Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 23, 1856.

THE AUBURN AND ALLENTOWN RAILROAD—THE NEW JERSEY CENTRAL, &c.—As everything which refers to the proposed Auburn and Allentown Railroad, is at this juncture, interesting, we ask attention to the annexed notice of this important line, contained in the last Report of the Central Railroad of New Jersey. In the Report which is dated June 1st, 1856, but which has just been published in New York, the paragraph we extract is found under the head of "connecting lines"—in which category we might remark, the Reading and Lehigh Road is not referred to. The Auburn Road is thus noticed:

"The link of Road from Allentown westward, to connect with the Pennsylvania Central railroad and thus form an air line of unbroken gauge from New York to Pittsburg, still remains to be supplied. Important as this enterprise is to the country through which it will pass, a country rich in soil, in cultivation, in minerals, in everything but avenues to a market; to the city of New York and the Western States, brought by this channel into more intimate connection; and to the Central railroad of New Jersey, which it will supply with an entirely new source of traffic; it cannot be much longer delayed. Little as the public are disposed to embark in new railroad enterprises, till the results of previous investments are more certainly ascertained, the advantages of these links are so obvious to all concerned, and especially to the business classes of New York, that there can be but little hesitation in furnishing the comparatively small amount required for its construction."

The importance of the Auburn and Allentown Railroad to the trade of this section of Pennsylvania, is not questioned. It is a fact readily admitted. The most interesting query, has been, how are the grades of the Central Jersey Railroad, a road which forms so important a portion of *our preferred Coal route to the harbor of New York!* The Report from which the above extract is made, relieves all doubts on that score. For the gratification of this community, which is warmly interested in this route, we make the following extract, which proves that on the score of grades, not to mention distance, this proposed continuous Coal route to a favorable shipping point, is the best to which the attention of the people of this Region has yet been directed. The extract in regard to grades, &c., of the Central Jersey Railroad, is as follows:

"Many small variations in the grades of the older part of road below Somerville have been corrected, and the reduction of the heavy grade at Scotch Plains, from 45 to 21 feet per mile, has been finally effected. It is a matter of some credit to our efficient superintendent and engineer, that this reduction, involving, as it did, the entire reconstruction of three miles of road, raising or lowering the track in some as much as 16 feet, and extending over a period of two years, has been completed without accident to trains or interruption to the business of the road; the regular passenger and freight trains having been run over it during the whole time. *There is now no grade on the road over 21 feet to the mile against the trade.*"

In the Report we also find the following relative to the Coal port at Elizabethport, N. J. It is interesting, affording as it does an idea of the improvements which have recently been made at that important shipping point:

"At Elizabethport the construction of track, wharves and buildings has been continued, and a large amount of grading and filling at modern cost. An additional and very valuable track of land, including the water-front, and lying east of the Company's land, has been secured; and immediately contiguous to this, the Delaware, Lackawanna and Western railroad company have purchased a large tract, and established there their coal depot. All coal, lumber, &c., from the Lackawanna region, are brought to Hampton in their cars, hauled over our road by our engines, and delivered on their grounds. All wharves, tracks, &c., required, are furnished by them. These arrangements, by relieving this company from a large outlay for cars and a terminus, enable us to do a very large business from the Lackawanna region, with a trifling additional investment after the second track and the third rail on the two tracks are provided.

"It also facilitates very much the necessary separation of the broad gauge business from that of the Central railroad and the Lehigh Valley railroad and its connections, which is done on the narrow gauge."

Before closing our notice of the Report of the Central Jersey Railway, we feel compelled to make another extract in reference to the two New York Coal lines lately opened from other Regions. That they have seriously injured our Coal trade this year, cannot be denied. That it will yet be more seriously damaged in the future, if we pause in the construction of the Auburn and Allentown Road, is equally evident. We are now placed in a position, which demands prompt action, for the building of that Road is likely to be the only salvation for the business of Schuylkill County.—The Report speaks of the Lehigh Valley Railroad and Delaware, Lackawanna and Western Railroad as follows:

"The Lehigh Valley Railroad was opened through from Easton to Mauch Chunk, 46 miles, in September last, thus giving a continuous line from the Lehigh coal fields to Elizabethport, 109 miles; to New York, 121 miles. The mines are about 17 miles above Mauch Chunk. As yet this road has done little business, having a very insufficient equipment, and laboring under some other disadvantages; but when these difficulties are removed, it cannot avoid doing a large and profitable business, as it has all the advantages derived by the Reading road from a level or descending grade throughout its entire length; is likely to be without a rival in its location, and will have the benefit of many outlets for its coal and many feeders for its business. When its main line is extended from Perryville, 6 miles below Mauch Chunk, to Tamaqua, where it intersects the Catawissa road, a distance of 16 miles only, a large through business from the Sunbury and Erie road will be brought over to the Central railroad of New Jersey. This work is entirely within the ability of the Company to complete, as soon as their business is developed.

* * * *

"The Delaware, Lackawanna and Western railroad and the Warren railroad, together forming the line from Hampton Summit to Scranton, in the Lackawanna coal basin, the youngest in character and latest in commencement among the coal roads, was opened throughout its entire length on the 27th May just past, and is now in successful operation. Already the passenger, freight and coal business of this road begin to develop, and it is believed by its friends that its success will be immediate. Every effort has been made and is making, by the Central, to give them every facility consistent with proper economy, and it is hoped that the relations of the companies will be as friendly as their business connections will be intimate. This is the more likely, as the large stockholders in each are generally interested in the other also. If one-fourth of the anticipations of managers and directors of this company be fulfilled, the addition of this business alone to that of the Central New Jersey road cannot fail to make it highly remunerative. This report has been delayed beyond the regular time, to announce this opening."

AMERICANS, the principles for which you have toiled through storm and sunshine, have borne contumely and insult, during a period of fifteen years, are still cherished by you, as they are dear to us. Rather than resign a single true American principle for which we battled before, and since the demise of the old Whig party, we would consent to have our right hand lopped from its arm. Americans, who have been your bitterest enemies?—Who have reviled you, and termed you repeatedly, enemies to your country, and its free institutions? That party which falsely arrogates to itself the title of Democratic—that hopes through the exertions of the very men it has heretofore libelled and abused, to elect James Buchanan.

We will not impugn your motives in supporting Millard Fillmore. They are honest, we doubt not. But in a State like Pennsylvania, where there exists not a single man who conscientiously believes that Mr. Fillmore can carry the State against Fremont and Buchanan, it is madness, it is criminal folly to assist in the election of Buchanan, by having in the field two opposition electoral tickets.

That the one hundred and twenty electoral votes of the South will be given in a body for Buchanan, is just as certain as the fact that the vote of New York will be given for Fremont.—The recent Southern State elections, and the passing over of the old line Whigs in Maryland to the support of Buchanan proves the assertion correct. If further testimony be wanted of how the Slave States will vote, look at what has been the course of the Whig Senators from the Slave States during the last session of Congress. There stands Benjamin of Louisiana, Jones of Tennessee, Thompson of Kentucky, Geyer of Missouri, Pierce and Pratt of Maryland, and Clayton of Delaware—all good and true Whigs but a short time since. But the *sectional* issue is presented by the South, of Slavery extension into free territory; and remarks the N. Y. *Courier*, she straightway calls upon her sons to rally to the rescue. They have no alternative but to obey the call or be driven from their homes, and all they hold dear, as was Mr. Underwood of Virginia, for daring to proclaim himself in favor of FREMONT; and we accordingly find them, one and all, openly proclaiming their intention to support for the Presidency—not their late Whig President, Fillmore, but the nominee of the Slave power, James Buchanan, who stands pledged to do its bidding, and proclaims that he is no longer James Buchanan—that his individuality as a man ceases—that his past opinions and his record of forty-five years of public life, has been forever blotted out, and that he is now and henceforward, to be considered solely as the Representative of the Principles of the Slaveocracy, as set forth in the Platform of the Cincinnati Convention! They know their man and they trust him; as well they may, for all that James Buchanan has pledged himself to do, that he will perform to the letter, both as relates to the South and the extension of slavery into free territory, and in relation to the Foreign policy of our Government.

If we turn from the South to the North, we cannot see in the latter section of the Union a single State that Mr. Fillmore has the remotest chance of carrying. The masses of the North sympathise with the great free principle which now agitates every Northern State to its centre, and accessions to the ranks of Freedom are noted daily. The Democracy are now exulting in the supposition that the Americans by adhering to their nominations, will secure to Buchanan the State of Pennsylvania by a very large majority.

Americans, will you permit yourselves to be made the cat's paw for your enemies "to pull the Presidential chestnuts out of the hot ashes of the pending canvass?" If you consent to occupy the degrading position, the loss of Pennsylvania in this contest will be due to you—the beautiful barque, Americanism will be completely wrecked on the shoals of blind folly. Beware how you inadvertently, through unwise or interested counsel, succor your most inveterate opponents.

EDITOR'S TABLE.

GODEY'S LADY'S BOOK.—The September number of our old favorite is on our Table. Godey exhibits a strong determination not to be surpassed by any of his formidable rivals, and presents monthly an array of illustrations, pattern plates and literary matter of the most interesting description. "Grandfather's Darling" is the title of the principal engraving in the September number. The contributions are from the pens of Virginia De Forrest, Edith Woodley, Alice B. Neal, Willie E. Pabor, and others, well and favorably known to the readers of the Lady's Book. Copies can be obtained at Bannan's.

Local Affairs.

METEOROLOGICAL NOTATIONS.

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

AUG.	THER'M		BARM.	GENERAL OBSERVATIONS.
8th mo., 31 days.	Mean	Highest	Mean	*Topograph. & Geographical.*
Saturd. 16	66	79	29.17	Height of Pottsville, (corner of Market & 2d. streets) above mean tide, 633,957 ft. Distance from Philadelphia 95 miles. Latitude, 40° 15". Population in 1850, 7,800.
Sunday 17	62	77	29.26	
Monday 18	73	83	29.14	
Tuesdy 19	67	71	28.98	
Wedn'y 20	67	73	28.76	
Thurs'y 21	63	79	28.50	
Friday 22	67	78	29.11	

16—N. strong; rather cloudy—thunder-storm eve.
17—W. fresh; partially cloudy.
18—S. W. fr.; morn. clear, aft. cloudy.
19—S. E. do; cloudy, rainy.
20—N. N. W. strong; cloudy, showery.
21—N. Strong; morn. cloudy; aft. cleared.
22—Do. mostly clear.

☞ *Leg Broken.*—On Saturday last, a son of Francis Alstadt, aged 11 years, of this Borough, had one of his legs broken in consequence of being run over by a wagon. The lad is convalescing.

☞ *A Fine Work of Art*, representing the beautiful scenery of the West and South, will be exhibited in this borough, as soon as a suitable hall can be obtained for the purpose. The painting is by Andrich.

☞ *Democratic Nomination for Congress.*—The Democratic Conferees of this County and Northumberland, composing the eleventh Congressional District, met at the Mahonoy House in Ashland on the 18th inst., and nominated Wm. L. Dewart as their candidate for Congress.

☞ *Fatal Accident on the Reading Railaord.*—Mary wife of Benjamin Hughes of Bridgeport, Montgomery County, and sister-in-law of the Hon. . . W. Hughes, of this Borough, was struck by the engine of the down train on Wednesday evening, at Bridgeport, and instantly killed. At the time of the accident, the unfortunate lady was endeavoring to cross the track for the purpose of visiting a neighbor. Her age was about 50 years.

☞ *The United States Patent Office* has granted a patent to Isaac Harmeans, of Tamaqua, assignor to himself, and Wm. Bickel, of the same place, for improvement in brick machines. Mr. Harmeans claims the molds composed of two halves, N. and N. having any convenient number of angular projections and recesses the points of the angular projections of one half, the said models being caused to expand and contract, and being constructed and operated substantially in the manner and for the purpose set forth.

☞ *Scritched Off.*—On Friday night last, a train of empty coal cars ran off the track at Hamburg, in consequence of a switch at that point being turned wrong.—The engine tore up both tracks for some distance, and half a dozen cars were injured. The Express Train down, and the Accommodation Train up were detained two or three hours by the occurrence. We suppose that the switch tender, through whose negligence the run-off occurred, has been relieved from his arduous duties ere this. The Reading Railroad Company being very particular with its employees, never gives any one a second opportunity of making the same mistake.

☞ *Catawissa Railroad.*—It is stated that much of the stock of this mountain road, was purchased recently in Philadelphia, and that a new impulse to its management will be given, with a view of enlarging its business capacity. The Danville *Democrat* learns that full provisions have been made to pay off all the interest due on the mortgage bonds of this Company, and that all the demands against the Company will be liquidated during this month. A change has taken, or will take place in some of the officers of the road. Mr. McKissock, the late Superintendent, has resigned his post, and Mr. H. F. Funda is now acting as Superintendent, *pro tem.*

☞ *Union Delegate Election.*—At a stated meeting of the Fillmore and Donelson Club of Pottsville, held at the public house of Daniel Hill, on Thursday evening, August 21, 1856, the following persons were appointed to hold the Delegate Elections this afternoon, August 23, in the respective Wards of the Borough of Pottsville, with leave to appoint substitutes:

N. W. WARD—Wm. H. Kurtz and John T. Shoener, at the public house of Daniel Hill.

N. E. WARD—Jacob B. Olewine and John Dager, at the public house of Peter Woll.

MIDDLE WARD—James Nagle and Stephen Rogers, at the public house of Edmund Paull.

SOUTH WARD—Isaac Severn and James Russell, at the public house of John Feger.

Attest, R. M. PALMER, *Secretary pro tem.*

☞ *The Weather* during a greater portion of the week, has been cold and stormy. Much rain has fallen, which the Schuylkill river needed badly, as it has been very low during the past few weeks. Yesterday was bright and clear. The Summer of 1856, at least in this vicinity, has been very cool, and we have not known a season since 1852, in which there have been so many visiters to the Region, as this. The Mansion House at Mount Carbon, was crowded from the first floor to the garret, a fortnight since, and sojourners were compelled to seek quarters in Pottsville. We are not surprised at this, however, for our pure, bracing mountain air, and plain style of living, are far preferable and more satisfactory, than crowded, stifling quarters, at the so-called fashionable watering places. Next season we anticipate a still greater influx of visiters to our mountain Region.

☞ *Theatrical.*—Wayne Olwine, with his able little Company, have been playing for some evenings at the Town Hall, in this Borough. On Thursday evening, Mr. John Drew, the Comedian, commenced an engagement, and was greeted on his opening night with a crowded and fashionable audience. Last evening Mr. Drew attracted another fine house. This evening he appears in the Irish Emigrant; on Monday evening next, as Sir Patrick O'Plenipo, in the delightful Comedy of the "Irish Ambassador," for the benefit of Miss Julia Daly, and on Friday evening next, he will conclude his engagement with a benefit, on which occasion, he promises the patrons of the Theatre, a fine bill. Mr. Drew is a clever, natural actor, and capable of keeping his audience "in a roar." Mr. Olwine deserves credit for the care he exercises in keeping perfect order during the performances, and we are pleased to perceive that his efforts to present unexceptionable entertainments are well supported.

☞ *Police Cases.*—Nicholas Bauman, is held in the sum of $300, to answer the charge of violating the provisions of the existing liquor law.

Numerous complaints not only here, but from other sections of the County, in regard to the open and bold manner in which liquor is sold, regardless of the law, reach us continually. If the Court does not take this matter in hand, and check the growing evil, the authorities will be powerless to act, and the County will sink to a deplorable condition. The present law, inefficient enough, even when enforced, is here a farce, it being openly and generally disregarded. Drunkenness, rioting, degradation and misery are rapidly being entailed upon us. The question now is, will the Court at its coming session, sustain the local authorities in the prosecution of these violators of the law to conviction? Shall offenders be compelled to appreciate the majesty of the law, if they are lost to every sense of humanity, and revelries in their conduct? We will see.

John Sullivan, charged with the larceny of a bandbox from the Depot of the Reading Railroad Company in this Borough, on Saturday last, has been held to bail by Squire Reed, in the sum of $300, to answer at Court.

☞ *Never Judge by Appearances.*—An intelligent Welsh citizen of this Borough, had occasion to visit New York City during the present week. In appearance, we must admit, our worthy friend would be apt to be taken for an "over verdant specimen" by the very sharp sharpers of Gotham; but in fact, he is decidedly "wide awake." On reaching Courtland street wharf, and while beset by a motley crowd, a stout, *Premonian* looking individual, seized our friend by the arm and insisted that he had just dropped an apparently well-filled pocket-cook which Frenchy held in his hand. Our Welsh friend experienced an almost irresistible desire to place one of his thumbs to the end of his nose, and wave the accompanying digits gracefully in the air, but, being a member of a "serious family" he restrained the desire, and quietly informed the pocket-book stuffer, that he was decidedly behind the age. Every other science had duly progressed during the last dozen years, while his trick was flat, stale and most unprofitable, as far as our worthy friend was concerned. A quiet word to the *genus homo* in that line in the principal cities: never attempt any stale tricks on Schuylkill county-ites. They are very wide awake, and utterly incapable of appreciating anything in your way, unless it is exceedingly clever.

☞ *Tamaqua in the Field for Fremont and Freedom.*—The friends of Freedom in the Eastern portion of our County, have set the ball in motion with energy, and are determined to keep it rolling. In Tamaqua on Monday evening last, a large meeting of the Welsh citizens was held at the Columbia House, and a Fremont and Dayton Club formed. About 70 persons enrolled their names as members. The following officers were elected:—President, Thomas Davis; Vice Presidents, Evan T. Jones and John Jones; Secretaries, David Edmonds and Thos. J. Williams; Treasurer, R. W. Thomas; General Committee, Jno. F. Davis, Wm. E. Thomas, Watkin Reynor, Wm. Gwillim, John Joworth, Danl. Davis and Wm. C. Edwards. The Club was addressed in Welsh by the President, Thos. T. Parry, Wm. Gwillim, Wm. Davis and John C. Roberts, Esq., of Pittston. Mr. Roberts' address was received with enthusiasm. Mr. Roberts is doing yeoman service in the cause. He was followed by several others in the same language. G. H. McCabe, Esq., was introduced to the meeting, but owing to the lateness of the hour, was compelled to forego the pleasure of addressing it at length. He confined himself to proving that of the three candidates before the country, Mr. Fremont is the most national, and impressing on his hearers the necessity of going into the canvass with bold hearts and willing hands, fully determined to leave nothing undone to secure our success. His remarks were happy and argumentative, and were received with vociferous applause.

The following named gentlemen were appointed a committee to draft a Constitution and By-Laws for the government of the Club:—G. H. McCabe, J. Edward Barnes, D. Edmond, Thos. J. Williams and Wm. C. Edwards.

☞ *Passenger Coal Burning Engines.*—It has long been a great desideratum on the Reading as well as other important railways of the country, to obtain engines that will consume Anthracite Coal, and yet make as good time as wood burners. The "Taunton," a Massachusetts engine, placed on the Reading Road, about a year since, as a coal burner, was not a complete success, although her performance at times was satisfactory, and as a running engine, she was delightful. Another coal burner, the "Excelsior," was completed last Spring, by Norris & Son of Philadelphia. So far her performance has been satisfactory. The builders claim that she will consume her gas and coal perfectly; that her smoke-stack shall remain free from smoke, cinders and coals, under any pressure of steam which the engine may be made to bear; that she will run regularly at the highest rates of speed allowed on roads; that she will burn with one-third less draft than any coal engine hitherto built; that she wastes no coal, and will run at one-third less cost than the common boiler-engine; that her furnace requires no raking whatever while on the road; that the coal will burn evenly and steadily over every part of the furnace; that she requires no superior skill in her management, but that any engineer and fireman competent to run a wood engine can safely manage her; that her boilers will last the average time of wood boilers, and that the wear and tear on all parts of the machinery, from a superior steadiness in her running, will be less than upon locomotives of different construction. If indeed, the Messrs. Norris have succeeded in "the Phleger Coal Burner," the traveling public as well as the Company may congratulate themselves. It is the pleasantest engine one can ride behind, and the most economical in point of consumption of fuel.

☞ *The Schuylkill County Agricultural, Horticultural and Mechanical Association.*—Pursuant to adjournment on the 2d inst., this Association met on the evening of the 14th inst., at the public house of Seth Leymaster, in the borough of Schuylkill Haven.

The President being absent, Dr. E. Chichester, one of the Vice Presidents took the chair.

The minutes of the last meeting were read and adopted.

On motion, the Association went into an election for members, and elected 146 members. The Com. of arrangement reported progress and were continued.

On motion, the Com. of arrangements was increased by adding Messrs. C. Leader, Jonathan Heisler, Alfred Medlar, and Wm. Kramer, Sr.

On motion, an extract of the proceedings of this meeting, together with the 4th section of the "Act incorporating the Pennsylvania State Agricultural Society," under which this Association was organized, were ordered to be published in the papers of the county.

Sec. 4. That when any number of individuals shall organize themselves into an Agricultural or Horticultural Society, or any Agricultural or Horticultural Society now organized within any of the counties of this Commonwealth, shall have adopted a Constitution and By-laws for their government, elected their officers, and raised annually by the voluntary contributions of its members any sum of money which shall have been actually paid into the treasury for the purpose of being disbursed for the promotion of agricultural knowledge and improvement, and that fact be attested by the affidavit of the President and Treasurer, filed with the Commissioners of the county, such county Society shall be entitled to receive annually a like sum from the Treasurer of their said county. *Provided*, That said annual payment shall not exceed $100; *Provided*, further, That but one such Society in any county shall be entitled to receive such appropriation in any one year under this act.

On motion, the Society adjourned to meet at the public house of Seth Leymaster, Schuylkill Haven, on the 23 inst., at 6 o'clock, P. M.

J'S. KELLER, Rec. Sec'y.

☞ *Schuylkill Haven and Lehigh River Railroad.*—At a meeting of the Schuylkill Haven and Lehigh River Railroad Company at the house of Seth Leymaster in Schuylkill Haven on Thursday, August 14, 1856, a quorum of members being present.

The following Report of Committees appointed at a former meeting of the company were on motion, made and adopted.

The committee on Preliminary Survey submitted the following through their chairman, B. A. Wilder:—That from a cursory examination of the contemplated route, from Schuylkill Haven through the valley along the First or Little Mountain near Orwigsburg and McKeansburg, by the town of Ringgold, and from the latter place through the valley North of the Blue Mountain along Lizzard Creek, making the connection with the Lehigh Valley Railroad at the mouth of Lizzard Creek in Carbon County, they are entirely satisfied of the practicability of the route, that the distance will not exceed thirty miles, that the cost of grading the road for a double track, and the completion of a single track with the necessary buildings, will not exceed the sum of $500,000, and that the grades will not exceed 20 feet to the mile, at any one point on the entire route, over which a single locomotive can with perfect ease draw one hundred laden cars. That they have perfect confidence in the feasibility of the project, and therefore recommend its vigorous prosecution to completion.

On motion, the committee was continued, authorized and empowered to employ the necessary force of engineers, &c., to complete the said survey, to report the result of their labors when completed, to the Secretary, who shall thereupon forthwith call a meeting of the Company at the same place where the former meetings were held.

On motion, the committee on subscriptions was continued. J. S. Keller having been first added thereto as chairman.

On motion, the proceedings of this meeting were ordered to be published in all the papers of the County.

On motion *Resolved*, That when we adjourn, we adjourn to meet again at the call of the Sec etary. The meeting adjourned.

J. C. CRESSON, *Pres't.*

Attest, CHAS. FRAILEY, *Secretary.*

☞ *A Republican Welsh Club at Summit Hill.*—On Tuesday night a large number of our Welsh friends with one Irish gentleman, (though the night was wet and stormy,) assembled at the Carbon House, Summit Hill, Carbon Co., to form a Club, and to consider their duties as citizens in the forthcoming election.

The Welsh population had been visited by John Roberts, Esq., of Pittston Ferry, who is on his tour through the settlements, calling forth the exertions of his Country to the aid of the Republican party. As such the citizens of Summit Hill gathered together to form what they had designed to do previously, a Club for the support of Fremont and Dayton.

The Club was organized by electing M. Kear, Esq., President, and Wm. Walkins, Esq., Vice President. D. E. Evans, Secretary, and George Llewellyn, Esq., Treasurer. Messrs. Edward Farr, Watkin Williams and John Harris, were appointed a Committee for the present, until more of the friends of Freedom come together.

After the members were elected, twenty-four persons gave their names to the support of the Club and its design. After each member took his seat, Mr. J. Roberts was called upon by the audience to address the meeting, and made a very witty and strong speech appropriate to the occasion. He was followed by the Secretary and M. Kear, Esq. It was finally resolved that a Republican meeting be held in a week or nine days, to support the Republican cause and to unite the co-operations of the citizens of the vicinity, to the same effect.

Resolved, That the friends of Freedom are respectfully solicited to unite with us, for the door is open to all that desire the promotion of liberty and the general welfare of our adopted Country.

D. E. EVANS, Sec'y.

We are gratified to see Carbon County in motion. Push on the ball, and keep it moving for Fremont and Freedom. Every vote will tell at the coming Presidential election, and every friend of the Cause must use his utmost exertions to defeat the Pro-Slavery, Sham Democracy.

☞ *Jury List.*—Annexed is a list of those citizens who have been drawn as Jurors, to serve at the September term of our County Courts:

GRAND JURY—Monday, the 1st Sept.—Pottsville—John Leidig, John R. Brown, Peramus Probst.
Pinegrove—Tobias Kreider.
Frailey—Benjamin Hertzog.
Butler—Thomas Conner, John Luckenbill.
Tremont—D. B. Alshouse, Henry Hellman.
North Manheim—Charles Schappel, A. M. Mortimer.
Wayne—Henry Brown, Daniel Faust.
Schuylkill—Isaiah Kline.
East Brunswig—Amos Hartranft, John Cool.
Blythe—Thomas Boyle, Henry Davis.
Port Carbon—Jeremiah Schlinger, Joseph Snyder.
Schuylkill Haven—John H. Goertler.
Upper Mahantongo—Charles Maurer.
Tamaqua—Abraham Haldeman.
Union—Roland Zimmerman.

PETIT JURORS—Monday, Sept. 1st.—Pottsville—Wm. Major, Joseph M. Schuyler, Geo. Lauer, Geo. Bright, Adam Eiler, William Davis, Fred. S. Eptinge, John Oaler, Benjamin Bannan, C. W. Pitman, Chas. A. Fox.
Frailey—David Krebs.
East Brunswig—Andrew Benkes, Edward Bensinger, Charles Dreher.
West Brunswig—Henry Deifenderfer, Wm. R. Moyer.
Hubley—Hiram Kimmel, Balent Savidge, Daniel Buffington.
East Norwegian—William Sigard.
North Manheim—Wm. Biddle, Terrence Duffy.
Tamaqua—Peter Bowman, A. L. Boughner, Jac. Petre, Edward A. Dennisten.
South Manheim—Thomas M. Potts.
Orwigsburg—Geo. A. Fey, Geo. D. Boyer.
Porter—Joseph Workman, G. Barthow.
Butler—Geo. Wilson, Charles Lee, Jas. R. Cleaver.
Minersville—Samuel Sutton, G. Bright.
Hegins—Joseph Huntsinger.
Tremont—Wm. Miller, Adam Wolff.
Wayne—John B. Womer.
Union—Wm. Dornbach.
Schuylkill—George Geiger, Wm. Markle.
Port Carbon—A. Bolton, Elias Delong.
Branch—A. T. Troutman, J. Betling.
Cass—Patrick Agan.
Barry—Wm. Hoch.

PETIT JURORS—Monday, Sept. 8.—Pottsville—Philip Pachler, Geo. H. Stichter.
Wayne—Wm. Hohn, Wm. Lerch.
North Manheim—John Beck, Benjamin Delong, Jas. Downey.
Pinegrove—Wm. Zimmerman, Jno. M. Christ, James Nuting.
Schuylkill—Ruben Miller, Charles Boner.
Tremont—Henry Heil.
Tamaqua—Wm. Broch, Jr., Joseph Koib.
Minersville—David Price, Joseph Bowen, Solomon Hindle.
West Brunswig—Wm. Wagner, Samuel Kimmel, Jr.
Orwigsburg—Frederick Beck.
Cass—Philip Reiser.
Norwegian—Edward O'Conner, Ignatious Gardiner.
Branch—Abraham Kline.
St. Clair—Adam Kline, John Heald, John Drumbeller.
West Penn—Ruben Gerber.
Upper Mahantongo—Isaac H. Knorr.
Hegins—Samuel Schwalm.
Blythe—John S. Feldtrappe.
Schuylkill Haven—A. W. Saylor.
Wayne—John Thomas.
East Brunswig—Henry Hunsberger.
Mahonoy—Daniel Frack.

TRAVERSE JURORS—Monday, Sept. 15.—Pottsville—Edward C. Bland, Samuel Garret, Jacob Huntzinger, Jr., Jeremiah Reed, Wm. Bower, William Donaldson, Samuel Lewis.
Minersville—Lewis C. Dougherty, Richard Kerr, John F. G. Rumfoss.
Port Carbon—Bartholomew O'Reagen.
Eldred—Jacob M. Maurer.
Pinegrove Township—John Minnich, Leonard Felty.
Port Clinton—Joseph Cockley.
St. Clair—Lewis Reeser, Wm. Stocker, Jacob Kline.
Frailey—Jeremiah Werner, E. B. Reedy, Joseph Heninger.
Tremont—Reuben Bower.
Tamaqua—J. S. Boyer, Aaron Kleckner.
Mahanoy—Jacob Eisenhuth.
Schuylkill Haven—Philip Boyer, C. Meck.
Norwegian—Charles Beam.
Union—Daniel Fisher.
Cass—Daniel R. Bennet.
Orwigsburg—Jacob Hammer.
Branch—Hiram Chance.
West Penn—Henry Hertzel.
Hegins—Wm. A. Stutzman.
West Brunswig—Michael Moser.

☞ *Proceedings of Borough Council.*—A regular stated meeting was held, Tuesday evening, August 19th.—Present—Messrs. Shoener, Heffner, Ebert, Derr, Heaton, Carter, Koplisch, Kinsley and Evans.

The minutes of the previous meeting were read and adopted.

Com. on Survey on culvert at S. Hoover's store, reported work done, and Com. was discharged.

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

Com. on Fire Apparatus, on procuring new hose for Hydraulic Company, reported that the hose had not yet been received.

St. Com. on repairs in Minersville st., was continued.

Com. on Fire App., reported progress on building for Good Intent Company to oil hose in, and was continued.

Com. on Acc., on account of Norwegian township, was continued.

St. Com. on crossing at Heaton's store, was continued.

Same Com. on repairing bridge across Norwegian Creek at Norwegian St., report bridge repaired. The Com. offered for the inspection of Council, an estimate of the cost of stone arch at that point, 10 feet in the clear, and 40 feet from curb to curb. The estimated cost is $10 50 per running foot. The Com. on this matter was discharged. Same Com. on bridge at Atkins' Furnace, report cost of constructing a bridge across the Schuylkill at that point, at $300. Further action in the matter was postponed until next meeting.

Com. on Lamp and Watch, on lamps at Hoover's and Church Alley, was continued, with instructions to put a lamp at Church Alley.

St. Com. on repairing street at Geo. Lauer's, reported work done and was discharged.

Com. on Lamp and Watch on petition of Lauer, and on fire plug at Spohn's Hotel, was discharged.

St. Com. on opening water course at Atkins' store in Mauch Chunk street, was continued.

Com. on petition of George S. Reppler and others, was continued.

The bill of costs in suit of J. Kline, was ordered to be handed over to the Solicitor.

Com. on Markets, on amending the market laws of the Borough, was continued.

Com. on Acc., on account of present Clerk, was continued.

The subject of culverting Market St., came up, and Mr. Thompson, residing on that street, addressed the Council in reference to the importance of prosecuting the work immediately to completion, as the citizens were much annoyed by the absence of a culvert.

Mr. Derr in reply, stated that however inclined the Council was to grant the improvement asked for, that at this time, the condition of the Borough Treasury would not permit the Borough unaided by liberal private subscription, to attempt the work, which is estimated to cost from $3000 to $4000.

The Com. to whom was referred the matter, was discharged.

St. Com. on repairing St. Clair Road, was continued.

In the matter of running a culvert down Ninth St., from Mahantongo to Market St., the Com. of the Whole have decided to commence it immediately. Several proposals for erecting a culvert 3 feet in circumference, were received. The bids ranged from $1 44 per running foot to $1 70. The work was awarded to Mr. Heffner, he being the lowest bidder. The St. Com. was instructed to complete the contract.

The matter of grading Sanderson street, was referred to the St. Com. with power to act.

The Com. on paving Union St., at American House, was continued.

In relation to the hose of the Rough and Ready Company, which it was contemplated to hand over to the Hydraulian Company, it was intimated that the former company intended to go into service again, and the Com. on Fire Apparatus was instructed to have it oiled, and disposed of as they may deem advisable.

St. Com. reported pavements of fire companies repaired, and was discharged.

Bill of Peter Hellenthal was reported correct, and was ordered to be paid.

A communication from Geo. W. Snyder, claiming a portion of the public highway in East Market street, as his property, was referred to Com. on Accounts.

The Clerk was ordered to notify A. Russel to curb and pave property in Third street.

The bill of P. Hellenthal, for work done, amounting to $203 16, was laid over to next meeting.

The following bills were ordered to be paid:

B. Bannan, printing.	$39 00
R. D. Shoener, oil for oiling hose,	40 00
Jos. Kimmel and others, work done,	138 90
Chas. Worman and others, work done,	98 43
Isaac Lord, work done,	24 75
	$341 08

The Council then adjourned.

PEN, PASTE AND SCISSORS.

☞ Bayard Taylor is in London.

☞ Beaux are scarce at Newport.

☞ Deaths in Boston last week, 109.

☞ Deaths in Brooklyn last week 98.

☞ Deaths in Baltimore last week, 175.

☞ Deaths in Chicago during July, 266.

☞ Deaths in New York last week, 651.

☞ Business in California has improved.

☞ Deaths in Philadelphia last week, 354.

☞ Deaths in Newark, N. J., last week, 38.

☞ A Church is being created at Atlantic City.

☞ The peach crop out West this season, is a failure.

☞ Cigars are made in Alexandria, Va., by machinery.

☞ The venerable Charter Oak at Hartford, fell on Thursday.

☞ There are four thousand miles of telegraph wire in India.

☞ The Democratic majority in North Carolina, is about 12,000.

☞ A fancy dress ball will take place at Newport on Monday next.

☞ A Dutch galliot is at Philadelphia, in 80 days from Amsterdam.

☞ Iron railway passenger cars are being built at Patterson, N. J.

☞ The Albany "*State Register*" has been removed to New York City.

☞ The Cape May steamers have stopped running to that watering place.

☞ The taxation in St. Louis, is $2,60 on the $100. In New York it is $1,38.

☞ A railroad is talked of from Chicago to Galveston—distance 1,020 miles.

☞ Jesse Davis, aged 14 years, was accidentally killed near Milton last week.

☞ The schools of Philadelphia are about to recommence, after the holidays.

☞ Maj. John C. Coverly, an old hotel keeper of Harrisburg, died on Monday.

☞ England is the healthiest country in Europe; France ranking next in salubrity.

☞ The Whig National Convention will assemble in Philadelphia on the 17th proximo.

☞ Miss Mary Fisher, a wealthy lady, committed suicide in Philadelphia on Sunday last.

☞ The papers are filled with accounts of mangled arms and legs by threshing machines.

☞ William F. Miller, postmaster of Bethlehem, Pa., is a defaulter to the amount of $400.

☞ The Arch Street Theatre, Philadelphia, opened for the Fall season on Saturday evening last.

☞ A haul of fish weighing thirteen thousand pounds, was taken in the Patapsco river last week.

☞ Dan Rice, the clown, was severely beaten by a gang of rowdies, at Hudson, N. Y., last week.

☞ A fire at Balize, Honduras, on the 17th ult., destroyed half a million of dollars worth of property.

☞ Col. Benton has written a letter, in which he says that he will support Buchanan for the Presidency.

☞ Joseph L. Smith, President of the Board of Philadelphia City Commissioners, died suddenly on Monday.

☞ The widow of Lord Byron is still living.—She resides at London, in the residence of the late poet, Rogers.

☞ Mr. Thomas S. Chase has become associated in the publication of the Coudersport *Journal*. We wish him success.

☞ It is thought Dr. Kane may yet be induced to make a final search for the remains of Sir John Franklin and his party.

☞ The municipal election at Shieldsborough, Bay, St. Louis, Mississippi, which came off July 28th, resulted in a victory of the American party.

☞ The elections in Texas have resulted, as they have elsewhere throughout the South, in the success of the Buchanan party, by increased majorities.

☞ At a recent shooting festival in Switzerland, the first prize was awarded to a young lady, a beauty of the county, daughter of a Bernese councilman.

☞ The Washington *Union* of the 5th, officially settles the question of Herbert's politics. That paper expressly says, "*Mr. Herbert is a member of the Democratic party.*"

☞ During the recent storm on the Gulf Coast, the water rose to the height of five feet on the highest part of Last Island, and all the hotels and cottages were swept off.

☞ The steamship Arabia sailed from Halifax for Liverpool on Saturday, leaking badly, in consequence of striking a rock. Several of her passengers refused to sail in her.

☞ "Farmers' and Miners' Journal," is the title of a new paper published in Lykenstown, Dauphin Co., Pa., by Dr. J. B. Hower. It is a sprightly sheet, and neatly printed.

☞ Dr. R. L. Cowper, of Murfreesboro, N. C., has recovered $25,000 damages from the Weldon and Wilmington Railroad Company, for injuries sustained in a collision on that road in Feb., 1855.

☞ John Minahan, an Irishman, was murdered at Bernville, Berks county, last week. Several men charged with perpetrating the act, are under arrest at Reading, and will have a hearing to-day.

☞ Last Island, the scene of the greatest loss of life, is on the Gulf Coast, in the Parish Terrebonne, about eighty miles south west of New Orleans, across a tract of country impassable for anything but row-boats that navigate the bayous and lagoons, where the most abundant form of life is found in musketoes and alligators.

☞ The steamship Nautilus, from Galveston