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.

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TO CLUBS:

Three copies to one address, (in advance,) $5 00
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THE LAW OF NEWSPAPERS.

Subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrears are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held 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 facie evidence of intentional fraud.

BANNAN'S STEAM PRINTING OFFICE.

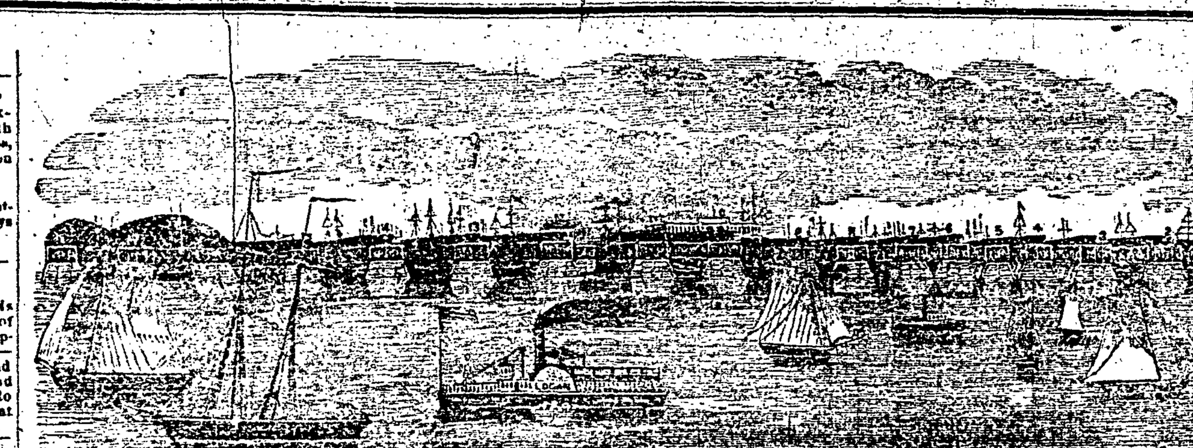
Having procured three Presses, we are now prepared to execute JOB and BOOK PRINTING of every description at the Office of the MINERS' JOURNAL, cheaper than it can be done at any other establishment in the county such as

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 short notice.



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

IRON WORKS.

BOILERS AND STACKS.

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

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, 1859 4-ly

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 Vein 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 58 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 & Leech'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-

BEAVER MEADOW IRON WORKS.

Brice W. Hunson 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-

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 Rails, 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

MORRIS, JONES & CO.,

IRON AND STEEL MERCHANTS,

Market and Sixteenth Streets, Philadelphia,

Have always on hand and for sale:—

BEST ENGLISH REFINED IRON—full assortment of "Bagnalls" and other favorite brands; BEST AMERICAN BARS—ordinary sizes, or rolled to order for bridge purposes, &c. &c. PENNSYLVANIA BOILER PLATE—Promiscuous sizes, or cut to required size. BOILER RIVETS—Dover brand, made in solid dies. BEST ENGLISH CAR AXLES—American and English. FLUE & SHEET IRON—for covering schutes, &c. AMERICAN & SCOTCH PIG IRON. RAILROAD IRON—T rails and flat bars suitable for mines, turnouts, &c. JUNIATA; ENGLISH & NORWAY SLIT RODS, BOLTS, NUTS and WASHERS—For bridges, cars, and machinery purposes generally. CAST, SHEAR, MACHINE and BLISTER STEEL. Also, an extra quality for taps and dies. The above, together with a full assortment of Iron, Steel, Nails and Spikes, to which the attention of dealers, railroad companies, engineers, miners, founders and machinists is invited. May 10, 1858 19-1y

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 Irens & 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.

April 24, '58 CARTER & ALLEN. 17-

M. W. BALDWIN & CO.,

ENGINEERS.

Broad and Hamilton streets, Philadelphia, Penna.

Would call the attention of Railroad Managers and those interested in Railroad Property, to their System of Locomotive Engines, in which they are adapted to the particular business for which they may be required: by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine. With these objects in view, and as the result of twenty-three years practical experience in the business by our senior partner, we manufacture ... several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information, enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order, wheels, axles, boiling or low spoor tire (to fit logs), every description of Copper, Sheet Iron and Boiler Works; and every article appertaining to the repair or renewal of Locomotive Engines. M. W. BALDWIN.

January 23, '58 1-ly MATTHEW BAIRD.

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 22d and Arch streets.

OFFICE—103 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. 109 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] [R. T. 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,

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—141 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 Georges Creek Mine.

OFFICES: No. 110 Walnut street, Philadelphia. No. 25 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. ['59-43.

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 PHENIX COLLIERIES.

CANAL LANDINGS—GREENWICH AND SPRUCE STS.

OFFICE—No. 105 Walnut Street, Philadelphia.

April 9, '59 15-ly

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. H. PATTERSON,
WM. F. PATTERSON,
GEO. S. PATTERSON.

Office & Warehouse, Railroad street, Pottsville, Pa.

Bridgeport, Montgomery County, Pa.

July 23, '59 30-ly

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, '59. 20-

PLINY FISK,

MINER AND SHIPPER OF

Coal Hill Pink Ash Coal.

OFFICES: S. E. cor. Third & Chestnut sts., Philad'a. Mansion House, Pottsville. [45-ly*

CONNER & PATTERSON,

MINERS AND SHIPPERS OF THE CELEBRATED

Locust Mountain Coal.

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

Schuylkill County, Pa. ['59 27-ly

DISSOLUTION OF CO-PARTNERSHIP.—The partnership heretofore existing in the names of RANDOLPH & CO., and RANDOLPHS & HAMPSHIRE, has been dissolved by mutual consent, to take effect November 1, 1859. The business of said firms will be closed by CARMAN and THEODORE F. RANDOLPH, who are alone authorized to use the signatures of the firms for that purpose.

Easton, October 28, 1859. 45-

NEW FIRM.

Milnes's Spring Mountain LEHIGH COAL!

CARMAN F. RANDOLPH, THEO. F. RANDOLPH and EDGAR F. RANDOLPH, under the name and firm of RANDOLPH BROS., will continue to sell the entire product of the *Spring Mountain Colliery*. Mr. CHAS. HAMPSHIRE has contracted to mine the Coal for them, and will give his experience and skill in that department.

Orders for the Coal may be addressed to them at their respective offices in New York, Philadelphia, Easton and Trenton. [Nov. 5, '59 45-3m

NOTICE!

NOTICE is hereby given that there is no absolute dissolution of the partnership heretofore existing in the names of RANDOLPHS & HAMPSHIRE, in the lease, &c., of the Spring Mountain Colliery. There is simply an arrangement among the lessees to change the mode of doing business for a specified period.

November 12, '59 46-3m

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-ly

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-ly] 11-

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. ['59-20

Advertisements set in larger type than usual will be charged 50 per cent. advance on our regular rates.

GEO. BOLDIN.] [NORWOOD PENROSE.

Boldin & Penrose,

Tobacco, Oil & General Commission MERCHANTS,

105 *N. Water street, and* 106 *N. Delaware Avenue,* PHILADELPHIA.

July 16, '59 29-ly

H. P. & W. C. TAYLOR,

IMPORTERS & MANUFACTURERS OF

Perfumery, AND Toilet Soaps.

641 North Ninth Street, PHILADELPHIA.

April 23, '59 17-

FALL IMPORTATIONS.

We are now receiving

LARGE ADDITIONS

To our extensive stock of

STONE WARE AND GLASS,

FOR HOTELS AND FAMILIES,

At Greatly Reduced Prices.

NEW STYLES & SHAPES

Of Plain and Richly Decorated

DINNER, DESSERT, TEA AND TOILET SETS, CHEAP AND BEAUTIFUL.

PARIAN MARBLE FIGURES, MANTLE ORNAMENTS, TOILET BOTTLES, COLOGNES.

At Reasonable Prices.

TOGETHER WITH A GENERAL VARIETY OF

Fancy Articles,

Suitable for presents during the approaching holidays.

TYNDALE & MITCHELL,

Importers,

NO. 707 CHESTNUT STREET,

ABOVE SEVENTH,

PHILADELPHIA.

September 17, '59 38-3m

R. W. P. ALLEN,

14 South Delaware Avenue,

PHILADELPHIA,

DEALER IN

Oils, Soap, Candles, Lye, &c.

AND SOLE AGENT FOR

Mapes Super-Phosphate of Lime,

For PENNSYLVANIA, DELAWARE & NEW JERSEY.

Philadelphia, July 9, '59 [9-ly] 28-

Wire Rope Works of JOHN A. ROEBLING.

Trenton, New Jersey.

A large assortment of Wire Rope constantly on hand. Orders filled with despatch. For size, strength, and cost, see circular. [Feb. 27, '59 9-ly*

GEO. W. POMEROY & CO.,

DEALERS IN

OIL, SOAP, CANDLES, &C.

NO. 12 South Water street, below Market, Philadelphia.

Sperm, Lard, Elephant, Whale, Tanners' and Machinery Oil, Sperm and Adamantine Candles.

Samuel T. Miller, Salesman.

Philadelphia, January 8, '59 1-ly

Scrofula, or King's Evil,

IS a constitutional disease, a corruption of the blood, by which this fluid becomes vitiated, weak and poor. Being in the circulation, it pervades the whole body, and may burst out in disease on any part of it. No organ is free from its attacks, nor is there one which it may not destroy. The scrofulous taint is variously caused by mercurial disease, low living, disordered or unhealthy food, impure air, filth and filthy habits, the depressing vices, and, above all, by the venereal infection. Whatever be its origin, it is hereditary in the constitution, descending "from parents to children unto the third and fourth generation;" indeed, it seems to be the rod of Him who says, "I will visit the iniquities of the fathers upon their children."

Its effects commence by deposition from the blood of corrupt or ulcerous matter, which, in the lungs, liver, and internal organs, is termed tubercles; in the glands, swellings; and on the surface, eruptions or sores. This foul corruption, which genders in the blood, depresses the energies of life, so that scrofulous constitutions not only suffer from scrofulous complaints, but they have far less power to withstand the attacks of other diseases; consequently, vast numbers perish by disorders which, although not scrofulous in their nature, are still rendered fatal by this taint in the system. Most of the consumption which decimates the human family has its origin directly in this scrofulous contamination; and many destructive diseases of the liver, kidneys, brain, and, indeed, of all the organs, arise from or are aggravated by the same cause.

One quarter of all our people are scrofulous; their persons are invaded by this lurking infection, and their health is undermined by it. To cleanse it from the system we must renovate the blood by an alterative medicine, and invigorate it by healthy food and exercise. Such a medicine we supply in

AYER'S Compound Extract of Sarsaparilla,

The most effectual remedy which the medical skill of our times can devise for this everywhere prevailing and fatal malady. It is combined from the most active remedials that have been discovered for the expurgation of this foul disorder from the blood, and the rescue of the system from its destructive consequences. Hence it should be employed for the cure of not only scrofula, but also those other affections which arise from it, such as *Eruptive and Skin Diseases, St. Anthony's Fire, Rose, or Erysipelas, Pimples, Pustules, Blotches, Blains and Boils, Tumors, Tetter and Salt Rheum, Scald Head, Ringworm, Rheumatism, Syphilitic and Mercurial Diseases, Dropsy, Dyspepsia, Debility,* and, indeed, *all Complaints arising from Vitiated or Impure Blood.* The popular belief in "*impurity of the blood*" is founded in truth, for scrofula is a degeneration of the blood. The particular purpose and virtue of this Sarsaparilla is to purify and regenerate this vital fluid, without which sound health is impossible in contaminated constitutions.

Ayer's Cathartic Pills,

For all the Purposes of a Family Physic,

are so composed that disease within the range of their action can rarely withstand or evade them. Their penetrating properties search, and cleanse, and invigorate every portion of the human organism, correcting its diseased action, and restoring its healthy vitalities. As a consequence of these properties, the invalid who is bowed down with pain or physical debility is astonished to find his health or energy restored by a remedy at once so simple and inviting.

Not only do they cure the every-day complaints of everybody, but also many formidable and dangerous diseases. The agent below named is pleased to furnish gratis my American Almanac, containing certificates of their cures and directions for their use in the following complaints: *Costiveness, Heartburn, Headache arising from disordered Stomach, Nausea, Indigestion, Pain in and Morbid Inaction of the Bowels, Flatulency, Loss of Appetite, Jaundice,* and other kindred complaints, arising from a low state of the body or obstruction of its functions.

Price, 25 cents per Box; Five Boxes for $1 00.

Ayer's Cherry Pectoral,

FOR THE RAPID CURE OF

Coughs, Colds, Influenza, Hoarseness, Croup, Bronchitis, Incipient Consumption, and for the relief of Consumptive Patients in advanced stages of the disease.

So wide is the field of its usefulness, and so numerous are the cases of its cures, that almost every section of country abounds in persons publicly known, who have been restored from alarming and even desperate diseases of the lungs by its use. When once tried, its superiority over every other medicine of its kind is too apparent to escape observation, and where its virtues are known, the public no longer hesitate what antidote to employ for the distressing and dangerous affections of the pulmonary organs that are incident to our climate. While many inferior remedies thrust upon the community have failed and been discarded, this has gained friends by every trial, conferred benefits on the afflicted they can never forget, and produced cures too numerous and too remarkable to be forgotten.

PREPARED BY

DR. J. C. AYRE & CO.,

Lowell, Mass.

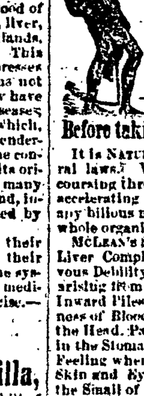
Price, $1 per Bottle; Six Bottles for $5.

All our Remedies are for sale by BROWN & SON, Pottsville; and by Druggists and Merchants generally, throughout the country.

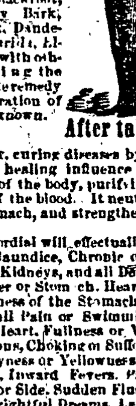
Oct. 16, '59 [April 9, '59] 42-6m

McLEAN'S Strengthening Cordial and Blood Purifier.

THE GREATEST REMEDY IN THE WORLD!



This CORDIAL is Distilled from a Berry known only to myself, and chemically combined with some of the most valuable medicinal roots, herbs, and barks, known to the mind of man, viz:—Bloodroot, Blackroot, Wild Cherry Bark, Yellow Dock, Dandelion, Sarsaparilla, Elder Flowers, with others, producing the most infallible remedy for the restoration of health ever known.



Before taking. After taking.

It is NATURE'S OWN REMEDY, curing diseases by natural laws. When taken, its healing influence is felt coursing through every vein of the body, purifying and accelerating the circulation of the blood. It neutralizes any bilious matter in the stomach, and strengthens the whole organization.

McLEAN'S Strengthening Cordial will effectually cure Liver Complaint, Dyspepsy, Jaundice, Chronic or Nervous Debility, Diseases of the Kidneys, and all Diseases arising from a disordered Liver or Stomach, Heartburn, Inward Piles, Acidity or Sickness of the Stomach, Fullness of Blood to the Head, Dull Pain or Swimming in the Head, Palpitation of the Heart, Fullness or Weight in the Stomach, Sour Eructations, Choking or Suffocating Feeling when lying down, Dryness or Yellowness of the Skin and Eyes, Night Sweats, Inward Fevers, Pain in the Small of the Back, Chest or Side, Sudden Flushes of Heat, Depression of Spirits, Frightful Dreams, Languor, Despondency, or any Nervous Disease, Sores or Blotches on the Skin, and Fever and Ague (or chills and fever.)—It will also cure diseases of the Bladder and Womb, such as Seminal Weakness, Incontinence of Urine, Stranguary, Inflammation or Weakness of the Womb or Bladder, Whites, &c.

There is no mistake about it.—This Cordial will never fail to cure any one of the above diseases if taken per directions on each bottle, in German, English and French.

Over half a million of bottles have been sold during the past six months, and in no instance has it failed in giving entire satisfaction. Who, then, will suffer Weakness or Debility, when McLean's Strengthening Cordial will cure you?

To the Ladies.—Do you wish to be healthy and strong? Then go at once and get some of McLean's Strengthening Cordial. It will strengthen and invigorate your blood to flow through every vein, and the rich, rosy bloom of health to mount to your cheek again.—Every bottle warranted to give satisfaction.

For Children.—We say to parents, if your children are sickly, puny, or afflicted with complaints prevalent among children, give them a small quantity of McLean's Cordial, and it will make them healthy, fat and robust. Delay not a moment—try it and you will be convinced.

It is delicious to take.—Every country merchant should not leave the city until he has procured a supply of McLean's Strengthening Cordial. It sells rapidly, because it always cures. A liberal discount will be made to those who buy to sell again.

CAUTION!—Beware of Druggists, or Dealers, who may try to palm upon you some Bitter or Sarsaparilla trash (which they can buy cheap), by saying it is just as good. Avoid such men. Ask for McLEAN'S STRENGTHENING CORDIAL, and take nothing else. It is the only remedy that will purify the blood thoroughly, and at the same time strengthen the system.

One tablespoonful taken every morning (fasting) is a certain preventative for Cholera, Chills and Fever, Yellow Fever, or any prevalent disease.

Price only $1 per bottle, or six bottles for $5.

J. H. McLEAN,

Sole Proprietor of the Cordial; also, McLean's Volcanic Oil Liniment.

McLean's Volcanic Oil Liniment!

The best Liniment in the world, for man or beast. Another remarkable cure performed by McLean's Volcanic Oil Liniment. Read for yourselves:

Thomas Ford, a blacksmith, living near Cass avenue, on Tenth street, had a horrible running sore on his foot. He tried various Liniments, Salves, &c., but could do it no good. He despaired of ever being able to work at his trade again, because he could not bear any weight on his foot; and by ONE small bottle of McLean's Volcanic Oil Liniment, he is now perfectly cured.

Rheumatism, Paralysis, Neuralgia, Bruises, Sprains, Stiffness in the Joints or Muscles, Swellings, Sore Throat, Earache or Toothache, Wounds, Fresh Cuts, Sores, Burns, Scalds, Pains, &c., yield to the "magic" influence of this wonderful Liniment.

For Horses and Cattle, it is an infallible remedy for Chafes, Galls, Scratches, Cracked Heels, Lameness, Spavin, Sweeny, Splint, Fistula, Bruises, Swellings, Wounds, Rattlesnake Bites, and various other diseases which animals are liable to from injuries or accidents.

Every country merchant should obtain a supply of McLean's Volcanic Oil Liniment. It sells rapidly, because it always cures.

A liberal discount will be made to merchants who buy to sell again.

For sale by J. H. McLEAN, Proprietor, corner of Third and Pine streets, St. Louis, Mo.

For sale in Pottsville, by J. G. BROWN, Centre st.

For sale in Philadelphia, by DR. H. SWAYNE & SON, No. 8 South 7th street. [34-ly

HOTELS.

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. 20, '59 34-3m WYATT & HEULINGS.

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.

NEW STYLES OF Paper Hangings, Decorations, &c.

Oiled Window Shades, Fixtures, &c.

MUDEY & BOWEN,

Painters and Paper Hangers,

Centre Street, Pottsville, 2 doors above American House

March 26, '59. 13-

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 B. BANNAN'S

Cheap Wholesale and Retail Paper and Book Store.

PAPER HANGERS SUPPLIED VERY CHEAP

April 1, '59 14-

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-

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 12.50 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 Millerstown,	$0 80
Blandon,	25	Emaus,	90
Fleetwood,	25	Allentown,	1 15
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 33-

TO TRAVELERS WEST & SOUTH.

Schuylkill & Susquehanna Railroad, (Late Dauphin & Susquehanna Railroad.)

PERSONS desiring to go West and South will find the cheapest route *via* the Schuylkill and Susquehanna Railroad, running from Auburn to Harrisburg, where it connects with the trains running to Pittsburg, Baltimore and Washington, and also Chambersburg. *The connections are punctually made at all the points, and it is cheaper than any other line running to these points from Schuylkill County.* The cars leave the Depot of the Philadelphia and Reading Railroad daily, at 8¼ o'clock, A. M., and arrive at Auburn in time to take the cars to Harrisburg, where they arrive at 12.20, P. M. Leave Harrisburg daily at 2 o'clock, P. M., and arrive at Auburn in time to connect with the 5 o'clock Pottsville train.

Fare from Pottsville to Harrisburg, 1st Class, $2 10; 2d Class, 1 75.
Fare to Baltimore, 4 55
Fare to Pittsburg, 1st Class, 9 55; 2d Class, 6 00

Through tickets to all points furnished.

Tickets can be procured of the Agent at Mortimer's Hotel, Pottsville, at any time during the day.

CHAMBERS DUBBS, *Agent.*

Nov. 19, '59 47-tf

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	6.00 A. M.,	12.30 P. M.,	12.35 P. M.
Slatington	6.46 "	1.08 "	1.29 "
White Hall	7.12 "	1.33 "	2.25 "
Catasauqua	7.27 "	1.45 "	2.52 "
Allentown	7.40 "	1.56 "	3.15 "
Bethlehem	7.58 "	2.11 "	3.40 "
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.,	3.35 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 "	1.29 "	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 Philipsburg 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 8.30 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 6.05 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 $3 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, $2 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-

Poetry.

"ONCE I WAS PURE."

[Late the other afternoon, hurrying at night-fall for the last boat to the "Cottage," in a soft, warm, clean snow storm, we thought of these lines, and wished that we knew who wrote them.—*Knickerbocker.*]

O! the snow, the beautiful snow,
Filling the sky and the earth below;
Over the house-tops, over the street,
Over the heads of the people you meet;
Dancing,
Flirting,
Skimming along.
Beautiful snow! it can do nothing wrong,
Flying to kiss a fair lady's cheek;
Clinging to lips in a frolicsome freak;
Beautiful snow from the Heavens above,
Pure as an angel, and fickle as love!

O! the snow, the beautiful snow!
How the flakes gather and laugh as they go!
Whirling about in its maddening fun,
It plays in its glee with every one.
Chasing,
Laughing,
Hurrying by,
It lights up the face, and sparkles the eye;
And even the dogs, with a bark and a bound,
Snap at the crystals that eddy around;
The town is alive, and its heart in a glow,
To welcome the coming of beautiful snow.

How the wild crowd goes swaying along,
Hailing each other with humor and song!
How the gay sledges, like meteors, flash by,
Bright for the moment, then lost to the eye!
Ringing,
Swinging,
Dashing they go
Over the crust of the beautiful snow:
Snow so pure when it falls from the sky,
To be trampled in mud by the crowd rushing by.
To be trampled and tracked by the thousands of feet,
Till it blends with the filth in the horrible street.

Once I was pure as the snow—but I fell;
Fell, like the snow flakes, from Heaven—to hell;
Fell, to be trampled as filth of the street;
Fell, to be scoffed, to be spit on, and beat.
Pleading,
Cursing,
Dreading to die,
Selling my soul to whoever would buy,
Dealing in shame for a morsel of bread,
Hating the living and fearing the dead.
Merciful God! have I fallen so low?
And yet I was once like the beautiful snow!

Once I was fair as the beautiful snow,
With an eye like its crystals, a heart like its glow;
Once I was loved for my innocent grace—
Flattered and sought for the charm of my face,
Father,
Mother,
Sister, all,
God and myself, I have lost by my fall.
The veriest wretch that goes shivering by
Will take a wide sweep lest I wander too nigh;
For of all that is on or about me, I know
There is nothing that's pure but the beautiful snow.

How strange it should be that this beautiful snow
Should fall on a sinner with nowhere to go!
How strange it would be, when the night comes again,
If the snow and the ice struck my desperate brain!
Fainting,
Freezing,
Dying alone!
Too wicked for prayer, too weak for my moan
To be heard in the crash of the crazy town,
Gone mad in their joy at the snow's coming down;
To lie and to die in my terrible woe;
With a bed and a shroud of the beautiful snow!

Territorial Law.

SOUND AND CLEAR ARGUMENT.

THE LESSON OF HARPER'S FERRY.

Mr. Sidney G. Fisher, of Philadelphia, popularly known as "Cecil" of the *North American*, has written a work embodying "The Law of the Territories," which although comprising but 127 pages, yet clears away in most trenchant style the mists and quibbles thrown around this momentous subject, and fitly sets forth what is the precise intent and purpose of the Constitution, and of the subsequent action of Congress, up to the date of that fearful blunder, the repeal of the Missouri Compromise. It takes up first, "The Territories and the Constitution," and shows how the politicians of the South cried "non-intervention!" when they wished to pass the Kansas and Nebraska bill; thus abolishing the Missouri Compromise, and withdrawing the Territories from the control of the general government.

The second chapter of the work is devoted to "Popular Sovereignty in the Territories," and "Cecil" sweeps away Mr. Douglas's platform at a breath, by showing the confusion, the absurd tyranical and contradictory working, as well as the unconstitutionality of the entire theory. Our limits will not permit a fuller sketch of it. The whole thing in fact lies in the showing that the Nebraska bill was intended to force slavery into Kansas. The chapter closes thus:

"The makers of the Kansas and Nebraska law were clumsy workmen. They forgot to provide for the case of an anti-slavery President. They will, perhaps, learn wisdom by experience.

"To wilful men,
The injuries that they themselves procure,
Must be their school-masters."

"Those who framed the Constitution, and laid the foundation of this Union, understood their business better. That Constitution was intended to protect the South, and has protected it. Southern politicians cannot improve it. For their own sakes, they had better let it alone."

The preface of any work generally contains the key to its contents. In the present volume the preface is pregnant with thought upon the present aspect of feeling at the North as well as at the South upon the Slavery question. We can do our readers no greater service than by placing before them the admirably expressed ideas of the author on the lesson of the late Virginia outbreak. Opening with a sketch of the Harper's Ferry Invasion, he proceeds to speak of the wide-spread terror caused in the South by that foray of John Brown and his handful of fanatics, and says:

"But this event, in its causes and surrounding circumstances, has other meanings of grave national interest. Deplorable in itself, it is by no means an isolated fact, growing out of nothing and relating to nothing. To regard it as the mere desperate freak of a madman, the powerless conception of one crazed brain, would be greatly to mistake its character. It is connected with the past, its true nature is displayed in the facts by which it was accompanied, and in the scenes of the passing hour, and it is connected, also, with the future, for good or for evil, as it shall be managed, and as the lessons it teaches shall be understood.

"One important fact in the case is, that the motives and purposes, the ideas and passions, which prompted the extravagant enterprise of Brown, find sympathy and approval in a portion of Northern opinion. Whether he was aided and abetted by Northern men of influence in this particular deed, as asserted, remains to be seen; nor is it of much consequence in a general point of view. The startling and dangerous fact that, in some of the Northern States, numbers sufficiently large to have political and social power, to form constituencies, to exercise the sway of educated opinion, do, with more or less earnestness and enthusiasm, approve, if not of his act, of the feelings and principles that led him to act; do regard him as a martyr in a just cause, and would have rejoiced had he been successful, this fact is beyond dispute, and, however painful or alarming, it is well to look it in the face. Influential men, members of Congress, candidates for office, conductors of widely circulating journals; men representing and guiding, and able to inflame a portion of public opinion, are among this number; and they are at this moment engaged, by nightly lectures and harangues in Northern cities, and by newspaper discussions, in appealing to the reason, the sympathies and passions of the people. It must be confessed that all this fire of feeling and of rhetoric is no safe neighbor, for the powder magazine. No one can tell when or where or how a spark may be blown into it, or the frenzy of fanaticism may be incited to hurl a torch at it, as Brown did; or, indeed, whether even the distant din and concussion of all this turmoil, may not, by mysterious, electric sympathy, cause the spontaneous combustion of the sensitive, fulminating stuff which forms the foundation of Southern society. It is clear that it is of vital importance for the Southern people to have good neighbors; friends, not enemies; nay, if possible, allies and brethren—shipmates, interested, like themselves, in keeping the powder secure. A small number of Northern enemies is no safe thing for them. We have just seen that fifteen desperate men, their heads full of the most absurd theories, their hearts full of the wildest passions, were sufficient to strike no vain or weak terror into the State of Virginia, and make her gird on her sword in hot haste to meet a pressing danger. Who can say that had Brown been successful in rousing the negroes, had made a stand but for a single day, thousands would not have crossed the border to join him, with what results of wide-spread mischief, is more easy than pleasant to imagine? And if a handful of poor, ignorant, and lawless men, are able to cause such perils, what effect would an army marching with legal banners, on a similar errand, produce? Disunion is a word of fear. Is it not strange that it should have been as yet pronounced only by the South?

"The danger of insurrection and servile war belongs to the nature of slavery. In a country thinly settled, of large plantations and farms, and widely separated dwellings, where six millions of one race hold four millions of another race in subjection, and the two are interspersed and mingled together, there is a risk at all times. It is, perhaps, not too much to assert, that the safety and tranquility of Southern society depend on the fact that the Northern people are close at hand to aid in case of need, that the power of the General Government is ever ready for the same purpose. Four millions of barbarians, growing with tropical vigor, and soon to be eight millions, with tropical passions boiling in their blood, endowed with native courage, with sinews strung by toil and stimulated by the hope of liberty and unbounded license, are not to be trifled with. Take away from them the idea of an irresistible power in the North, ready at any moment to be invoked by their masters, or let them expect in the North, not enemies, but friends and supporters, which even now they are told every day by these masters they may expect, and how soon might a flame be lighted, which no power in the South could extinguish. If the South could be separated, geographically, from the North, standing armies and a complete military organization would at once become essential for its safety, and even these would be a doubtful protection from an insidious danger, lurking in every house and ever ready to be roused by the very precautions taken against it.

Slavery could not be maintained in Cuba but for the power of Spain. Had England withdrawn her protection from the West India Islands, the negroes would have emancipated themselves.—When the government of France proclaimed opinions hostile to slavery, St. Domingo became Hayti. Withdraw from the South the invisible support which Northern strength gives to slavery, and Southern society would be in danger. Convert this Northern strength into an enemy, and at once, throughout the fertile and peaceful regions of the South, would arise a household horror, a fireside foe, a domestic terror more dreadful than war. Almost as great an evil as a servile war, is the constant dread of it. When danger dwells under a man's roof, when his servants and laborers may be his enemies, whom it is unsafe even to seem to distrust, the sense of security which governments and laws are intended to produce, is destroyed. The enjoyment of life vanishes, all plans, purposes and thoughts become absorbed in the one dominant idea of self-preservation, and society is ruled by a pervading terror. Such a society cannot prosper, cannot live. Industry, business, wealth, require the shelter of peace and order, and confidence in the stability of these.—Capital, the most timid of all things, which scents peril from afar, and "shuts its coward gates on atomies," would quickly fly to safer regions for investment, and its owners would fly along with it. Love of country is strong, but love of life, love of family, are stronger. It would be far better in all respects for the South to emancipate the slaves at once, and convert them into free laborers, working for hire, than to live in fear of them.—Emancipation would be a very doubtful experiment for both races, however gradual and carefully guarded. Slavery with us is a mild institution and its yoke is easy. Under its generally kind and wholesome rule, the negro flourishes, is industrious, temperate, orderly, and well cared for, at least in physical well-being. He could not take as good care of himself. With it, too, the South increases in wealth and power, and enjoys the blessings of peace and security. It would be rash and foolish and wicked, in the hope of realizing ideal visions, and to carry out to extreme conclusions the theories of abstract reasoning, to risk so much actual, practical good, so long as this state of things continues. But ideas have a subtle force, and find their way even into the mind of a negro. No laws or guards can keep them out, or prevent their working after their kind, that is, producing action, after they get in. Should the idea that he is *wrongfully* a slave, and with it the spirit of insubordination, even enter that dim region, the negro intellect, and pervade it; should it ever happen that not love, not duty, not fidelity but simply fear, shall hold him in subjection, then this man-merchandise of the Supreme Court will prove that it is human and linked by moral ties with humanity, by inspiring the distrust of which it is the object. No society can be founded on fear. Not iron fetters, but the golden chain of mutual confidence, of reciprocal benefit, is necessary to secure the obedience even of the negro, and make him, four millions strong, a safe companion for the white race. The moment he becomes really dangerous, emancipation would be the only refuge for the South. But there is no middle course. The negroes must be either *free or absolutely and securely slaves.* As the question of emancipation cannot be tried or even discussed by our Government; as an illegal attempt to make it would produce evils, compared with which all the evils of slavery, real or imputed, are blessings, it may be stated as a condition absolutely essential to the safety of the South and of all the vast interests that depend on it, that slavery be there so established and guarded, that it may inspire no dread; that the two races may live together in this relation without suspicion or fear; the one exercising just authority and kind protection, the other yielding cheerful obedience and faithful service, controlled moreover by a wholesome conviction that resistance or revolt is hopeless.

Under this state of things the South has prospered. Under no other is healthy life possible for it. It is impossible for the Southern people to hold four millions of negroes as slaves, with the North as an enemy. Civil war would light the flames of servile war throughout the South. Even without disunion, it is impossible that the security and confidence essential to the industry, wealth, and happiness of civilized society, can exist in the South, if a considerable part of the Northern people are mischievously bent on exciting discontent, extravagant hopes, and the disposition to rebellion among the negroes. The spirit of insubordination is inconsistent with the feeling of security. Society cannot exist if palsied by a vague, indeterminate and constant dread of nameless horrors, haunting the fireside. It is a difficult thing to realize the truth that this danger does now exist in our country. It has been suddenly revealed by the tragedy at Harper's Ferry. Every newspaper teems with the proof of it. It is a fact, to be confronted and dealt with, that there is a body of men in the Northern States, formidable for its numbers, wealth, social influence, political power, talents and zeal, willing to diffuse among the negroes ideas and aspirations inconsistent with their positions as slaves, willing to afford them encouragement and sympathy, and the expectation of support, if not actual physical aid, in resistance and revolt. These men are able, if they cannot be checked, to destroy the South—to destroy the Nation.

It is, therefore, clear that the security of slavery, and with it of Southern society, depends on the friendship of the North, which is its close neighbor and must ever remain so, either as a friend or an enemy. In other words, *slavery depends on the opinion which the Northern people may have of it.* If they thought about it as the Southern people do, it would be in no danger whatever; and the nearer the sentiments of North and South on this subject can be brought together, the better for the interests of slavery. The extraordinary thing is, that notwithstanding this obvious truth, the conduct of Southern politicians seems to have been purposely intended for some years past to make the South, and slavery as odious as possible to the Northern people. The repeal of the Missouri Compromise let loose the spirit of discord, which that wise and just law had quelled.

The real conflict was soon transferred from Kansas to the elections throughout the country and to Washington. The events occurring in Kansas were quickly merged in the principles they involved; the quarrels and fights, and respective merits of the rude settlers and the ruder Missourians, lost their importance when compared with the conduct of political parties and of public men. Then followed in rapid succession, the assault on Mr. Sumner, the invasion of Kansas by Missourians, the fraudulent election of a Territorial Legislature, the infamous laws of that Legislature, the decision in the case of Dred Scott, and, finally, the Lecompton Constitution, by which an attempt was made to force slavery on the people of Kansas against their consent;—all of these, either the acts of Southern politicians or their adherents—Northern Democrats, or approved, applauded, ratified, supported and used for them for party and sectional purposes. They were all violations of constitutional law, of settled usage, of moral obligations, and of principles dear to the American heart. They were all caused by slavery.—They were all intended to gain power for slavery and the South. They were all prompted by Southern men for Southern interests and designs. They excited just and general indignation among the Northern people. Is it surprising that this feeling should, with many, be turned against slavery itself, against the South, which the authors and supporters of these outrages professed to represent? Is it surprising, when the civil rights of Americans were violated for the sake of slavery, that slavery should become hateful to some of them? This is the real origin and cause of the deplorable event at Harper's Ferry. The desperate design of Brown was conceived amid the Border warfare of Kansas. It was nourished and grew into a settled purpose and plan in the atmosphere of passion then excited, and was stimulated by the injuries he suffered. Revenge mingled with his fanaticism and pushed it on to action. But he was not alone in the feeling, though alone in the act. The sentiment which impelled him was shared by many in less degree, and now, when he has failed and is sentenced to death, his blind enthusiasm, his wild and extravagant opinions and hopes still animate thousands, who regret his fate, sympathise in his principles, and would have exulted in his success. This dangerous flame of passion and doctrine has been kindled by the treatment of Kansas, and by the shameful decision in the case of Dred Scott, by which slaves, contrary to the general practice and sentiment of the South, are converted into mere property, and classed in the scale of God's creation, not as men, but things. The most repulsive aspect of slavery is the one which Southern politicians have thus chosen to offer to the world and to the Northern people. The harangues of the Abolitionists ring with these topics. Distant Kansas has stretched out a long arm and struck the South a blow, feeble, indeed, but sufficient to make it quiver and palpitate from end to end.

The South is a great power, rich in territory, in resources, in wealth, in numbers, in the spirit, energy, and intelligence of its people. Through these it has always influenced, and for the most part, controlled the Government of this country. It is covered all over with the panoply of the Constitution, of laws, and of the vast interests of which it is the source and basis. The South rules the President, and Congress, and the Supreme Court. It has all kinds of influence, social, commercial, political. It dictates to Tammany Halls and to Empire Clubs, who echo its opinions with eager unanimity, and fulminate its decrees with active zeal. But, like Achilles, the South has a vulnerable point which its enemies have found out. They have aimed at this point a weak shaft, by a feeble hand, and suddenly the whole ingenious armament of the Southern politicians, obedient Presidents, a submissive Congress, a pliant judiciary, responsive Tammany Halls, and active rowdy clubs, have become useless as the guns of a ship that has sprung aleak; they cannot keep out the sea, but may sink her into it, and the sooner they are thrown overboard the better.

The affair at Harper's Ferry has, however, shed a strong light upon a more cheering aspect of our affairs. If it has proved that there exists in the North opinions and passions which may become dangerous to the repose of Southern society, it has also shown that the great body of the Northern people are true and loyal to their country, and to the South as a part of it. There never was any reason to doubt this, though it has been constantly and obstinately denied by Southern politicians, who, to serve their own narrow designs, have industriously represented the North as united in hatred of slavery, and bent on its destruction. But the truth is, the Abolitionists, though they have recently increased in numbers and influence, are comparatively insignificant.—The real people, the conservative classes, who control and manage the great interests connected with Commerce, Manufactures, and Agriculture, appreciate too well the value of the Union, of Southern industry and production, to wish to see servile war, or the withering dread of it, desolate or weaken or impoverish the South, even if the higher motives of patriotism and humanity did not influence them. Their sentiments are proved by the unanimous burst of regret and indignation which the attempt made at Harper's Ferry has drawn from the whole country, with but few exceptions, without distinction of party.

The lovers of order and peace, of industry and its rewards, of the security of property and all vested rights, are the true friends of the South. They are bound to the South by a thousand sympathies and relations of interest and feeling, of commerce and marriage and friendship, and without these ties, stronger than the Constitution, the Union would be a rope of sand. These classes are the true allies of the planter. They are stronger than demagogues, or rowdy clubs, or the mobs of cities. But though they are the friends of the South, they will not be the tools of its politicians, nor can they behold, unmoved, the North insulted or oppressed, the Constitution of their country trampled in the dust, the principles of liberty and justice outraged, or the power of the Nation usurped and employed to serve the designs of mad and aggressive sectional ambition. They feel that the strength of the Nation in numbers, wealth and intelligence, is with them, and they are disposed to exert it, not for the North, or for the South, but for the country. Southern politicians have used the Democratic party as an instrument to carry out their insane scheme of governing the great North for exclusive Southern purposes. They succeeded for a time, because of Northern apathy and consciousness of strength, but they have gone too far. They have disgusted the Democratic party, which is leaving them by thousands,—leaving *them*, the Southern politicians, not the South, its rights, or its true interests.

The excesses of Southern politicians have also stimulated, encouraged and inflamed into enthusiasm the Abolitionists, strengthened their cause, added to their numbers, and put weapons in their hands, which they know how to use with skill and effect, and are using. The wicked and reckless passions of party and sectional strife kindled a blaze in Kansas not yet extinguished. A burning flame from that fire was wafted so far as Harper's Ferry. When and where the wild wind of fanatic fury may take another, no one can say. All will agree, however, that the sooner that fire is quite put out the better. All will agree that it would be insane folly to kindle another.

It thus appears that the two enemies of the security of Southern society, of the interests founded on Southern industry, and of the Union, which is the protecting bulwark of both, are Southern politicians and Northern Abolitionists. The whole power and strength of the latter comes from the former. Do these politicians and the Northern Democrats still in alliance with them, really represent Southern opinion? Do the educated and conservative people of the South approve of the repeal of the Missouri Compromise, of the conduct of the present and the last administration to the people of Kansas, of the doctrine that Slavery exists by law in the Territories independent of the wishes of their people or of the power of Congress, of filibustering expeditions to extend the area of Slavery, and of the Dred Scott decision, by which a slave is made mere property, and the relation between him and his master pure ownership—the relation not of a man to a man, but of a man to a thing? Are these the principles of the Southern people? If so, they and we do not "live under the dome of the same idea." A deep gulf lies between their moral state and ours, and an "irrepressible conflict" already exists between Southern weakness and Northern strength, representative of another irrepressible conflict, never ending and still beginning, the eternal war between truth and falsehood, between right and wrong.—If this be so, cotton-yarn, strong as it is, cannot long hold us together.

But if the Southern people are content with the security of Slavery as a "domestic institution," guaranteed by Northern power; if they are content with the right under the Constitution, to extend Slavery into any Territory to which it is suited by the conditions of soil and climate; if they are content with their four millions of negroes, without African importations to barbarize and degrade still more the industry of one-half the Nation, and increase the danger of servile war; if they are content to owe allegiance, not to the South, but to the Union, to promote and share in Northern prosperity, and to live with the Northern people, as one nation under one government, bound together by duty and interest, and common happiness, hopes, and destiny, to a common country, then there is a Northern party ready to meet them. There is a solid ground of principle on which both can stand, and the two together may set Democrats and Abolitionists at defiance.

Miscellany.

DISUNION IN VIRGINIA.—The following, from the Petersburg *Intelligencer* of the 23th inst., "is the most sensible and truthful answer which one of the best edited papers in Virginia gives to the rigmarole about disunion:"

"We very much doubt whether there is a single county in Virginia that would vote *in favor* of disunion, if the question were presented in such a shape that the people could vote yea or nay. We have seen no evidence of such a state of feeling in this vicinity, nor during recent visits through the counties of Dinwiddie, Nottoway, Prince Edward, Cumberland, Appomattox, Campbell, Bedford, Roanoke, Montgomery, Pulaski, Wythe, Smyth and Washington, did we hear or see anything that would indicate that such a feeling is abroad in the State. These 'sensation' papers manufacture much of the excitement that furnishes the text for their own comments, and their long jeremiads are spun out about the necessity for action, winding up usually with the stereotyped phrases about the nationality of the Democratic party—the necessity for *everybody* to fall into line and run with the machine, in order to save the Union."

The truth is, the only papers advocating a dissolution of the Union are the Democratic papers of the South, where Democracy, driven from the North with its pro-slavery affinities, has taken refuge. Slavery is *Sectional*, and Democracy in its slavish efforts to sustain this Southern Institution has become sectional also—while Republicanism and Freedom are *National*, and in strict accordance with our Constitution and the principles which founded this great Republic.

IS THE GREAT EASTERN A FAILURE?—Mr. Henry Randall of Philadelphia, in a communication in the *North American* of the 29th ult., makes the following proposition:

To the Editor of the North American and U. S. Gazette:—I see by the full account of her late trip, copied from the London Times, that the defects of the Great Eastern are now admitted to amount to a substantial failure. The reasons for this failure I have repeatedly stated, but if I were to state them in detail to the British public, and to the manager of the Great Eastern, the only reward to me would be the adoption of my plans by some new builders there or here, who would claim them as original, and who would deny my right to them after having put them to use.

I will therefore now merely state that I can so alter the Great Eastern as to save half the coal she now uses—to take her at least five feet out of water—and to propel her twenty miles an hour instead of fifteen. I will reduce her consumption of coal from 300 tons per day to 150 tons. I will relieve her of thousands of tons of dead weight of iron and useless machinery. I will alter her model, which is the main point of the whole affair, so that she shall draw at least five feet less water, and shall roll less and pitch less than she now does by a very decided measure. Then she can enter the ports of Boston, New York, Philadelphia, and Sydney in Australia—all of which are closed to her now.

Now, if the managers of the Great Eastern choose to accept my proposition to reconstruct that costly ship, I will undertake to do what I have here said; and I shall now build a ship here in the United States, which will cost but one-tenth as much as the Great Eastern, and yet perform all the service ever really anticipated from that vessel.

ACCORDING to the *Church Almanac* for 1860, the Episcopal Church in the United States contains 33 dioceses. The present number of bishops, provisional bishops and assistant bishops is 43; priests and deacons, 2003; parishes, 2110. There were ordained during the year 78 deacons and 93 priests. Number of candidates for holy orders, 251. Churches consecrated, 60. The baptisms were as follows: Infants, 24,415; adults, 6121; not stated, 497; total, 30,923. Number of confirmations 17,896; communicants added, 13,794; present number, 38,167; marriages, 7,009; burials, 12,442; Sunday school teachers, 14,091; scholars, 116,649. Amount of contributions for missionary and charitable purposes, $1,627,188 12.