterprizing neighbors have a the eastern portion of the territory to Lawrenceville little of the *superfluous dust*," which will enable them to and get a view of the rich rolling prairies that we execute their noble undertaking nicely and speedily. were told we would pass over.

☞ *Police Item.*—On Thursday night about 12 o'clock, As Kansas City we quartered at a large the Scott Rifle Company are appointed constable D. P. brick hotel, built by a company of Boston men, Christ to arrest Scott Tunnel, Cass township, for the purpose of and which they recently sold to a Kentuckian who serving him to arrest several men charged with acting occupies it. We were not at all prepossessed with in a riotous manner, and beating in the appearance of the town, nor its inhabitants a cruel and outrageous manner, Thomas Burns. Mr. along the river banks. The town is built on the Christ with the assistance of the Company, succeeded in side and top of a hill and is a thriving place.—arresting Thomas Foy, John McColley, and Peter Mul- It is the landing and shipping point in the Santa holen; three of the accused men, and reached town with Fe and Salt Lake trade. We saw more drinking them yesterday morning, at 8 o'clock. They had a hear- saloons, in proportion to the population, and more ing before Squire Reed, which resulted in the commit- drinking, coarse men here, than at any other point ment of Thomas Hoy to prison, to answer the charge, and on the Missouri river. The town of Westport, the discharge of the other prisoners. located 4 miles in the interior on an eminence,

At the suit, however, of a man named Smith, McCol- and on the edge of a prairie of beautiful extent, ley and Mullen were committed by the same magis- pleasantly situated. It contains a population of trate for surety of the Peace. about 2000. The town is chiefly supported by

☞ *Proceedings of Borough Council.*—A regular stated traders from Santa Fe and Salt Lake, being the meeting of the Borough Council was held on Tuesday depot from whence they receive their supplies. evening, July 15th. Present—Messrs. Shoener, Shertle, One firm alone has upwards of 1500 teams em-Kinsley, Derr, Koplitsch, Parker, Heffner, Ebert, Carter ployed in the trade to New Mexico and Utah. and Kaercher.

The minutes of the previous meeting were read and adopted.

Street Committee on planking Norwegian Creek, from High to Minersville street, was continued.

The matter of grading Jackson and George streets was referred to Com. on Survey. To same Com. was referred the matter of grading, preparatory to opening Pierce st.

Com. on Accounts on receipts to Patrick Dunn, was continued.

Com. on Fire Apparatus on improvements needed by the Fire companies o. the borough, was continued.

Com. on Accounts, on suit of Miners' Bank against the borough was discharged.

Street Com., on repairs on Minersville street, was continued.

Com. on Accounts, on account with Norwegian township, was continued. Same Com. to which was referred bill of Samuel Hartz, for extra services, and the matter of cleaning out Norwegian Creek, reported adversely to bill of Hartz. The report was accepted—the Com. discharged on the bill of Hartz, and continued on the Creek matter.

Street Com., on crossing in Centre street, at Heaton's store, was continued. Same Com., on opening Wolf st. was continued. Same Com. on filling up Third street, near the Welsh Church, reported work done, and was discharged. Same Com. was instructed to have the bridge at Norwegian street crossing of the Creek, repaired—Same Com. to which was referred the petition of the Messrs. Atkins and others, praying that a bridge be constructed across the Schuylkill, between the main streets and the island, submitted to Council a communication received from the Messrs. Atkins, urging the necessity of the improvement, and the advantage it would be to the borough, if constructed. The Com. appeared disposed to report adversely to this improvement, as the Messrs. Atkins refuse to permit the borough to open a street on the island to connect with the bridge. The matter was postponed for definite action until next meeting night.

Com. on Lamps, on lamp at Hoover's Alley, on Railroad street, and lamp at Church Alley, was continued.

Com. on Fire Apparatus reported in favor of allowing Mr. Lauer the full amount claimed—for placing fire plug opposite his property. Council decided to pay one half the demand. Same Com. was instructed to place a plug opposite Spahn's Hotel.

Street Com. on opening water course below Mr. Lauer's was instructed to make the necessary improvement.—Same Com. was instructed to repair Mauch Chunk street, at Lauer's property. Same Com. on crossing at Centre and Minersville streets, was continued. To same Com. was referred the matter of opening Laurel street, to report at next meeting. Same Com. on repairing Coal st., from High street to Hoover's Alley, was continued.

The matter of an amendment to the market laws of the borough, was postponed.

Com. on Accounts, on Clerk's account for the last two years, was continued.

The Com. to whom was referred the suit of C. Little against the borough, for remuneration for election services, reported the Council wersted in the contest. Orders were ordered to be drawn, to pay all the election judges, and costs of Mr. Little's suit.

Judge Donaldson was introduced to the Council, and urged the necessity of a culvert in Market street. He said that private subscriptions to a large amount would be forthcoming to complete the work, with the assistance of the borough. On motion of Mr. Derr, it was resolved to re-consider the report of the Com. on this matter, at next meeting.

On motion of Mr. Kaercher, it was resolved that the Com. on Fire Apparatus take in charge the hose of the Rough and Ready Fire Company, now lying idle, and dispose of it as is deemed best.

[Our fire companies have much to complain of in regard to lack of accommodations to dry and oil their hose, hold meetings, etc., and it was stated by a member of Council that the Rough and Ready Company had disbanded in July, because they had been deprived so long of improvements which an effective condition of the Company demanded. This appears to us to be a wrong system of borough economy. It is of importance that the borough should possess an efficient fire organization, and it is an erroneous policy which drives out of service an active company.]

The grade of Laurel street, as recommended by the Com. on Survey was adopted.

To liquidate the balance due the contractors of the stone wall on Coal street, it was resolved that $50 orders be drawn in their favor, to the full amount of the balance due.

The following bills were ordered to be paid:

Joseph Kimmel and others, work done,	$120 99
Charles Wormer and others, work done,	110 29
Morning Register, for advertising,	9 00
Bright & Leech, for hardware,	13 54
Pottsville Gas Company, (bill referred to Com. on Accounts,)	182 75
Joseph Aller, water pitcher,	1 00
Total,	$437 57

The following preamble and resolution in relation to outstanding borough orders, were offered by Mr. Derr, and adopted,

WHEREAS, There is some uncertainty existing in regard to the amount of borough orders on interest, and in circulation, and in order that the correct amount may be arrived at, therefore

Resolved, That the Clerk give notice to holders of all orders issued prior to July 1st, 1856, to report the same to the Clerk or Council, with a view of ascertaining the amount of interest due, and finding the orders. All such orders not reported by the 1st day of November next, to be declared illegally issued, and refused by the collector and treasurer of the borough.

The Council then adjourned.

[COMMUNICATED.]

MESSRS. EDS.—In your last week's issue, we observed a notice recommending Hon. James H. Campbell for renomination to Congress from our district. This end of the county most cordially responds to that proposition. When we contemplate the importance of the interests committed to the member from the "Black Diamond District"—the magnitude of the Coal and Iron interests peculiar to this Region—we see the necessity of having an able representative in Congress, who, by his talents and eloquence, can make himself felt. In James H. Campbell we have all these qualities combined. To an irreproachable moral character, he has joined forensic talent, which has already made its mark in the National Legislature.

Having had occasion to visit Washington city during the winter, whilst the memorable struggle for electing a Speaker was progressing, it was really gratifying to any county pride to find him spoken of as a "man of mark," by his political opponents. There was none of the feeling of mortification which almost made you deny your "local habitation," when his illustrious predecessor so immortalized himself and his constituency by his "rose tree" effusions.

But we demand a re-nomination on higher grounds.—James H. Campbell has proved himself "every inch a man" in the great struggle for human rights which is now agitating the country. He has stood in the front rank, to battle manfully with the dark and remorseless spirit of Slavery propagandism. "In season and out of season," he has been at his post,—by word and by vote has proved himself true and reliable in the memorable crisis which is so soon to be determined "for weal or for woe" by the sovereigns of this country. Whatever may be the private interests and feelings of Mr. Campbell, he owes a great public duty to his constituency and his country by not only accepting a re-nomination, but by a humble test, a triumphant re-election, to the station upon which he has reflected so much honor.

Mr. Editor, this is not intended as an empty "puff."—Personally, we are not even acquainted with Mr. C., and indeed have had just cause of complaint for not being on his "list," and not receiving any documents. But we are always ready to give honor to whom honor is due, and give to merit its just reward. FREE SPEECH.

Pinegrove, July 15th, 1856.

LETTER FROM KANSAS.

LEAVENWORTH CITY, Kansas, June 28, '56.

MESSRS. EDS.:—The condition of affairs in the territory of Kansas, is a subject which is exciting the attention, and enlisting the feelings of the people throughout our whole country. Having journeyed through a portion of that territory, and endeavored to gain some information respecting occurrences there, which you may publish in your paper if you think them of sufficient importance.

While going up the Missouri River from St. Louis, in the steamboat 'Cataract,' my friend and I, determined to visit Kansas Territory, and desiring to know from persons on board, who were nearly all Missourians, and destined for points on the river, whether quiet was restored in the territory, and whether any danger was to be apprehended in going there, we were answered there was none, provided we were peaceable and did not express our opinions too freely and improperly in reference to the Slavery Question in Kansas.

As we passed the town of Lexington, Missouri, we were informed that the steamer, 'The Star of the West,' had been there with seventy men on board, from Alton, Illinois, destined for Kansas.—That while stopping at that point, the people of Lexington having learned the character of the men, boarded the steamer and demanded their arms, which they refused to deliver up. This creating some disturbance, and the captain of the boat apprehending more serious disturbances, told the Lexington men that they should give him time to remove his family from the boat, and was about removing them, when he was called back, and they delivered up their rifles, retaining however their side arms and such rifles as escaped the scrutiny of the Lexington men. They then pro-

Missouri being a slave state, one expects to see many blacks, but in St. Louis and along the Missouri River they are few, the labor being generally done by Germans and Irish. In the interior, however, I understand they have as high as a hundred slaves on a plantation. There are no Pennsylvanians settled any where in Missouri as far as I could learn, and certainly but few travel up the Missouri River. I have spun this letter considerably beyond my intentions and must therefore close. R.

PEN, PASTE AND SCISSORS.

☞ Deaths in New York last week, 382.

☞ Berries are scarce and dear in Philadelphia.

☞ The two Buchanan and Bondage.

☞ W. V. Wallace, the composer, has become blind.

☞ There are 5,711 paupers in the New York Institutions.

☞ There is no man so deep but he has a shallow place.

☞ Lamartine appeals to the United States for pecuniary aid.

☞ William Pim committed suicide in Philadelphia on Saturday.

☞ The new police force of Philadelphia is said to be incompetent.

☞ Flour is increasing in price. Are speculators again in the field?

☞ Seventy-two Baltimoreans went to Boston in a steamship this week.

☞ The Washington *National Era* heartily supports Fremont and Dayton.

☞ The value of the property in Boston, is estimated at nearly $300,000,000.

☞ Deaths in Philadelphia last week, 329, of which number 256 were children.

☞ Philadelphia is contributing to relieve the suffering caused by the French inundations.

☞ The receipts of the American Colonization Society for the past month amounted to $1,438.

☞ Several fatal cases of Cholera have occurred with in the past week in Philadelphia and Delaware county.

☞ Walter Hart is under arrest in Erie county, for killing Calista C. Allen, a young lady who refused to marry him.

☞ An attache of the American Express Company at Buffalo has been arrested on the charge of robbing his employers of $2,600.

☞ A new building for the insane, under the management of the Pennsylvania Hospital, is being constructed at West Philadelphia.

☞ Hon. Thomas Gotee, of Indiana, who is nearly 70 years of age, was recently married, after remaining a widower just two months.

☞ The diadem worn by the Empress of the French on state occasions is valued at fifteen millions of francs—near three millions of dollars.

☞ Complimentary.—Speaking of Atlantic city, N. J., the Chester *Republican* says—"a more God-forsaken spot cannot be found this side of Timbuctoo."

☞ The ruins of the Chinese Museum at Ninth and George streets, Philadelphia, have for months been made a receptacle for robber's plunder. A singular fact.

☞ In Wisconsin recently, William Smith was taken from his wagon dead. Although a corpse his horses were getting up, while he was sitting erect and holding the reins.

☞ At the Chicago Military Encampment the Du Quesne Greys, of Pittsburg, presented a flag to the Chicago Light Guards, which cost, it is said, seventeen hundred dollars.

☞ An indulgent mother down South recently insisted that her son should be put under the influence of chloroform before he was flagellated by his schoolmaster. That will do.

☞ It is fashionable in the cities for gentlemen to carry umbrellas to protect them from the rays of the sun. This is an innovation on a custom peculiarly clerical in its nature.

☞ The decimal currency now runs—ten mills make one cent; ten cents one dime; ten dimes one dollar, and so forth. Our school books must be revised to admit the alteration.

☞ A flute made of gold is on exhibition in London, England. The gold was brought from Australia, and the workmanship is said to be exquisite. The weight of the instrument is 114 ounces, and its value about $650.

☞ In Manchester, N. H., Dr. Lyman A. Ash-it and James A. Abbott, said to be father and son, are under arrest on the charge of bigamy. It is stated that they have each within a short period married no less than six women.

☞ Fanny Fern has headed off a Philadelphia publisher, named William Flemming. He wanted to publish a Cook Book, with her name attached. The work not coming from her pen, the spunky authoress check-mated the bold publisher.

☞ Professor Giovanni Caselli, of Florence, has invented an apparatus by which the telegraphic wire will transmit to any distance an exact *fac simile* of any writing or design, when made to communicate with a similar apparatus at the other station.

☞ The Pennsylvania Bank property, in Philadelphia, has been purchased by the Government, and will be converted into a post office. Its location on Second street is too far east to accommodate the mass of the people of that city. It should undoubtedly, be more central.

☞ Bayard Taylor who sailed in the Asia, goes to spend two or three years in Denmark, Sweden, Norway and Russia. He contemplates returning home by the way across Northern Asia, Siberia and Mantchouria to the mouth of the mouth of the river Amour, whence he will take ship for Oregon or California.

☞ The clipper ship Ocean Queen, Capt. W. B. Smith, of the London and New York line, has been lost at sea and 123 persons have perished.—She sailed from London on the 8th of February last, with a miscellaneous cargo, 90 passengers, and a crew of 34 persons. On the 15th of February she was spoken off the Isle of Wight, and since that time nothing has been heard of her.

☞ Miss Emma Stanley, an English actress is creating some sensation in New York. Her great forte is the school-girl, the coquette, the servant maid: the nurse, the dandy, or grandmother Gray. Her style is said to be full of vivacity, point and naturalness. Her dancing, singing, acting, her command of languages and her ease upon the stage, are prepossessing.

☞ The Philadelphia Councils—Democratic in complexion—are said to be a disgrace to that enlightened city. Taken in a mass, its composition is vagabondish, and the standard of intelligence and dignity, shamefully low. Even their officials are incompetent to the duties devolving upon them. The Clerk of the Common Council does not know how to call a special meeting. In such hands can the citizens of Philadelphia hope for reform in their municipal affairs? Their Councils may blunder into reform. We doubt if they possess intelligence enough to plan and to carry into effect such a desideratum.

☞ At the celebration by Battle Creek, Michigan, on the Fourth, while the Declaration of Independence was being read, a loafeoco sat in the crowd under the impression that he was listening to the oration. When the reader came to that passage which charges George III. among other things, with having sanctioned "acts of pretended legislation," one Buchanan friend, not doubting the allusion was made to Frank Pierce and the border ruffian laws in Kansas, jumped up with the exclamation—"*That's so! I cavorted—a d—d Abolitionist hurrayed, and left the ground swearing like a trooper. This is a literal fact.*

☞ A WAR WITH ENGLAND.—The news by the Baltic confirms the general belief that England will not rush into war with the United States. John Bull is not fool enough to cripple his trade with a country containing such a city as Philadelphia, and with a city containing such a model establishment as the Brown Stone Clothing Hall of Rockill & Wilson, Nos. 603 and 607 Chesnut Street.

☞ 'Tis said that Mr. Dallas attempted to introduce an American gentlemen at the Queen's Levee, whose costume was not in accordance with the regulations of Court etiquette, per consequence, both gentlemen returned to the Embassy, *un*-introduced. Had the aforesaid gent, purchased his clothing from the magnificent store of Granville Stokes, No. 209 Chesnut street, Philadelphia, no such unpleasant incident would have occurred.

☞ THE Mormon, Spiritual and Wakeman-ite delusions of the present day are shocking enough and sufficently incomprehensible, but we have heard of a recent case in our own borough that is still more lamentable. An individual thought he could recuperate on "gin cock-tails," this warm weather; but discovered his mistake in time and redeemed his reputation by substituting the cool and refreshing Mineral water, to be procured at the Drug Store of Charles W. Eglin, S. E. corner of Centre and Norwegian streets, Pottsville.

☞ **Hair Dye.**—It makes no difference how gray or red, or rusty the hair