MINERS' JOURNAL, AND POTTSVILLE GENERAL ADVERTISER.

I WILL TEACH YOU TO PIERCE THE BOWELS OF THE EARTH, AND BRING OUT FROM THE CAVERNS OF MOUNTAINS, METALS WHICH WILL GIVE STRENGTH TO OUR HANDS AND SUBJECT ALL NATURE TO OUR USE AND PLEASURE.—*Dr. Johnson.*

PUBLISHED EVERY SATURDAY MORNING, BY BENJAMIN BANNAN, POTTSVILLE, SCHUYLKILL COUNTY, PENNSYLVANIA.

VOL. XXXV. SATURDAY MORNING, SEPTEMBER 3, 1859. NO. 36.

TERMS OF THE MINERS' JOURNAL.

SINGLE SUBSCRIPTIONS:

TWO DOLLARS per annum, payable in advance—$2 25 if not paid within six months—and $2 50 if not paid within the year.

TO CLUBS:

Three copies to one address, (in advance,)	$5 00
Seven do do	10 00
Fifteen do do	20 00

Club subscriptions must be invariably paid in advance and sent to one address.

TO CARRIERS AND OTHERS:

The JOURNAL will be furnished to Carriers and others at $1 per 100 copies each on delivery.

Clergymen and School Teachers supplied with the Journal at $1 in advance.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

The courts have decided that refusing to take newspapers from the office, or removing, and leaving them uncalled for, is prima facia evidence of intentional fraud.

BANNAN'S STEAM PRINTING OFFICE.

Having procured three Presses, we are now prepared to execute JOB and BOOK PRINTING of every description at the Office of the MINERS' JOURNAL, cheaper than it can be done at any other establishment in the county, such as

Books, Pamphlets, Bills of Lading, Large Posters, Railroad Tickets, Hand Bills, Paper Books, Articles of Agreement, Time Books, Bill Heads, Order Books, &c.

At the very shortest notice. Our stock of JOB TYPE is more extensive than that of any other office in this section of the State, and we keep hands employed expressly for Jobbing. Being a practical Printer ourself, we will guarantee our work to be as neat as any that can be turned out in the cities. PRINTING IN COLORS done at the shortest notice.

BOOK BINDERY.

Books bound in every variety of style. Blank Books of every description manufactured, bound and ruled to order at shortest notice.

IRON WORKS.

BOILERS AND STACKS.

The subscriber is prepared to execute orders for the above articles, with dispatch, at the old place of business, Coal Street, below Norwegian. 20 feet boilers always on hand. Also, the manufacture of

COAL AND OTHER SHOVELS,

of the best material and workmanship. Repairs promptly attended to. Fans for mining ventilation always on hand. JABEZ SPARKS.

Pottsville, August 27, '59 35-1y

FOUNDRY & MACHINE SHOP, Port Carbon, Schuylkill Co., Pa.

T. H. WINTERSTEEN announces his readiness, from the complete outfit of the above named establishment, to supply all orders in his line of business—such as for Steam Engines, Railroad and Drift Cars, Pumps, Coal Breakers, Castings and Machinery of every pattern. He warrants his work to give satisfaction, and accordingly solicits patronage at home and abroad. Jan. 27, 1858 4-1y

FOUNDRY AND MACHINE SHOP, Steam Car Factory, &c.

NOTICE.—The business of the late firm of SNYDER & MILNES, will be continued by the subscriber in all its various branches of Steam Engine building, Iron Founder, and manufacturer of all kinds of Machinery, for Rolling Mills, Blast Furnaces, Railroad Cars, &c. &c. He will also continue the business of Mining and Selling the celebrated *Pine Forest White Ash* and *Lewis and Spohn Veins Red Ash Coals*, being sole proprietor of these Collieries. GEORGE W. SNYDER.

January 21, 1857 3-tf

POTTSVILLE ROLLING MILL.

THE subscribers are constantly manufacturing various sizes of Colliers' Rails, weighing 22, 25, 28, 30, 32 and 40 pounds per yard. Also, large Rails of the most approved patterns, weighing 45, 50, 56 and 60 pounds per yard. From the experience of the past 5 years, we feel confident of making Rails unsurpassed in quality by any mill in the country. All business communications addressed to Messrs Yardley & Son, Iron Factors, Pottsville, will meet with prompt attention. JNO. BURNISH & CO.

June 20, '57 25-

PALO ALTO ROLLING MILL.

The subscribers beg leave to announce to their friends and the public, generally, that their new Rolling Mill at Palo Alto is now complete, and in full operation, and that they are prepared to furnish T rails of various patterns, weighing from 22 to 70 lbs. per yard. Also, different sizes of flat, square and round merchants' bar iron.

Orders for rails or bar iron are respectfully solicited, and will meet with prompt attention if left either at the Rolling Mill, Bright & Lerch's Hardware Store, Centre street, or at their office, corner of Second and Market streets. HAYWOOD, LEE & CO.

Jan. 1, '57 1-tf

TO COAL OPERATORS & MINERS. Pioneer Boiler Works.

The subscriber respectfully invites the attention of the business community to his Boiler Works, on Railroad street, below the Passenger Depot, Pottsville, Pa., where he is prepared to manufacture

BOILERS OF EVERY DESCRIPTION,

Smoke Stacks, Air Stacks, Blast Pipes, Gasometers, Drift Cars, &c. &c. Boilers on hand.

Being a practical mechanic and having for years devoted himself entirely to this branch of the business, he flatters himself that work done at his establishment will give satisfaction to all who may favor him with a call. Individuals and Companies will find it greatly to their advantage to examine his work before engaging elsewhere. JOHN T. NOBLE.

Nov. 21, '57. 47-tf

BEAVER MEADOW IRON WORKS.

Brice W. Hudson respectfully informs the public that he is now sole proprietor of the Beaver Meadow Iron & Brass Works, and is fully prepared to manufacture, at this establishment, Steam Engines of every size; Pumps, Railroad and Drift Cars, and every other description of Iron and Brass Castings suitable for the Coal mining or other business, on the most reasonable terms. Also, Blowing Cylinders for Blast Furnaces and Machine work in general.

Repairing of all kinds done with neatness and despatch at the lowest prices. All work furnished by them warranted to perform well. They would solicit the custom of those who may want articles in their line in this vicinity. All orders will meet with immediate and prompt attention.

Beaver Meadows, January 1, '59 1-

ASHLAND IRON WORKS.

The subscribers are now fully prepared to furnish, at the Ashland Iron Works, Steam Engines and Pumps of any power and capacity, for mining and other purposes, Coal Breakers of every size and pattern now in use, together with castings and forgings of every description. Coal and Drift Cars of all sizes and patterns, large Truck and Horse Cars,—all furnished at the shortest notice. The subscribers flatter themselves that, inasmuch as every member of the firm is a practical mechanic, they will be able to furnish machinery that will compare favorably with any in the Region. All orders directed to L. P. GARNER & BROS., Ashland, Schuylkill county, Pa., will receive prompt attention.

L. P. GARNER, MICHAEL GARNER, JOSEPH GARNER.

Ashland, May 10, '57 19-

DEHAVEN'S IRON WORKS, Minersville.

The subscriber is prepared to manufacture STEAM ENGINES of any power, Pumps of any capacity, and Coal Breakers of every description; as well as every other kind of machinery used in Mines, Breakers, Furnaces, Rolling Mills, Saw Mills, &c. From the facilities possessed for manufacturing, and from long experience in the business, work can be turned out at this establishment, at the very lowest prices, and of a superior quality.

Persons desirous of putting up machinery of any kind, are invited to call and examine patterns, and become acquainted with prices before contracting elsewhere.

Orders of every kind are solicited, and strict attention will be given to their prompt execution. WILLIAM DEHAVEN.

Minersville, December 9, 1857 48-tf

WASHINGTON IRON WORKS, Pottsville, Pa.

THOS. & JAS. WREN respectfully invite the attention of the business community to their New Machine Shop and Foundry erected between Coal and Railroad streets, and fronting on Norwegian street, where they are prepared to execute all orders for machinery of Brass and Iron, such as Steam Engines, all kinds of Gearing for Rolling Mills, Grist and Saw Mills, Single and Double-acting Pumps, Coal Breakers, Drift Cars, all kinds of Railroad Castings, such as Chairs for Flat and T Rail; Frogs, Switches, &c., all kinds of cast and wrought Iron Shafting. Being practical mechanics, and having made the demands of the Coal Region their study for years also all kinds of Machinery in their line of business, they flatter themselves that work done at their establishment will give satisfaction to all who may honor them with a call. All orders thankfully received and promptly executed, on the most reasonable terms.

THOMAS WREN, JAMES WREN.

Nov. 22, '57 47-tf

PINEGROVE IRON WORKS, Pinegrove, Schuylkill County, Pa.

This establishment is now under the Superintendence of JOHN Y. WREN, Esq., formerly of the well known firm of J. Wren & Bros., of Pottsville.

Mr. Wren's experience as a Master Machinist, extending through a period of many years, during which time he has been concerned in the erection of some of the largest iron-works in the United States, will be a sufficient guarantee of the character of the work turned out of this establishment.

All orders, by mail or otherwise, for steam engines of any power with their connections, machinery for blast furnaces, rolling mills, forges, grist mills, saw mills, machinery for using single and double acting pumps, breakers, drift cars will receive prompt attention.

Connected with the works is a large steam car factory, capable of turning out large orders at short notice. The cars made at this establishment are second to none in the State for durability, while the style of plate wheel manufactured and extensively used is superior, and worthy the attention of Railroad companies. By strict attention to business, in all its details, the proprietor hopes the Pinegrove Iron Works may receive a share of public patronage. JAMES L. NUTTING,

JOHN Y. WREN, Proprietor.

Master Machinist and Supt.

March 12, '59 11-

TAMAQUA IRON WORKS. Carter & Allen,

Iron Founders, Machinists, Boiler and Machinists' Tool Makers and Car Builders.

The subscribers are now prepared to receive orders for all kinds of Stationary Engines, and machinery for collieries, blast furnaces, mills, &c. Extensive facilities and practical experience in the business warrant them in taking the largest contracts at the lowest prices.

Particular attention is called to Ivens & Allen's New Style Patent Winding Machinery, by which the Slope or Shaft rope or chains run on the top of both drums in double ways.

This arrangement, it is confidently believed, will save in the wear and tear of ropes or chains, the price of the machinery in five years; and for fast winding, simplicity of construction and durability, it cannot be surpassed. We also recommend the new car wheel, invented by Mr. Lucien H. Allen. This wheel can only be had at our works, and has stood the test of the several severe winters past, triumphantly: not a single wheel having been broken since its introduction. We are now placing it under the cars of some of the principal Railroad Companies in the country.

We would also call the attention of the public to the Tamaqua Car Shop, connected with the above works, and recently erected for the manufacture of Railroad, Drift, Freight Cars and Trucks, and furnished with all the latest improvements, so that they are thus enabled to execute work much cheaper and with more despatch than heretofore.

All work guaranteed. Persons wanting anything in our line would do well to give us a call.

CARTER & ALLEN.

April 24, '58 17-

PAINTING, &C.

Window Shades—Gold Borders. 6 and 7 Feet Long. SPLENDID ASSORTMENT! NEW PATENT FIXTURES!

At Nearly Half City Retail Prices,

Can be had at B. BANNAN'S Paper and Bookstore, Pottsville.

Call and see them.

REDUCED PRICES. Wall Paper Cheap.

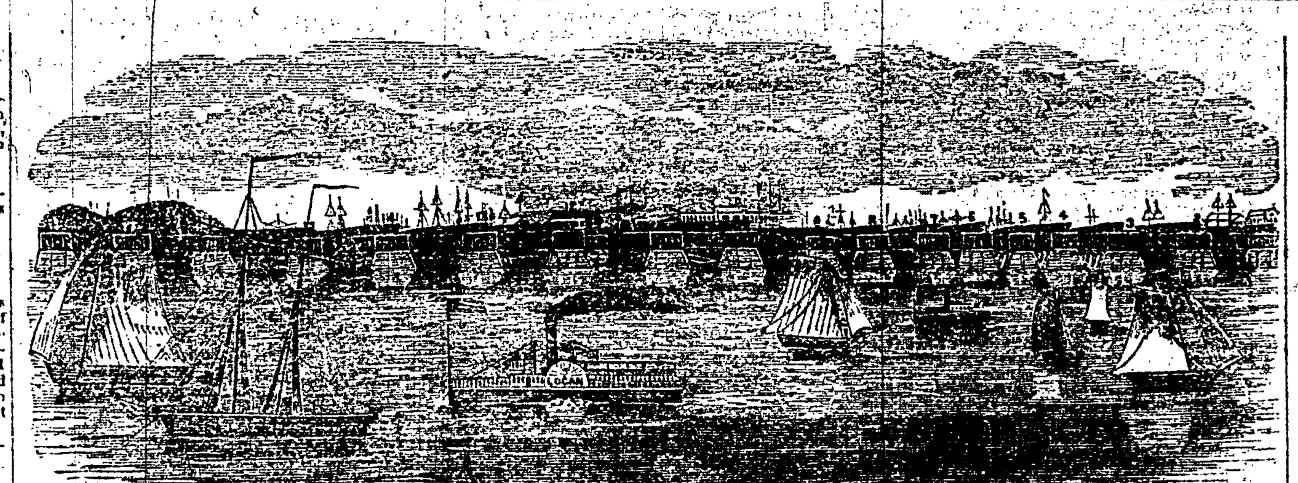
THE subscriber has a large lot of very choice Patterns of Wall Paper, suitable for Halls, Parlors, Dining Rooms, Chambers and Public Buildings, which he will sell at greatly reduced prices. The Stock embraces the latest and most esteemed Patterns. Paper as cheap as 5 cents a Piece.

Now is the time for Bargains, for Paper Hangings and Books at

Cheap Wholesale and Retail Paper and Book Store, B. BANNAN'S

PAPER HANGERS SUPPLIED VERY CHEAP.

April 1, '59 11-



Terminus of the Philad'a & Reading R. R., on the Delaware, at Philadelphia.—Piers for the Shipment of Anthracites.

Pier No. 1. VAN DUSEN, NORTON & CO.,

DEALERS IN BEST QUALITIES OF RED AND WHITE ASH COAL.

OFFICES: 203 Walnut street, Philadelphia. 53 Liberty street, New York. 5 Doane street, Boston.

CUMBERLAND COAL. Also, sole Agents for the *Lehigh Coal and Navigation Company.* [58-42

Pier No. 2. BLAKISTON & COX,

SHIPPERS OF THE BEST QUALITIES OF WHITE ASH, RED ASH and TREMONT SCHUYLKILL COAL; FRANKLIN COMPANY'S CUMBERLAND COAL; also, HAZLETON LEHIGH COAL.

OFFICES: 217 Walnut street, Philadelphia. 4 New street, New York. 17 Doane street, Boston. [58 42

Pier No. 3. BAUM, OGLE & CO.,

MINERS AND SHIPPERS OF RAINBOW COAL, First Quality Red Ash Coal.

OFFICES: No. 113 Walnut street, Philadelphia. No. 70 State street, Boston. No. 166 Broadway, New York. [58-44

Pier No. 13. HAYES & GODSHALL,

SHIPPERS OF RED AND WHITE ASH SCHUYLKILL COAL.

WHARF NO. 13, PORT RICHMOND.

Lehigh and Schuylkill Coal at Retail.

YARD—Corner 23d and Arch streets.

OFFICE—101 Walnut street, Philadelphia. [58-42

Pier No. 5. TYLER, STONE & CO.,

DEALERS IN VARIOUS DESCRIPTIONS OF Red and White Ash SCHUYLKILL AND LEHIGH COALS, AND GEORGE'S CREEK CUMBERLAND COAL.

OFFICES: 328 Walnut street, Philadelphia. 9 Washington Building, Providence. 169 Broadway, New York.

PIER NO. 5, PORT RICHMOND. [58-42

Pier No. 6. LEWIS ROTHERMEL,

DEALER AND SHIPPER OF COAL.

Offers for sale by the Cargo, the best qualities of RED AND WHITE ASH COALS. Also, LEHIGH and CUMBERLAND COAL.

WHARF NO. 6, RICHMOND.

OFFICES: 318 Walnut street, Philadelphia. 10 Exchange street, Boston. [58-42

Pier No. 9.

J. J. SINNICKSON.] [E. V. GLOVER.

SINNICKSON & GLOVER, SHIPPERS OF SCHUYLKILL WHITE AND RED ASH, ALSO, Lehigh and Bituminous Coals.

OFFICES: No. 132 Walnut street, Philadelphia. Old State House Basement, Boston.

WHARF NO. 9, PORT RICHMOND, Philad'a. [59-8

Pier No. 11. LEWIS AUDENRIED & CO.,

WHOLESALE DEALERS IN THE BEST VARIETIES OF Anthracite & Bituminous Coals.

OFFICES: 205 Walnut street, Philadelphia. 110 Broadway, New York. 86 State street, Boston.

Pioneer Shippers from Elizabethport, of LEHIGH, SPRING MOUNTAIN, HAZLETON AND COUNCIL RIDGE COALS. [59 13

Pier No. 7. JOHN R. WHITE.

SHIPPER OF SCHUYLKILL Coal,

WHARF NO. 7, PORT RICHMOND.

OFFICES: No. 316 Walnut street, Philadelphia. No. 300 West Thirteenth st., New York.

October 16, '58 42-

Pier No. 10. BANCROFT, LEWIS & CO.,

MINERS AND SHIPPERS OF THE CELEBRATED ASHLAND COAL, FROM MAHANOY MOUNTAIN.

OFFICE—111 Walnut street, Commercial Building, Philadelphia.

New York Office—79 Cedar street. Boston Office—25 Kilby street. [Oct. 23, '58 43-

No. 12.

Noah Sturtevant.—Jos. Maxfield.—Chas. Wannemacher.

N. STURTEVANT & CO., DEALERS IN THE VARIOUS DESCRIPTIONS OF ANTHRACITE COAL, INCLUDING THE BEST VARIETIES OF RED & WHITE ASH SCHUYLK'L & LEHIGH COALS; ALSO, CUMBERLAND, from the Frostburg Company's George's Creek Mine.

OFFICES: No. 110 Walnut street, Philadelphia. No. 24 Kilby street, Boston. No. 128 Broadway, cor. of Cedar st., N. York.

Shipments from wharves Nos. 12 & 18, Port Richmond, Elizabethport, N. J., Baltimore, Md., and Alexandria, Va. [April 16, '59 16-

Pier No. 14. CHAS. A. HECKSCHER & CO.,

SHIPPERS OF BROAD MOUNTAIN, BLACK HEATH AND SUPERIOR RED ASH COALS.

OFFICES: 45 South street, New York. 132 Walnut street, Philadelphia. [58-43

SCHUYLKILL NAVIGATION.

Shipping WHARVES for ANTHRACITE COAL, AT GREENWICH. Delaware River, Philadelphia.

Wharf No. 1. LEWIS AUDENRIED & CO. ROMMEL, POTTS & CO.

OFFICES: 205 Walnut street, Philadelphia. 110 Broadway, New York. State Street and Merchants' Row, Boston.

Wharf No. 2. REPPLIER & BRO.

OFFICES: N. E. cor. Walnut & Fourth Sts., Philada. 35 Pine Street, New York. Merchants' Bank Building, Providence.

DAVIS PEARSON & CO.,

MINERS AND SHIPPERS OF THE CELEBRATED LOCUST MOUNTAIN WHITE ASH and SPOHN VEIN RED ASH COAL,

OFFICE: No. 138 Walnut Street, Philadelphia. No. 39 William Street, New York. No. 11 Doane Street, Boston.

WHARF—GREENWICH, DELAWARE AVENUE.

DAVIS PEARSON, PHILA. GIDEON BAST, ASHLAND.

CHAS. MILLER. N. P. GORDON.

Wharf No. 3. CHAS MILLER & CO.

MINERS AND SHIPPERS OF COAL.

WHITE ASH, From the PINE KNOT and MT. LAFFA COLLIERIES; RED ASH, From their PHOENIX COLLIERIES.

CANAL LANDINGS—GREENWICH AND SPRUCE STS.

OFFICE:—No. 105 Walnut Street, Philadelphia.

April 9, '59 15-1y

GEO. S. PATTERSON & BROS.,

DEALERS AND SHIPPERS IN Locust and Broad Mountain White Ash COAL.

Also, RED ASH, from the Peach Mountain and Palmer veins. Flour and Feed taken in exchange for Coal. EDW. B. PATTERSON, WM. F. PATTERSON,

Office & Warehouse, Railroad street, Pottsville, Pa. GEO. S. PATTERSON, *Bridgeport, Montgomery County, Pa.*

July 23, '59 30-1y

COAL. COAL. COAL.

LEWIS AUDENRIED & CO.

OFFICES: 205 Walnut street, PHILADELPHIA. 110 Broadway, NEW YORK. 86 State street, BOSTON.

Wholesale Dealers in the best varieties of DOMESTIC COALS—*Sole Proprietors of Wolf Creek Colliery, capable of producing over 150,000 tons a year of the celebrated* DIAMOND, (*Red Ash,*) and BLACK HEATH, (*White Ash.*) ALSO,

Exclusive Agents for the sale of the purely genuine Locust Mountain Coal, from the Locust Dale Colliery of GEO. C. POTTS & CO., all of which will be shipped direct to New York, via Canal; or coastwise, via Greenwich Piers, (below Navy Yard, Philadelphia.)

ALSO,

At Philadelphia, from Pier No. 11, Port Richmond.

The choicest qualities of RED and WHITE ASH COALS from Schuylkill County, selected with special care, and shipped under our personal superintendence.

At Elizabethport, N. J.

LEHIGH SPRING MOUNTAIN and COUNCIL RIDGE COALS.

From Baltimore, Md.

The celebrated HAMPSHIRE BITUMINOUS COAL.

At Jersey City, N. J. (*via Lehigh and Morris Canals.*)

The very superior WILKESBARRE COAL, from the *Baltimore Vein,* taken from the "Audenried Improvement and Coal Company's Estate," near Wilkesbarre; also, the COUNCIL RIDGE COAL, both of which, for steam purposes and for family use, are *unsurpassed.* We hold certificates in our offices, from parties who have used and fully tested these Coals, and pronounce them the BEST ANTHRACITE Coals for steam in use, producing no clinker, less ashes and greater blaze, than any other kinds now before the public.

May 15, '58 21-

Franklin B. Gowen,

Miner and Shipper of WHITE ASH COAL from the East and West Mount Laffa Collieries—MAMMOTH & BLACK HEATH VEINS.

OFFICE—Centre street, opposite Episcopal Church. Pottsville, April 10, '58 15-1y

PATENT COAL TUBS.

ISAAC SEITZER, Agent for the celebrated Ashland Coal, mined by Bancroft, Lewis & Co., has removed his office to 77 Cedar Street, between Broadway and Nassau street, New York. Has also the agency for the sale of Focht's Patent Coal Tubs and blocks. All dealers in Coal will find it to their interest to call and see this new article for saving labor.

New York, July 2, '59 27-6m

SPRING MOUNTAIN COAL. New Concern.

THE undersigned, having leased the Spring Mountain Mines, AT JEANSVILLE, PA.,

Hitherto worked by WM. MILNES & Co., are now prepared to supply this justly celebrated LEHIGH COAL, and respectfully invite orders.

C. F. RANDOLPH. THEO. F. RANDOLPH. CHARLES HAMPSHIRE.

Applications to be addressed to Randolph & Co., 111 Broadway, New York, Room 23; 205 Walnut street, Philadelphia; Easton, Penn'a; Trenton, New Jersey.

AND TO Randolphs & Hampshire, Jeansville, Pa.

January 1, '59 4-1y

CAIN, HACKER & COOK,

MINERS AND SHIPPERS OF Black Heath Coal.

Also, dealers in other first qualities of White and Red Ash Coals.

No. 136 Walnut street, Philadelphia, and Woodland Wharves, Schuylkill.

THOMAS CAIN. MORRIS HACKER. JESSE M. COOK.

February 27, '59 9-1y

I. F. VOORHIES,

MINER AND SHIPPER OF THE CELEBRATED Lewis Vein Red Ash Coal, From the "NEW DUNCAN COLLIERY."

He mines no other Coal—which assures its purity.

Cargo sales by JOHN SHAY, *Agent* For I. F. VOORHIES. No. 11 Pine street, New York.

Pottsville, March 12, '59 [June 5, '58 23-1y] 11-

CONNER & PATTERSON,

MINERS AND SHIPPERS OF THE CELEBRATED Locust Mountain Coal.

J. J. CONNER, *Ashland.* J. S. PATTERSON, *Pottsville.*

Schuylkill County, Pa. ['59 27-1y

JONES & COLE,

MINERS AND SHIPPERS OF TAMAQUA WHITE ASH COAL, From the Reevesdale and Buckville Collieries.

OFFICE—No. 320 Walnut street, Philadelphia.

Coal forwarded from Port Clinton by Reading Railroad, or in Boats by Schuylkill Canal. ['59-29

LEGAL CARDS.

J. W. ROSEBERRY, Attorney at Law. Office—corner of Market and 2nd streets, Pottsville. August 9, '56 32-

MYER STROUSE, Attorney at Law. Office—Centre street, opposite the Town Hall, Pottsville. [February 9, '56 6-

F. P. DEWEES, Attorney at Law. OFFICE—Four doors above Mortimer's Hotel, Centre street, Pottsville, Pa. [Dec. 5, '57 49-

THOMAS R. BANNAN, Attorney at Law. Office in Centre Street, opposite the Episcopal Church, Pottsville, Penna. [Nov. 20, '56 47-1y

JOHN C. CONRAD, Jr., Justice of the Peace and Conveyancer—office opposite Post Office, Broad st., Tamaqua, Pa. [May 2, '57 18-

CLEMENT S. FOSTER, Justice of the Peace. Minersville—collections and agencies solicited and attended to carefully. [Feb. 23, '58 8-tf

JOHN SEITZINGER, Justice of the Peace, ST. CLAIR, will attend to all business entrusted to him with diligence and care. [1858 8-1y*

SAMUEL GARRETT, Magistrate, Conveyancer and General Collector. Office, Centre St., Pottsville, above Exchange Hotel. Aug. 15, '57 33-

JAMES J. SEIBERT, Attorney at Law, Pottsville, Schuylkill County, Pa. Office on Centre street, above the Miners' Bank. July 30, '59 31-

L. G. BANCROFT, Attorney at Law, and Magistrate. OFFICE—Centre street, POTTSVILLE, two doors below the Town Hall. [April 9, '59 15-tf

A. P. SPINNEY, Attorney at Law, Ashland, Schuylkill county, Pa., will act as agent in the purchase and sale of Real Estate, collection of rents, &c. [Ashland, May 23, '57 21-1y

CHRISTOPHER LITTLE, Attorney at Law, Pottsville, Schuylkill county, Pa. OFFICE—In Mahantongo street, corner of Second. April 11, '57 15-1y

DAVID B. GREEN, Attorney at Law, Pottsville, Pa. South West corner Centre and Market streets, Second Story. Entrance on Market St. N. B.—May be consulted in German. May 7, '59 19-

JAMES ELLIS.] [JOHN T. BOYLE.

ELLIS & BOYLE, ATTORNEYS AT LAW. OFFICE—In Mahantango street, near Centre, Pottsville, Pa. [October 30, '58 44-1y

JNO. HENDRICKS.] [CONRAD F. SHINDEL.

HENDRICKS & SHINDEL, Attorneys at Law, TAMAQUA, Pa. Having associated together in the practice of the Law, all professional business in Schuylkill and adjoining counties entrusted to their care will receive prompt attention. May 29, '58 22-

BUSINESS CARDS.

P. W. SHEAFFER, Pottsville, Pa., late of the Pennsylvania State Geological Survey, explores lands, mines, &c. [October 13, '55 41-tf

HENRY PLEASANTS, Civil and Mining Engineer, POTTSVILLE. OFFICE—Centre street, west side, between Market and Norwegian. [August 8, '57 32-6m

FRANK CARTER, Civil and Mining Engineer, Surveyor, &c., will attend to surveys of lands, mines, town plots, &c. Office Silver Terrace, Pottsville, Pa. [March 19, '59 12-

AGENCY—For the Purchase and Sale of Real Estate; buying and selling Coal; taking charge of Coal Lands, Mines, &c., and collecting rents. Office Mahantango Street, Pottsville. [April 6, '58 14-] CHAS. M. HILL.

GEORGE B. FISLER, Mechanical Engineer and Draughtsman, attends to the sale and purchase of machinery, and to the re-building and putting up of old machinery. Port Carbon, March 5, '59. 10-tf

GEORGE K. SMITH, Mining Engineer and Colliery Viewer, POTTSVILLE, PENNA. December 11, '58 50-

J. H. McELWAIN, Civil and Mining Engineer, Ashland, Pa., attends to Surveying and Inspecting Mines, surveying and dividing lands, regulating Town Lots, and all other business in the line of his profession. Letter address, Fountain Spring P. O., Schuylkill County, Pa. Feb. 23, 1859 8-1y

HOTELS.

POTTSVILLE HOUSE, JOHN F. KETNER, Proprietor, *Centre street, POTTSVILLE, Pa.*

Good Stabling provided.

November 20, '58 47-

"WHITE HORSE HOTEL," *Corner of Centre and Mahantongo Streets, Pottsville.* **Joseph M. Feger, Proprietor.**

Entertainments and accommodations of the best kind, and every attention will be paid by the host and his attendants to make guests and travellers comfortable.

August 1, '58. 31-1y

AMERICAN HOTEL, Chestnut, bet. Fifth & Sixth Sts., PHILADELPHIA. $1 50 per Day.

The undersigned having renewed their lease for a term of years, have entirely refitted the house, having painted, carpeted and refurnished throughout. The location of this House is unsurpassed, being upon the widest and most pleasant part of Chestnut street, (directly opposite the old State House,) near the places of amusements, the jobbing houses of Market and Third streets, convenient to the City Railroad, the cars of which run to all parts of the City for five cents fare. The rooms are large, well lighted, have superior ventilation, and have been refurnished with a care for comfort.

We are supplied daily with pure milk, cream, fruits and vegetables from a farm belonging to us, and which is managed exclusively for the Hotel. The proprietors of the American assure their friends and patrons that no pains will be spared to make the appointments of this Hotel complete and its Table compare favorably with the best houses in the Union.

Aug. 27, '59 34 3m WYATT & HEULINGS.

WIRE SCREENS.

WIRE COAL AND SLATE SCREENS.

JOHN H. KURTZ, (late of and successor to KURTZ & HEISLER,) would respectfully call the attention of persons engaged in the Coal Business, to his Manufactory of WIRE COAL AND SLATE SCREENS, COAL RIDDLES, WIRE BROOMS, &c., &c., at the old establishment, Minersville, Schuylkill Co., Pa.

Having been engaged in the business of Screen making for upwards of twelve years, I flatter myself that I can turn out as good work as is done anywhere in the county, and would refer to the quality of my work in the past, as a guarantee of what it will be in the future, pledging myself that I will spare no pains to make my work satisfactory to all who may give me a trial.

JOHN H. KURTZ.

Minersville, July 24, '58 30 tf

ESTERLY & FRICK, Manufacturers of Wire Coal Screens,

WOULD respectfully call the attention of gentlemen engaged in the Coal trade to their coal screens of the various sizes. They have increased facilities for turning out the best of work with promptness and dispatch. Having the most experienced hands in the State, they can guarantee all work done at their Factory.

Repairing neatly and substantially done at the shortest notice.

Screen Bolts, Cogwheels, Edgeway Rings, Shafts, Gudgeons, &c., &c., always on hand.

All orders directed to the firm by mail or left at D. L. Esterly's Hardware store will receive prompt attention.

Pottsville, March 12, '59 [July 4, '58 27] 11-

THOMAS FOSTER & CO., Manufacturers & Wholesale & Retail Dealers IN BOOTS AND SHOES,

CENTRE STREET, Three doors below Mortimer's Hotel, Pottsville.

Our assortment comprises every variety of goods, either of Home, Eastern, Philadelphia or Reading Work, for Men's, Women's, Boys', Misses' or Children's Wear.

We manufacture and are prepared to furnish our customers with a superior article of Gents' French or American Calf Boots, Gaiters and Walking Shoes. Water Proof and Kip Boots, suitable for Engineers; and Mechanics', Miners' and Laborers' Working Boots and Shoes. Ladies' French or English Lasting Gaiters, Button or Lace Boots, Buskins, Slippers, &c., &c.

Traveling and Packing Trunks, Valises, Carpet and Oil Cloth Traveling Bags. Boys' and Misses School Satchels; and an excellent assortment of Umbrellas will always be found at our establishment, *at moderate prices.*

Country Merchants will be supplied with any goods in our line in such quantities as they require, at a trifling advance on city prices.

Thankful to our friends for past favors, we are determined to merit a continuance of public patronage by supplying good articles upon the most reasonable terms.

Pottsville, April 30, '59 18-tf

MANUFACTURES.

New Style Stamped Envelopes,

OF all kinds, furnished as cheap, if not cheaper, than they can be procured in the city, by B. BANNAN.

CHEAP WATER AND FIRE PROOF ROOFING!

THE best ROOFING now in use—about half the price of tin, and will outlast at least two or three tin roofs. Put on at short notice, and *Guaranteed* by BANNAN & DeFREHN, Agents for H. M. WARREN & Co.

Old tin and other worn out roofs covered also.

REFER TO:—Mattson & Baber, Port Carbon; Theodore Thorn, St. Clair; H. Adams, Ashland; Andrew Mortimer, Cressona; and Wm. Mortimer, Jr., N. L. Loose, Henry Chambers and Henry Webber, Pottsville.

F. ALTSTATT, Picture, Looking Glass, Gilt and Ornamental Frame Manufacturer,

IN Mahantango street, between Centre and Second streets, POTTSVILLE, Pa., manufactures Plain and Ornamental, Square and Oval Frames. Also, Lack Gilt Mouldings, Polished Square and Oval Frames for Photographs. Wholesale and Retail.

Engravings, Oil Paintings, Lithographs, and French, German and American Looking Glass Plates, constantly on hand.

All kinds of Frames made to order, and Old Frames handsomely re-gilt, at short notice.

Pottsville, April 23, '59 17-6m

POTTSVILLE Venetian Blind Factory.

THE SUBSCRIBER respectfully announces to the citizens of Pottsville and vicinity that he has removed his Venetian Blind Factory to Market street, four doors above Centre, next door to Aurand's Cabinet Rooms, where he keeps constantly on hand and manufactures to order all kinds of Venetian Window Blinds, Window Shades, Curtains, Trimmings for Blinds and Shades, together with everything in his line of business; all of which will be sold at the lowest rates. He invites the citizens to call at his establishment, feeling confident that he can furnish as good articles as can be obtained abroad. He also attends to repairing all kinds of Blinds and Shades, and puts them up when desired to do so. W. M. ZERBE.

March 5, '59 10-6m

TO BUILDERS AND OTHERS.

B. BANNAN furnishes Terra Cotta Chimney Tops for Houses, cheap and ornamental. Emerson's Patent Ventilators for Smokey Chimneys. Terra Cotta Scrolls for buildings.

Chillson's Heating Furnace, the best in use—and also gives instruction how to put them up.

Antique Marble Mantels,

manufactured from Slate Stone, and Is enameled in imitation of the most expensive kinds, and is furnished at about one-half the price of marble. It retains its polish longer than marble, is about six times the strength of marble, and will not soil as marble does.

Sample Patterns can be seen at his Book Store—some as low in price as $10 and $12 per mantel. Call and examine the Patterns at B. BANNAN'S

March 12, '59 11- *Book store.*

CARRIAGE FACTORY REMOVED.

THE undersigned respectfully embrace this opportunity of informing the public that they have removed their extensive Carriage Factory, from Mauch Chunk street, where they have been since the late fire, to their New, Large and commodious building, in Morris' Addition, on the old site, where they are prepared to turn out CARRIAGES EQUAL TO THE BEST IN THE STATE and ready to accommodate their customers and all those who may favor them with their patronage. An entire new and well selected stock of materials and the same old hands will enable them to do work which in elegance and durability cannot be surpassed.

They will continue to attend to the business hereafter as before, with determination to give general satisfaction.

All orders will receive prompt attention.

Repairing done at the shortest notice.

July 18, '57 29-1y ADRIGHT & BURKHARD.

POTTSVILLE Saddle and Harness Manufactory.

I HEREWITH invite your especial attention to my very extensive stock of *Ready Made Saddlery, Harness, Collars, &c.*—embracing the largest variety of styles and qualities ever offered for sale in this county, and at prices that will compare favorably with those of any other house in the trade.

Having been, for some years past, in the habit of purchasing my *Raw Material exclusively for Cash,*

I find myself now in the possession of advantages from this cause not enjoyed by the trade generally, and feel that I can, with confidence, solicit the trade of all classes of dealers; and my arrangements for the coming season's trade are based upon *even a larger amount of business than I have hitherto done;* you can therefore rely upon finding at my establishment everything that is required in my line.

Orders by mail are respectfully solicited, and the goods sent warranted to give satisfaction, both as to price and quality. LEFEVER WOMELSDORFF.

Opposite Episcopal Church, Centre street, Pottsville.

March 7, 1857 10-1y

TRAVELING.

PHILAD'A & READING RAILROAD. Excursion Tickets,

From Philadelphia to Pottsville and return, will be sold at Philadelphia, on Saturdays and Sundays, at $3 75 each, good for any train on those days, and on the succeeding Monday.

G. A. NICOLLS, *General Supt.*

August 6, '59 33-

PASSAGES BY STEAMERS.

THE subscriber is authorized to take Passengers by Steamers to and from Europe in the first and second class and also in the steerage at the lowest rates. A Steamer sails from New York for Liverpool on the 26th inst. First Class Passengers, $75—Third Class, $30, found in Provisions.—Passengers also brought out by steamers. Apply to B. BANNAN,

Who also sells drafts on Europe in sums of £1 and upwards. March 11, '59 11

PHILADELPHIA & READING RAILROAD CO., Office, 227 south FOURTH street.

PHILADELPHIA, April 16th, 1859.

PASSENGER TRAINS FOR HARRISBURG.

On and after Monday, 18th instant, TWO Passenger Trains will be run DAILY (Sundays excepted) to Harrisburg via Reading and intermediate points.

MORNING LINE.

Leaves the Depot, at Broad and Vine streets, at 7.30 A. M.

Arriving at Harrisburg at 12.30. Noon.

AFTERNOON LINE.

Leaves the Depot, at Broad and Vine streets, at 3.30 P. M.

Arriving in Harrisburg at 8.30 P. M.

Fare to Harrisburg, 1st class, $3 25; 2d class, 2 70

By order of the Board. W. H. McILHENNEY,

[April 30, '59 18-tOlst.] *Secretary.*

EAST PENNSYLVANIA RAILROAD.

ON AND AFTER WEDNESDAY, May 11th, Passenger Trains will run on this road daily, connecting with trains at Allentown for New York, Easton and intermediate places, and at Reading with trains for Harrisburg, Philadelphia and Pottsville.

Trains going East will leave Reading at 6 A. M. and 12 M., arriving in New York at 12.30 A. M. and 7 P. M.—The trains coming West will leave New York at 11.45 A. M., arriving in Reading at 6 P. M. A train will also leave Easton at 7 A. M., and Allentown at 8.15 A. M., arriving in Reading at 10 A. M.

Fares from Reading

To Temple,	$0 15	To Millertown,	$0 80
Blandon,	25	Emaus,	90
Fleetwood,	35	Allentown,	1 00
Lyons,	45	Bethlehem,	1 15
Topton,	55	Easton,	1 15
Shamrock,	65	New York,	3 30

Freight trains will also run daily between Reading and New York, leaving Reading at 6.01 A. M.

JAMES MOORE, *General Supt.*

Aug. 13, '59 31-

AUSTRALIA PIONEER LINE. Established in 1852. Carrying the U. S. Mails.

Sailing Positively on the Day Advertised.

70 DAYS PASSAGE.—The magnificent Clipper Ship "ORIENTAL," 1750 *tons Register, with capacity for 3000 tons measurement,* Commander, is now at *Pier 11, North River,* with 1200 tons of cargo on board, completing her loading, and will be dispatched for *Melbourne direct,* positively, on Thursday, September 15th.

On her last voyage the "ORIENTAL" made 340 miles in the 24 hours, and from her size and sailing qualities, is expected to make the passage inside of 75 days. She has magnificent accommodations for first and second class passengers.

Rates of Passage.

First Cabin Saloon, $200; Second Cabin, $100.

Children in arms, free; over two years and under twelve, half price.

For Freight or Passage, apply on board, or to

R. W. CAMERON, 5 Bowling Green, New York.

Sight Bills for sale, and cash advanced made on consignments.

Consignees in Australia: Messrs. Wilkinson, Bros. & Co.

August 27, '59 [June 12, '58 24-1y]

Only Direct Line for Ireland!

STEAM to all PARTS of GREAT BRITAIN and IRELAND, For $30!

The powerful Iron Steamships, CITY OF BALTIMORE, CITY OF WASHINGTON, CITY OF MANCHESTER, KANGAROO, VIGO,

Will sail from New York for CORK and thence to LIVERPOOL.

Every Alternate Saturday.

Passage from New York:

Cabin, $75 Third Class, $30

Passage from Liverpool and Cork:

Cabin, $85 Third Class, $40

Passengers forwarded to Havre, Antwerp, Bremen and Hamburg, for $35 in Cabin, $35 Third Class.

To PARIS (in 26 hours from Liverpool.) Cabin, $90; Third Class, $38.

The above Steamships are built of Iron, in watertight compartments; carry each an experienced Surgeon, and every requisite for the immediate extinction of fire.

For Passage apply to R. J. Cortis & Co., 177 Broadway, N. Y.; John G. Dale, 15 Broadway, N. Y.; to R. EDWARDS, Pottsville; Or to J. H. RICHARDS, Minersville

N. B.—Passengers by this Line avoid the risk and delay of calling at Halifax and St. Johns, as the steamers proceed direct to Cork. [April 16, '59 16-

LEHIGH VALLEY RAILROAD. Summer Arrangements of Passenger Trains.

ON and after MONDAY, MAY 16th, 1859, the Passenger Trains on the Lehigh Valley Railroad Company will run at the following hours:

Down Trains.

Leave	Mail.	Express.	Accom.
Mauch Chunk, at	6.40 A. M.,	12.30 P. M.,	12.35 P. M.
Slatington	6.40 "	1.08 "	1.20 "
White Hall	7.12 "	1.33 "	2.25 "
Catasauqua	7.27 "	1.45 "	2.52 "
Allentown	7.40 "	1.56 "	3.15 "
Bethlehem	7.55 "	2.11 "	3.49 "
Freemansburg	8.07 "	2.20 "	3.57 "
Arrive at Easton	8.30 "	2.43 "	4.45 "

Up Trains.

Leave	Accom.	Mail.	Express.
Easton at	6.00 A. M.,	11.45 A. M.,	3.55 P. M.
Freemansburg	6.40 "	12.09 "	3.57 "
Bethlehem	7.00 "	12.19 "	4.08 "
Allentown	7.40 "	12.34 "	4.20 "
Catasauqua	8.07 "	12.46 "	4.35 "
White Hall	8.26 "	1.00 "	4.52 "
Slatington	9.04 "	1.27 "	5.26 "
Arr. Mauch Chunk	10.00 "	2.05 "	6.10 "

DOWN TRAINS WITH THEIR CONNECTIONS.

The 6.00 A. M. Mail Train will run in connection with the Catawissa, Williamsport and Erie train from Elmira, Williamsport, Danville and Rupert, and will connect at Allentown with the East Penn. train for Reading, Harrisburg and Pottsville; at Bethlehem with the North Penn. train for Philadelphia; at Easton with the Central of New Jersey train for New York, and at Phillipsburg with the Bel. Del. train for Belvidere. This train will also enable passengers to go to the Water Gap, Scranton and Great Bend, either by the Bel. Del. or the Central of New Jersey train.

The 12.30 P. M. Express train will run in connection with the Beaver Meadow train from Wilkesbarre, White Haven, Hazleton and Weatherly, and with the East Penn. train from Harrisburg, Pottsville and Reading, and will connect with the North Penn. train for Philadelphia, with the Central of New Jersey train for New York, and with the Bel. Del. train for Lambertville, Trenton and Philadelphia.

UP TRAINS WITH THEIR CONNECTIONS.

The 6.00 A. M. Accommodation train will connect with the East Penn. train for Reading, Pottsville and Harrisburg.

The 11.45 A. M. Mail train will run in connection with the Bel. Del. train from Philadelphia, Trenton and Lambertville, with the Central of New Jersey train from New York, with the North Penn train from Philadelphia, and will connect with the Beaver Meadow train for Weatherly, Hazleton, White Haven and Wilkesbarre.

The 3.35 P. M. Express train will run in connection with the Central of New Jersey train from New York, and will connect with the East Penn. train for Reading, Pottsville and Harrisburg, and with the Catawissa, W. and E. train for Rupert, Danville, Williamsport and Elmira.

Bethlehem, May 16th, 1859. 22-

PHILADELPHIA AND READING R. R. Summer Arrangement, April 18, 1859.

DOWN PASSENGER TRAINS.

Leave Pottsville, daily, (except Sundays) at 8.50 A. M., and 3.30 P. M.—Passing Reading at 10.10 A. M. and 5.06 P. M. Arriving in Philadelphia at 12.52 noon, and at 7.40 P. M.

UP PASSENGER TRAINS.

Leave Philadelphia, daily, (except Sundays) at 7.30 A. M., and 3.30 P. M.—Passing Reading at 10.20 A. M., and 6.06 P. M. Arriving in Pottsville at 12.05 noon, and at 7.50 P. M.

Both Up and Down Passenger Trains connect at Port Clinton with Trains to and from Tamaqua, Catawissa, Williamsport and Elmira. Morning Passenger Trains *only* connect at Port Clinton for Wilkesbarre, Scranton and Pittston.

Passengers leaving Williamsport by the Catawissa Railroad Night Line at 10.10 P. M., connect with a Passenger Train leaving Port Clinton at 4.30 A. M., arrive at Reading at 5.30, breakfast, and proceed direct to Philadelphia by the 6 A. M. Reading Accommodation Train.

LEBANON VALLEY BRANCH.

Passenger Train leaves Reading at 10.25 A. M., after arrival of Up and Down Morning Passenger Trains from Philadelphia and Pottsville, Arriving at Harrisburg at 12.40 noon, and connecting with Passenger Trains on the Northern Central, "Pennsylvania" and "Cumberland Valley" Railroads, for Sunbury, Williamsport, Elmira, Pittsburg, Lancaster, Baltimore and Chambersburg.

Returning, leaves Harrisburg at 2.45 P. M., after arrival of Trains from above points. Arriving at Reading at 5.00 P. M., and connecting with Up and Down Trains for Pottsville and Philadelphia the same evening. *No Trains run on Sundays.*

Fares.—Between Pottsville and Philadelphia, $2 75 and $2 25; Reading and Philadelphia, $1 75 and $1 45; Harrisburg and Philadelphia, $3 25 and $2 70; Lebanon and Philadelphia, $2 60 and $2 10, Reading and Harrisburg, $1 60 and $1 30; Reading and Pottsville, $1 05 and $0 85; Reading and Lebanon, 85 and 70 cents; Pottsville and Harrisburg, $2 65 and $2 15; Pottsville and Lebanon, $1 85 and $1 50

Through No. 1 Tickets—Pottsville to Baltimore, $5 00; Pottsville to Gettysburg, $4 50; Reading to Baltimore, $4; Reading to Lancaster, $1 25.

80 pounds of Baggage allowed each Passenger.

The Second Class Cars run with all the above Regular Passenger Trains.

Morning Train Down and Afternoon Train Up, *only*, run on Sundays.

Through First Class Tickets, at reduced rates, to Niagara Falls, Buffalo, Detroit, Chicago, and all the principal points in the West, North West, and the Canadas; and Emigrant Tickets, at lower fares, to all the above places, can be had on application to the Station Agent.

All Tickets will be purchased before the Trains start. Higher fares charged if paid in cars.

G. A. NICOLLS, Eng. & Gen. Supt.

April 30, '59 18-

PERSONS WISHING TO CHANGE

their business to a rapidly increasing country, a New Settlement, where hundreds are going. Where the climate is mild and delightful. See advertisement of the Hammonton Settlement, another column.

Difficult to be Had—Good Needles.

JOHN ENGLISH & CO.'S Patent Helix Drilled Eyed Needles, decidedly the best in the market, of different sizes, from No. 5 to 12, always to be had wholesale and retail, at B. BANNAN'S.

Pottsville, January 30, '58 5-

Poetry.

NEW POEM BY WHITTIER.

IN REMEMBRANCE OF JOSEPH STURGE.

In the fair land o'erwatched by Ischia's mountains,
Across the charmed bay
Whose blue waves keep with Capri's silver fountains
Perpetual holiday,

A king lies dead, his wafer duly eaten,
His gold-bought masses given;
And Rome's great altar smokes with gums to sweeten
A name that stinks to Heaven.

And while all Naples thrills with mute thanksgiving,
The court of England's Queen,
For the dead monster so abhorred while living,
In mourning garb is seen.

With a true sorrow God rebukes the feigning:
By lone Edgbaston's side
Stands a great city in the sky's sad raining,
Bare-headed and wet-eyed!

Silent, for once, the restless hive of labor,
Save the low funeral tread,
Or voice of craftsman whispering to his neighbor
The good deeds of the dead.

For him no minister's chant of the immortals
Rose from the lips of sin;
No mitred priest swung back the Heavenly portals
To let the white soul in.

But age and sickness framed their tearful faces
In the low hovel's door,
And prayers went up from all the dark by-places
And Ghettos of the poor.

The pallid toiler, and the negro chattel,
The vagrant of the street,
The human dice wherewith in games of battle
The lords of earth compete.

Touched with a grief that knows no outward draping,
All swelled the long lament—
Of grateful hearts, instead of marble, shaping
His viewless monument!

For never yet, with ritual pomp and splendor,
In the long heretofore,
A heart more loyal, warm and true and tender,
Has England's turf closed o'er.

And, if there fell from out her grand old steeples
No crash of brazen wail,
The murmurous woe of kindreds, tongues, and peoples
Swept in on every gale.

It came from Holstein's birchen-belted meadows,
And from the tropic calms
Of Indian islands in the sun smit shadows
Of Occidental palms.

From the locked roadsteads of the Bothnian peasants,
And harbor of the Lion,
Where war's worn victims saw his gentle presence
Come sailing, Christ-like, in.

To seek the lost, to build the old waste places,
To link the hostile shores
Of severing seas, and sow with England's daisies
The moss of Finland's moors!

Thanks for the good man's beautiful example,
Who in the vilest saw
Some sacred crypt or altar of a temple
Still vocal with God's law;

And heard, with tender ear, the spirit sighing
As from its prison cell,
Praying for pity, like the mournful crying
Of Jonah out of hell.

Not his the golden pen's or lip's persuasion,
But a fine sense of right,
And truth's directness, meeting each occasion
Straight as a line of light.

His faith and works, like streams that intermingle,
In the same channel ran:
The crystal clearness of an eye kept single
Shamed all the frauds of man.

The very gentlest of all human natures
He joined to courage strong,
And love outreaching unto all God's creatures
With sturdy hate of wrong.

Tender as woman; manliness and meekness
In him were so allied
That they who judged him by his strength or weakness
Saw but a single side.

Men failed, betrayed him; but his zeal seemed nourished
By failure and by fall;
Still a large faith in human kind he cherished,
And in God's love for all.

And now he rests: his greatness and his sweetness
No more shall seem at strife,
And death has moulded into calm completeness
The statue of his life.

Where the dews glisten and the snow-birds warble,
His dust to dust is laid,
In Nature's keeping, with no pomp of marble
To shame his modest shade.

The forges glow, the hammers all are ringing;
Beneath its smoky veil,
Hard by the city of his love is swinging
Its clamorous iron flail.

But round his grave are quietude and beauty,
And the sweet Heaven above—
The fitting symbols of a life of duty
Transfigured into love! J. G. W.

—*New York Independent, July 21, 1859.*

Political.

[*From the New York Daily Tribune of August 25.*]

THE PROSPECT BEFORE US.

The Congressional Elections preliminary to the great contest of 1860 having taken place in nearly all the States of the Union, we have data sufficient for reasonable calculations about the result of that contest. If Kansas be admitted next Winter, the number of votes to be cast in the Presidential Election will be 306. Of these, the Free States will give the following proportion:

Maine,	8	Michigan,	6
New Hampshire,	5	Indiana,	13
Vermont,	5	Illinois,	11
Massachusetts,	13	Iowa,	4
Rhode Island,	4	Wisconsin,	5
Connecticut,	6	California,	4
New York,	35	Minnesota,	4
New Jersey,	7	Oregon,	3
Pennsylvania,	27	Kansas,	3
Ohio,	23		
Total,			186

The Slave States as follows:

Virginia,	15	Louisiana,	6
Delaware,	3	Arkansas,	4
Maryland,	8	Tennessee,	12
North Carolina,	10	Kentucky,	12
South Carolina,	8	Missouri,	9
Georgia,	10	Florida,	3
Alabama,	9	Texas,	4
Mississippi,	7		
Total,			120

The majority necessary to elect a President is 154. Can the Republicans obtain that number?

No reasonable man doubts that the eleven States that supported Fremont in 1856, will vote for the Republican nominee in 1860. Here is the list:

Maine,	8	New York,	35
New Hampshire,	5	Ohio,	23
Vermont,	5	Michigan,	6
Massachusetts,	13	Iowa,	4
Rhode Island,	4	Wisconsin,	5
Connecticut,	6		
Total Republican vote,			114

It would be barely possible by an unwise nomination, or by evincing an illiberal spirit toward those who really wish to co-operate with us, to throw away a couple of these States. But, believing that no such untoward events will happen, we count 114 votes as certain for the Republican candidate. To insure his election he must obtain 40 more votes. Where can he look for them?—The remaining Free States, and their strength in the Electoral College, is as follows:

Pennsylvania,	27	California,	4
New Jersey,	7	Minnesota,	4
Indiana,	13	Oregon,	3
Illinois,	11	Kansas,	3
Total,			72

With no aid from the South, were the Republican candidate to carry all the above-named States except Pennsylvania and New Jersey, he would still fail of an election by two votes. He must, then, receive the support of either Pennsylvania or New Jersey. Now, all who are familiar with the peculiar position of parties in those two States must feel morally certain that they will vote together in 1860 as they did in 1856. Causes that will control the result in the one, can hardly fail to operate with like effect in the other. We have little faith in the sagacity of the man who does not arrive at this conclusion after a careful survey of the condition of parties in those States.

A prudent calculator would set down Indiana, Illinois, California and Oregon among the doubtful States. We think the Republicans have the best chance for them, and, with a judicious nomination will carry them all. But, even if we lose them, and can secure the 41 votes of Pennsylvania, New Jersey, Minnesota and Kansas, these, with the 114 cast for Fremont, will give our candidate 155, being one more than is necessary to elect him.

Thus far we have not counted upon Southern aid. Can our candidate hope to obtain the vote of a Slaveholding State? He will doubtless receive a large popular vote from that section of the Union; and if the non-slaveholding whites of Delaware, Maryland, Virginia, North Carolina, Missouri, Kentucky, Tennessee and Texas, understood their true interests, and the precise objects of the Republican party, they would rise en masse, wrest the control of those States out of the hands of the Negro Aristocracy, and give their electoral votes to our candidate. That they will ultimately spurn the yoke that crushes them, aspire to the dignity of true manhood, and expel from the soil the blighting curse of Compulsory Labor, is as certain as the decrees of Providence. Then these freed men will take ample retribution upon their haughty oppressors. They will neither cut their throats, nor sack their plantations; but they will marry their proud and portionless daughters, and resuscitate their worn and worthless lands, making their households to be glad with increase, and their hills and valleys to smile with abundance.—The hope of the country rests in the non-slaveholding whites of the South. The day of their enfranchisement draweth on. Its blushes already purple the horizon. But it will not rise to high noon during the pending contest. The Free Democracy of Missouri will fight a gallant battle, and may win the field. Independent men in other Slaveholding States will contest the ground with a courage worthy of success. Excepting Missouri, however, no wary Republican, when calculating the chances of the campaign, will claim any Southern State.

Republicans must, then, so arrange their programme, that they can beyond contingency carry Pennsylvania and New Jersey. Prudence will assign Indiana to the same position. Can we secure the electoral votes of these States? Unquestionably we can! The same elements that combined last Autumn to return members to the House of Representatives, need but to unite in the Presidential election, and our success is sure. Is such a union desirable? We think it is. Some of our Republican cotemporaries talk as if they thought it was not. Do we misunderstand them? In our judgment, the main body of those Republicans, Democrats, and Americans, in the States of Pennsylvania, New Jersey, and Indiana, who, by acting in concert, achieved victories in October last that gladdened all our hearts, have need only to pursue the even tenor of their way, exercising toward one another a little liberality and patience, and trusting in the good faith of all, and there is no more difficulty in their co-operating to win a common triumph in 1860, than there was in 1858. Will such Republican journals—they are very few—as criticise or anathematize THE TRIBUNE for advocating such a union, in such a crisis, on such terms, for such objects, be kind enough to take the above figures, work out the Presidential problem in their own way, and give us the benefit of their calculations? Will they waive, for the moment, the reading of homilies, and go to the blackboard? When there, will they demonstrate how we can get along without the electoral votes of Pennsylvania, New Jersey, and Indiana? Or, if they admit that we must have them, or fail, will they for a brief period ignore generalities, objurgation, and all affectation of superior virtue and integrity, and take the election returns of 1856 and 1858, and tell us how we are to obtain these votes?

Gentlemen! you don't like our plan. Give us yours! Don't turn us off with a eulogy on Republican principles and the Republican party.—We understand all that now. Electing men to office is, to a certain extent, a matter of Arithmetic. Go into the three States we have named, enumerate the Republicans, note them down, and add up the column. Of course, you will not count any Democrats or Americans!

Our faith in a glorious triumph next year is firm and unfaltering. It springs in part from the disorganized condition of the Democracy, torn by dissensions about principles, and rent by feuds among leaders. But it springs in larger measure from the confident belief that when the Republican party stands face to face with the crisis, on the threshold of the struggle, it will "pshaw!" out of countenance those who object to a union between men who agree in sentiment then, merely because they differed in opinion four years before.

The President Snubbed at Bedford Springs.

Several of our cotemporaries have remarked upon the treatment of President Buchanan (by Pennsylvanians) during his sojourn at Bedford Springs. An instance of the popular feeling there manifested has just come to our knowledge, which far surpasses any which we have hitherto seen recorded. The *on dit* runs thus: One evening when a large company were assembled in the drawing room at the hotel, in which were the President's quarters, a desire was expressed to hear a Mrs. ——— sing, and she was several times solicited so to do. This having come to Mr. Buchanan's ears, he remarked that he would go to the piazza and prevail upon her to come in and gratify the company. Accordingly he went and asked the lady to favor the company and himself. She replied—"All the singing she should do that evening would be to put her children to sleep."

Mr. Buchanan urgently insisted again that she should comply with his request, adding that the company were much disappointed at her refusal. She then turned to him, and deliberately and emphatically said: "Their disappointment was not to be compared to that experienced by the people in consequence of the acts of some of those in the highest government positions."—*Harrisburg Telegraph.*

THE Louisville *Journal* remarks that the time for argument on the relative merits of free trade and protection is gone by. We have tried both. Under the protective tariff of 1842 we prospered. Under the low tariff of 1846 we declined in prosperity, and under the still lower tariff of 1857 we have been nearly ruined. The only hope, now, is in a change of policy, an increase of duties on all classes of manufactures in which American producers can come in competition with foreign. It should be the endeavor, therefore, of every constituency to impress upon the member representing them next winter at Washington, that the thing needed first of all and more than all is an increase of the duties. Let President-making, political jobbing, and everything else stand aside until the tariff is adjusted. If the people could be assured that this was the determination of the next Congress, their alarm would be abated, and there would be no panic this year nor the next.

WE heartily rejoice that neither the Democrats nor the Republicans are to have a majority in the next House of Representatives. There will be an Opposition majority, and, although the Republican members and the Southern Opposition members will, upon many questions, be unable to act together, they can and will unquestionably co-operate cordially with each other in exposing the detestable frauds and horrible corruptions of the Government in all its departments and ramifications. And, when we consider what an enormous amount of frauds and corruptions was brought to light during the last session in spite of all the efforts of the Locofoco majority to hide them, we may be able to conceive in some slight degree what will be developed when the mere creatures of the President, themselves the agents and beneficiaries of all forms and kinds of profitable villainies, shall no longer bear sway in the House and its committees.—*Louisville Journal.*

Miscellany.

REFERRING to the newly proposed plan of contribution for the Washington Monument, the *Albany Journal* promptly says the plan of dropping money during a series of years into thirty thousand different dark holes, situated at the entrance of that postal institution which never refunds lost cash, is an excellent one to prevent the donors from knowing what becomes of their money, and to prevent more than a tithe of it from reaching its destination. Between clerks, postmasters, agents, committees, and managers, the cash will have to pass through the hands of about one hundred thousand irresponsible persons, and, however much is lost on the way, nobody can be the wiser.

A CORRESPONDENCE WITHOUT A FIGHT.—The following notes are said to have passed between Governor Giles and Patrick Henry of Virginia:

GILES TO HENRY.—"Sir: I understand that you have called me a 'bobtail' politician. I wish to know if it be true, and if true, your meaning. WM. B. GILES."

HENRY TO GILES.—"Sir: I do not recollect having called you a bobtail politician at any time, but think it probable I have. Not recollecting the time or the occasion, I can't say what I did mean; but if you will tell me what you think I meant, I will say whether you are correct or not. Very respectfully, PATRICK HENRY."

M. YVON, the painter, who accompanied the French army to Italy, in order to sketch on the spot the principal events of the campaign, has had an audience of the Emperor for the purpose of presenting two large sketches of the battles of Magenta and Solferino. Napoleon examined them with great attention, and approved them. These sketches, and a representation of the interview between the two Emperors at Villafranca, will be executed of the same size as the paintings relating to the Crimean war at Versailles, and placed in the same room.

RECENTLY, a most extraordinary race took place in a fashionable ladies' seminary school in the Thiergarten, Berlin, where thirty-three young ladies contested for the championship in swimming. The winner, who is nineteen years of age, and very handsome, is said to have proved that she might as well challenge the other sex as her own. The race was followed by an elegant luncheon, only ladies being present, and the promenaders in the neighborhood listened with astonishment to the lusty cheers that followed the toasts.

IN MAZZINI's recently published manifesto, he claims to know that France is acting under a recent treaty with Russia, by which the dismemberment of Turkey, and a war with England, are inevitable. He urges the formation of a league, composed of all the European Powers, excepting France, Russia and Austria, to resist the encroachments of Bonapartism and Imperialism.

JENNY LIND GOLDSCHMIDT is a member of the new Episcopal Church of St. John, in the parish of Putney, London. The Bishop of London recently consecrated the edifice, and Mr. Otto Goldschmidt has undertaken to act gratuitously as organist for one year.

A DINING-ROOM floor has recently been laid in the American House, Boston. It is an inlaid mosaic floor, composed of 5,000 pieces of wood of four different growths—mahogany, rosewood, black walnut, and white oak, artistically arranged in figures.

THINGS IN GENERAL.

THE WAR OF THE WOMEN.—The young wife of the Prince Napoleon is a genuine Sardinian. She does not like the manner in which the war with Austria has been concluded and her father humbugged. The London Court Journal, through its Paris correspondent, tells us that there have been serious feuds between the Empress Eugenie and the Princess Clothilde, Victor Emanuel's daughter.

FUEL FOR RAILROADS.—We are better sustained every day in our opinion that the success of Railroads in this country now chiefly depends upon their being economically worked. And in no other one item does there exist as great a necessity for reformation as in "fuel." We believe that this will be accomplished by the general introduction of coal burning locomotives; but let it be in what manner it may, economy must be the resuscitating principle.—*N. Y. Cour. & Enq.*

DESERTION AND DEATH OF A YOUNG LADY.—On the last of July an elderly man left a beautiful and interesting young lady at Williamsport, Pa., as being too ill to go further in the cars. He deposited money for her expenses, and left her. The young lady died on the 14th instant, and it was ascertained by a coroner's inquest, that she had been betrayed under a promise of marriage and that her death was caused by a cruel operation, performed by a physician in an adjoining State, at the instigation of an inhuman uncle. The names of the parties, who are wealthy, are known, and measures were taken for their arrest.

THE WAY A BANK CREDITOR WAS SERVED.—The St. Louis Democrat says a gentleman left Hannibal on the 12th with $11,000 of bank notes on the Branch Bank of the State of Missouri at Chillicothe for redemption, presented them at the counter for that purpose, and when $300 had been redeemed in silver, a crowd of fifty or seventy-five persons entered the bank and desired him to leave. The last proposition to "hang" him, considerably expedited his intention to leave. Some of the St. Louis bankers have put the paper of the Branch Bank at a discount of five per cent. The Democrat says, the next move of the Chillicothians will be to mob the grocers and other jobbers who go to collect bills from Chillicothe merchants debtors. Certainly, that would be as fair as a bank getting up a mob to scare away those who have had faith enough in the honesty of its intentions to take its bills, supposing that they will be paid on demand, according to the promise on the face of them.

THE Boston *Bee* relates the following reminiscences of the deceased Horace Mann:

In the Drayton trial, which occurred at Washington, December, 1848, Mr. Mann, who was counsel for the slaves, made the point that the servitude of the negroes ought to be proved by something else than the claim of the master, and likened it to the case of an indictment for stealing foxes, which held by nature must be shown to have been caught and subjected. While he was exercising this illustration, Mr. District Attorney Key, the same who was shot last February by Daniel E. Fickles, wrote the following squib, and handed it over to the opposite counsel:

"To illustrate the point he's making:
In larceny there must be a taking,
A fox, he says, cannot be stolen,
Be he young, or be he an old 'un;
Pursuing hounds, says he's mistaken,
At least so far as to the taking."

It was not long before the following bitter retort by Mr. Mann was written on the back of the same paper, which was left on the table for the consideration of the District Attorney. The allusion to "ten dollars a bill," regards the fee advice Mr. Key received on each of three hundred and forty-five indictments which he caused to be filed against the prisoners of the Pearl:

"Fox-hunting abroad, and slave hunting in doors,
I beg leave to suggest do not run on all fours:
Foxes do not eat foxes—brute natures have bounds,
But Mr. District Attorney, out-hounding the hounds,
Hunts men, women and children, his pockets to fill,
On three hundred indictments at ten dollars a bill."

SIEVIER'S IRON FURNACE.—The proprietors of the American patent for this furnace represent that it is to revolutionize the iron business of the world. As we are informed that they are about putting one in operation in New York, we publish their communication without further comment, until the furnace has demonstrated its own merit:

"The object of this furnace is to revolutionize the science of metallurgy. It dispenses with the expensive process of puddling, will make wrought iron as cheap as pig is now made, and in a quarter of the time. It is not a theory but a demonstrated fact. This invention has been thoroughly tested in the kingdoms of Prussia and Hanover, Germany; first on a small, and subsequently on a large scale: furnaces are now in the course of erection in England, in various parts of Germany, in Austria, and in Russia.

"The principle is perfectly simple, being in no ways complicated. Any smelting master will comprehend the whole process at a single glance.

"It consists in causing a current of air necessary for the reduction of the ore in the furnace, by exhausting the air or gases as produced by the combustion of the carbon; the exhaust is effected by means of a fan, pumps, or other means.

"The air in either case is drawn through the mass of material, out at the upper part of the furnace, thus causing a sharp draft or current of air of sufficient density to enter into the lower part of the furnace, and produce the effect desired. The power required for this is about a tenth of that now used; for example, in ordinary blast-furnaces a pressure of 2 to 8 lbs. or blast is required to penetrate the mass of ore, carbon and lime in the furnace; this applies to furnaces where coal or coke is used; in charcoal furnaces 1½ lbs. pressure of blast is required. Now, by Mr. Sievier's system, you require an exhaust equal to but four inches of water, or two ounces weight, to produce the effect obtained by the old system at 2 to 3 lbs. pressure. In a charcoal furnace but 3 inches of water is required, or 1½ ounces of pressure.

"The air, instead of impinging upon one or two points, rushes in equally at the bottom of the furnace, rets warm, and melts the iron in less than half the time of the ordinary blast. The different qualities of iron, viz: steel, cast or malleable, are produced by raising or lowering the movable crucible."

THE GREAT EASTERN.—As this monstrous steamship is about to come to our shores, the following correct table of her dimensions will be found highly interesting to many of our readers:

Length between perpendiculars, 680 feet.
Ditto over all on upper deck, 691 feet.
Breadth of hull, 83 feet.
Height from bottom of ship to top of iron of upper deck, 58 feet.
Diameter of paddle-wheels, 56 feet.
Ditto of screw-propeller, 24 feet.
Number of blades in ditto, 4.
Weight of screw-propeller, 40 tons.
Weight of principal saloons, 13 feet.
Weight of iron in the construction of the hull, about 7000 tons.
Ditto of ship with machinery, coals, cargo and full equipment, about 26,000 tons.
Draught of water at that weight, 30 feet 6 inches.
Weight of each of the paddle-engine cylinders, about 30 tons.
Number of ditto, 4.
Diameter of ditto, 74 inches.
Length of stroke 14 feet.
Paddle-engines, about 1200 horse power.
Weight of each of screw-engine cylinders, about 20 tons.
Number of ditto, 4.
Diameter of ditto, 84 inches.
Length of stroke, 4 feet.
Screw-engines, about 1600 horse power.
Weight of shafts for paddle engines. 80 tons.
Weight of shafts for screw-engines, 150 tons.
Number of boilers to paddle-engines, 4.
Weight of one pair of ditto, including funnels, 87 tons.
Number of boilers to screw-engines, 6.
Weight of one pair of ditto, including funnels, 86 tons.
Thickness of the plates in the bulkheads, ½ inch.
Do. in the skins, ¾ inch.
Number of rivets used in the construction of the ship, about 3,000,000.
Number of masts, 6; of these three will be square rigged, as well as fore-and-aft rigged. The remaining two will be fore-and-aft rigged.
Total quantity of canvas in sails, about 6200 square yards.
There will be two screw steamers, one carried on each side abaft the paddle boxes as jolly boats. Their dimensions are:—Length 100 feet; beam, 16 feet; measurement, 121 tons; horse power, 40.
And there will be about twenty ordinary boats carried in addition, with masts and sails complete.

The Administration at Washington has made new arrangements to prevent the African slave trade. The African squadron has been augmented, and furnished with vessels of light draught to pursue the slave vessels into the rivers and shallow waters. The Home squadron has also reorganized for the same purpose.

The Alton (Ill.) *Courier* states that among the persons who attended the prize fight between Byrnes and Conners, there were one hundred and sixty-two, each of whom had an eye gouged out. One of the boats, when returning, had to stop and back opposite Alton, to pick up persons who had fallen overboard while fighting.

The London *Star* says that at a late sale of ancient manuscripts, autographs, &c., Milton's receipt to the publisher for the purchase money of "Paradise Lost," was knocked down at the price of £15, to a gentleman who bought it on commission for the United States. This receipt, in Milton's own hand writing, is now on its way to Philadelphia.

On the Mobile and Ohio Railroad, not far from Jackson, in Tennessee, says an exchange paper, still stands the humble log-cabin, 18 by 20 feet in size, built and occupied, while he lived in the district, by the far-famed David Crockett.—Its logs are fast decaying, and desolation surrounds it, but no traveler passes it without an eager desire to look upon the humble roof.

The Schuylkill Navigation Company have a dredging machine in operation, to clear the canal on their line near Reading. It has been busy at work in the Big Dam for some time past, and has been more recently employed in removing a sunken boat from the Little Dam. The Navigation Company spares no pains to keep its works in order.

A correspondent writing from Niagara Falls says that where the Suspension Bridge originally sagged only two or three inches under the weight of a train, it now sags nearly twenty inches. The general impression in the neighborhood is that this great work of art will one of these days give way and fall into the river. Visitors now walk over the bridge, instead of crossing in the trains as formerly.

The Missouri *Republican* tells a story of a young man who had no money, but who wanted to visit Connecticut, and who packed himself into a box and had himself called for by the expressman. The discrepancy between the large size of the box and its light weight caused suspicions to be engendered in the driver's mind, and an investigation disclosed the young man, already nearly out of breath, and bathed in tears.

The ceremonies of laying the corner stone of the Plymouth Monument to the Pilgrims were very imposing. The Order of Masons performed the ceremony in their best manner. All Plymouth was very gaily decorated with appropriate mottoes and emblems. Every house was opened to accommodate strangers, by whom the whole town was crowded. Eloquent addresses were made, and the whole affair was a splendid one.

A base, constructed of granite, to support the slab in memory of Benjamin Franklin and his wife, was on Friday placed in the position assigned to it in Philadelphia. It rests upon a plain foundation of stone, and in dimensions is six feet ten inches long, four feet ten inches wide, and three feet deep. The new lettering, chiseled in the solid stone, comprises the simple inscription: "Benjamin and Deborah Franklin, 1790."