Wit and Humor.

CALL A MAN.

John Jackson was a hard-working man of twenty-three. Being the eldest child and only son, he had always remained at home, assisting his father upon the farm. John was much respected by every one in the neighborhood, and many a bright-eyed girl had secretly thought that she would like to be Mrs. Jackson. But John was no "ladies' man." The fact was, he was bashful. He would rather hoe potatoes all day than undergo the ceremony of an introduction to a young lady. Not that John disliked the dear creatures; far from it. We believe that he, in common with all bashful and well-meaning men, entertained the very highest respect and admiration for them. And this, no doubt, was the principal cause for his bashfulness. He felt that they were superior beings, and that he was unworthy to associate with them upon terms of equality. But we cannot stop to moralize.

Nancy Clark was the daughter of a very respectable farmer, whose land adjoined the Jackson farm. Nancy was a pretty, saucy, little witch, and she liked John Jackson.—When they were children they attended the same school, and when he was a few years her senior, he was usually her champion in the childish disputes that arose, and her companion in coming and going. At last John became so much of a young man as to be kept from school, as she had been in past years. John discovered too, he was growing out of shape. His feet and legs appeared very awkward; he did not know what to do with his hands; his face pained him, and taking all in all, he was inclined to think he was not more than half put together.

As novelists say, it was a lovely day in August. The sun was clear, serene, and beautiful, the trees were loaded with golden fruit, and beautiful birds twittered their songs of love in the branches. Earth—(there, we've slid down to earth once more; such lofty flights—they make our head dizzy.) We were prepared to say that "earth yielded a bountiful harvest of grass and clover, and honeysuckles, which this noble yeomanry of Chesterville had garnered within their store-houses"—but upon a second thought have concluded to word it thus:—"The farmers of Chesterville had done harvesting."

John Jackson's sister had a quilting that afternoon. His father had gone to "Keith's Mills," to get some wheat ground, and left John to repair some tools, to be ready on the morrow, to commence mowing the meadow grass. Suddenly it occurred to John that if he remained about the house that afternoon, he would be called in at tea-time and required to do the honors of the table. To avoid this, he quietly shouldered his scythe and stole away to the meadow, half a mile distant, fully resolved that he would not leave there until it was so dark that he could not see to mow so as to avoid seeing the girls.

The meadow was surrounded on all sides by a thick forest, which effectually shut out what little breeze there might chance to be stirring. The sun poured its rays as though the little meadow was the focus point where the heat was concentrated. John mowed and sweat—sweat and mowed, until he was obliged to sit down and cool off. Then it occurred to John that if he took off his pants, he might be much more comfortable. There could be no impropriety in it, for he was entirely concealed from observation, and there was not the slightest reason to suppose that he could be seen by any person.

So John stripped off, and with no cover save his linen—commonly called a shirt—he resumed his work. He was just congratulating himself upon the good time he had made from meeting the girls, when he chanced to disturb a huge black snake, a genuine twister, with a white ring around its neck.

John was no coward, but he was mortally afraid of a snake. "Self-preservation" was the first "passage" that flashed across his mind, and "legs take care of the body" was the next. Dropping his scythe and spinning around like a top, he was ready to strike a two-forty gait, when at that moment the snake was near enough to hook his crooked teeth into John's shirt just above the hem. With a tremendous spring he started off with the speed of a locomotive. His first jump took the snake clear from the ground, and as he stole a hasty glance over his shoulder, he was horrified to see the reptile securely fastened to the extremity of his garment, while the rapidity with which he rushed forward, kept the serpent extended at an angle of ninety degrees with his body.

Here was a quandary. If he stopped, the snake would coil about his body, and squeeze him to death; if he continue the race, he must fall from sheer exhaustion. On he flew, scarce daring to think how this dreadful race was to end. Instinctively he had taken the direction of home; a feeling of security came over him. Suddenly flashed across his mind the true state of affairs—his father gone—the quilting, and worse than all, the girls! The next moment he felt the body of the cold, clammy monster in contact with his bare legs, his tail creeping around them in a sort of cozening way, as by way of tickling John upon the knees.

This was too much for human endurance. With a yell, such as man never uttered, save in mortal terror, poor John set forward at break-neck speed, and once more had the pleasure of seeing the snake resume his horizontal position, somewhat after the tail of a comet.

On, on they flew! John forgot the quilting, forgot the girls, forgot everything but the snake.

His active exercise, (he paid particular attention to his running,) together with the excessive heat, had brought on the nose-bleed, and as he ran, ears crect, and head thrown back, his chin, throat, and shirt-bosom were stained with the flowing stream.

His first shriek had started the quilters, and forth they rushed, wondering if some Indian was not prowling about. By this time, John was within a few rods of the barn, still running at the top of his speed, his head turned so that he might keep one eye on the snake and with the other observe what course he must take. The friendly barn now concealed him from the sight of the girls. He knew the girls were in the yard, having caught a glimpse of them as they rushed from the house. A few more bounds, and he would be in their midst. For a moment modesty overcame fear, and he halted. The snake, evidently pleased with his rapid transportation, manifested his gratitude by attempting to enfold the legs of our hero within his embrace.

With an explosive "ouch!" and urged forward by "circumstances over which he had no control," poor John bounded on. The next moment he was in full view of the girls, and as he turned the corner of the barn the snake came round with a whiz, somewhat after the fashion of a coach whip.

Having reached the barnyard, to his dismay, he found the bars up. But time was too precious to be wasted in letting down bars. Gathering all his strength, he bounded into the air, snake ditto; and as he alighted on the other side, his shakeship's tail cracked across the upper bar, snapping like an India cracker.

Again John set forward, now utterly regardless of the girls, for the extra tickle from the snake's tail as he leaped the bars, banished all his bashfulness and modesty, and again he had the pleasure of finding the snake in a straight line, drawing steadily at the hem of his solitary garment.

The house now became the centre of attraction, and around it he revolved with the speed of thought. Four times in each revolution, as he turned the corner, his snakeship came round with a whiz that was quite refreshing.

While describing the third circle, as he came near the group of wonder-struck girls, without removing his gaze from the snake, he managed to cry out—

"Call a man!"

The next moment he had whisked out of sight, and as quick as thought re-appeared at the other end of the house—

"Call a man!"

Away he whirled again, turning the corner so rapidly that the whiz of the snake sounded half-way between a low whistle and the repeated pronunciation of double-o.

Before either of the girls had stirred from their tracks, he had performed another revolution—

"Call a man!"

Away he flew once more, but his strength was rapidly failing. Nancy Clark was the first to recover her presence of mind, and seizing a hoop-pole, she took her station near the corner of the house, and as John re appeared, brought it down upon the snake with a force that broke his back and his hold upon John's nether garment at the same time.

John rushed into the house and to his room, and at tea-time appeared in his best Sunday suit, but little the worse for the race, and to all appearances entirely cured of his bashfulness. That night he walked home with Nancy Clark. The next New Year they were married; and now when John feels inclined to laugh at his wife's hoops, or any other peculiarity, she has only to say, "Call a man," and he instantly sobers down.

In warm and dry weather, slippers become a woman. In icy weather, woman becomes a slipper.

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 good, for any train on those days, and on the succeeding Monday.

G. A. NICOLLS, *General Supt.*

August 6, '59 — 33.

LEHIGH VALLEY RAILROAD.—1861.

Summer Arrangements.

COMMENCING JUNE 10, 1861.

THREE PASSENGER TRAINS DAILY,

(*Sundays Excepted*)

TIME TABLE:

Showing Arrivals and Departures of and from New York and Philadelphia.

DOWN OR EASTWARD TRAINS.

STATIONS:	No. 1.	No. 5.	No. 3.
Leave.	*P. M.*	*A. M.*	*A. M.*
MAUCH CHUNK,	3.45	11.00	4.00
Lehighton,	3.55	11.10	4.10
Parryville,*	4.01	11.15	4.16
Lehigh Gap,*	4.16	11.29	4.30
Slatington,	4.22	11.34	4.36
Rock Dale,*	4.33	11.45	4.47
Laury's,	4.43	11.55	4.57
White Hall,	4.50	12.01	5.04
Coplay,*	4.54	12.05	5.08
Hokendauqua,	4.58	12.09	5.12
Catasauqua,	5.02	12.13	5.16
Allentown,	5.20	12.26	5.27
Bethlehem,	5.33	12.37	5.40
Freemansburg,	5.42	12.46	5.49
Lime Ridge,*	5.48		
S. Easton,	6.00		
Easton, (arrive)	5.50	1.40	6.05
Philadelphia, (arrive)	7.55	P.M.	8.23
New York, "	9.45	4.00	9.50

UP OR WESTWARD TRAINS.

STATIONS:	No. 3.	No. 4.	No. 7.	No. 2.
Leave.	*A. M.*	*P. M.*	*P. M.*	*P. M.*
New York,	6.00	12.00	4.00	8.00
Philadelphia,	6.40		5.15	
Easton, (arrive)	8.50	3.20	7.40	10.43
S. Easton,* "		3.22	7.42	
Lime Ridge,* "		3.36	7.58	
Freemansburg,	9.08	3.43	8.06	
Bethlehem,	9.17	3.51	8.15	11.14
Allentown,	9.30	4.10	8.30	11.26
Catasauqua,	9.42	4.21	8.41	
Hokendauqua,	9.46	4.25	8.46	
Coplay,*	9.53	4.31	8.51	
White Hall,	9.58	4.36	8.56	
Laury's,	10.05	4.43	9.04	
Rock Dale,*	10.16	4.53	9.14	
Slatington,	10.28	5.06	9.25	
Lehigh Gap,*	10.34	5.12	9.31	
Parryville,*	10.43	5.17	9.45	
Lehighton,	10.54	5.24	9.50	
Mauch Chunk,	11.05	5.35	10.00	

A star (*) indicates Flag Stations.

☞ Through Tickets are sold for Philadelphia, New York, and all of the principal stations on the Central R. R. of New Jersey, also for Reading, Pottsville, Harrisburg and the West, Wilkesbarre, and the principal stations on the Catawissa Railroad.

June 22, '61 — 25.

PHILAD'A & READING RAILROAD.

REDUCTION OF PASSENGER FARES.

On and after MONDAY, APRIL, 22, 1850,

COMMUTATION TICKETS

WITH 26 COUPONS WILL BE *issued between any points desired, good for the holder and any member of his family, in any Passenger train, and at any time,* AT 25 PER CENT. BELOW THE REGULAR FARES.

Parties having occasion to use the Road frequently on business or pleasure, will find the above arrangement convenient and economical: as Four Passenger trains run daily each way between Reading and Philadelphia, and Two Trains daily between Reading, Pottsville and Harrisburg. On Sundays, only one morning train Down and one afternoon train Up, runs between Pottsville and Philadelphia, and no Passenger train on the Lebanon Valley Branch Rail-Road.

For the above Tickets, or any information relating thereto, apply to S. Bradford, Esq., Treasurer, Philadelphia, to the respective Ticket Agents on the line, or to

G. A. NICHOLS, Gen'l Supt.

March 31, '60 — 13-tf

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, (except Sundays) at 4 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 6 o'clock Pottsville train.

Fare from Pottsville to Harrisburg,	1st Class,	$2 10
" " " "	2d Class,	1 75
Fare to Baltimore,	1st Class,	4 55
Fare to Pittsburg,	1st Class,	9 55
" " "	2d Class,	6 60

☞ 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

PHILADELPHIA AND READING R. R.

Summer Arrangement, May 13, 1861.

DOWN PASSENGER TRAINS.

Leave Pottsville, daily, (except Sundays) at 9.00 A. M., and 2.30 P. M.—Passing Reading at 10.45 A. M., and 4.00 P. M. Arriving in Philadelphia at 1.25 P. M., and at 6.40 P. M. Both down trains connect at Reading with East Pennsylvania Passenger trains for New York.

UP PASSENGER TRAINS.

Leave Philadelphia, daily, (except Sundays) at 8.00 A. M., and 3.15 P. M.—Passing Reading at 10.45 A. M., and 5.45 P. M. Arriving in Pottsville at 12.30 noon, and at 7.25 P. M.

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

Passengers leaving Williamsport by the Catawissa Railroad, connect with Passenger Trains leaving Port Clinton at 4.30 A. M. and 3.12 P. M.

LEBANON VALLEY BRANCH.

Passenger Train leaves Reading at 10.45 A. M., after arrival of Down Morning Passenger Trains from Philadelphia and Pottsville. Arriving at Harrisburg at 1.00 P. M. 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 1.30 P. M., after arrival of Trains from above points. Arriving at Reading at 3.40 P. M., and connecting with Up and Down Trains for Pottsville and Philadelphia the same evening. *No Trains run on Sundays.*

Morning Passenger Train from Harrisburg, via Lebanon Valley Railroad, will leave at 8, A. M., on and after Monday, 11th February, 1862.

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 50 and $1 20; 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 90 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.

☞ 50 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; leaving Pottsville at 7.30 A. M., and Philadelphia at 3.15 P. M.

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.

May 19, '61 (April 30, '59 18-) — 20-

INSURANCE.

OLDEST INSURANCE CO. IN THE STATE!

FIRE

INSURANCE CO. OF NORTH AMERICA.

PHILADELPHIA—INCORPORATED IN 1794.

Capital,	$500,000 00
Assets, January, 1861,	$1,251,719 83

Merchandise, Furniture, Buildings, &c., insured at current rates of premium.

ARTHUR G. COFFIN, President.

CHARLES PLATT, Secretary.

CHRISTOPHER LITTLE, Agent,

POTTSVILLE.

Nov. 30, '61. — 48-3m

General Insurance Brokerage.

H. P. SMITH,

FIRE, MARINE AND LIFE INSURANCE BROKER.

OFFICE—At Pennsylvania Hall, Pottsville, Pa.

☞ Insurances effected on all descriptions of property, in strong Foreign and American Companies. All particulars furnished on application at the above named offices.

Pottsville, January 26, '61. — 4-1y

INDEMNITY.

THE Franklin Fire Insurance Company, of Philadelphia, Office, No. 163½ Chestnut streets, near Fifth street.

DIRECTORS:

Charles N. Bancker,	George W. Richards,
Thomas Hart,	Mordecai D. Lewis,
Tobias Wagner,	Adolphe E. Borie,
Samuel Grant,	David S. Brown,
Jacob R. Smith,	Morris Patterson,

Continue to make Insurance upon property or limited on every description of property, in town and country, at rates as low as are consistent with security.

The Company have reserved a large contingent Fund, which, with their Capital and Premiums, safely invested, afford ample protection to the insured. Since their incorporation, a period of 18 years, they have paid upwards of *one million, two hundred thousand dollars*, losses by fire, thereby affording evidence of the advantages of insurance as well as the stability and disposition to meet with promptness all liabilities.

CHAS. N. BANCKER, President.

CHAS. G. BANCKER, Secretary.

The subscriber has been appointed agent for the above mentioned institution, and is now prepared to make insurance on every description of property, at the lowest rates.

ANDREW RUSSEL, Agent.

Pottsville, Jan. 11, 1858 — 2-tf

LIFE INSURANCE.

THE Girard Life Insurance, Annuity and Trust Company of Philadelphia. Office, No. 408 Chesnut street, the first door East of the Custom House.

CAPITAL $300,000—CHARTER PERPETUAL!

Continue to make Insurances on lives on the most favorable terms.

The capital being paid up and invested, together with a large and constantly increasing, reserved fund, offers a perfect security to the insured.

The premiums may be paid yearly, half-yearly or quarterly.

The company add a Bonus periodically to the insurance for life. The first Bonus, appropriated in December, 1844, the second Bonus in December, 1849, and the third Bonus in December, 1854, which additions make an average of more than 60 per cent. upon the premiums paid, without increasing the annual premium.

MANAGERS:

Thomas Ridgway,	John A. Brown,
Robert Pearsall,	John R. Latimer,
Thomas P. James,	John R. Slack,
Frederick Brown,	John C. Mitchell,
George Taber,	Isaac Barton,
Henry G. Freeman,	Seth J. Comly,
	Isaac Starr.

Pamphlets containing table of rates and explanations, form of application and further information can be had at the office.

THOMAS RIDGWAY, President,

JOHN F. JAMES, Actuary.

☞ The subscriber is agent for the above Company in Schuylkill County, and will effect Insurances, and give all necessary information on the subject.

June 25, '61 — 26 — S. BANNAN.

SMOKING PIPES.

500 BOXES PIPES, assorted quality, by

WM. E. BOYER.

Centre street, opposite Town Hall.

OFFICIAL.

AUDITORS' REPORT

Of Expenditures, &c., of the Borough of Port Carbon, for the year 1861.

Amount paid to	
Samuel Gray, labor on streets,	$2 92
Peter Cummings, "	3 25
Leonard Mertz, election officer,	3 00
Ross Bull, law expenses,	3 25
do recording deed,	2 75
do Chief Burgess,	26 50
Steinbauch & Geiger, lumber,	17 63
Polk Swartz, carting,	10 00
Election officers,	4 00
John Flanagan, damages to wagon,	2 25
E Seligman, lumber, and building goal-pen,	25 50
John Glenn, labor and Constable services,	17 33
W H Lawrence, Town Clerk,	62 00
James Tarrier, for volunteer fund,	140 00
Welsh Guns, for flag-staff,	$10 50
John Freed, labor do	11 50
Thos Mullen, hauling do	2 00
John Illingsworth, Blacksmith work do	11 07
Henry Shiesler, paint do	2 62
Stichter & Thompson, rope do	4 63
J & S Derr, ball, &c., do	10 00
Wred A Bro, bodies do	15 00
Jesse Turner, ensign do	30 00
David Griffiths, labor do	2 50
W S Chillison, raising do	10 00
	109 82
Uriah Gaus, presentation of revolver to Lieut.	16 00
M D Weand,	5 00
M D Weand, copy of assessment,	41 00
M D Weand, Supervisor,	66 00
E Hayes, mason work,	6 40
Auditors,	2 00
John Freed, labor,	8 00
John Freed, tax on Boro' property,	11 50
Thos Mullen, labor,	40
Owen Belton, do	1 80
John Reily, do	9 45
Wm Tee, do	3 60
J McCormick, do	3 60
M Risben, do	4 95
John Lang, do	4 05
John Roby, do	2 70
Thos Robinson, do	2 70
M Spencer, do	5 00
W Hilderbrandt, do	1 80
R Phillips, do	1 35
C Hunsley, do	6 75
John Baily, do	1 80
P Paul, do	1 00
Henry Reeby, do	1 12
John Kane, do	8 72
D'Hain, do	2 00
Isaiah Aigood, labor on streets,	8 00
Henry Geiterman, carting,	
Dan'l Roebuck, do	
G Steidle, refreshments for volunteers,	$7 50
Mary Burke, do	2 00
Miles Lamey, do	6 00
Au'm Hoebner, do	3 70
J N Heilber, do	1 30
C Bowe, do	1 50
Jno Rummill, do	3 31
	28 61
Joe Iseniauch, refreshments for Band, July 4th,	2 50
John Illingsworth, Blacksmith work,	1 09
A B Stevens, carting,	1 50
B Bannan, printing,	16 15
B Wallinger, labor,	3 00
D Pott, do	1 50
J B Nagnil, do	2 00
M Zerby, do	2 70
Au'm Thomas, do	1 12
E D Long, carting,	8 25
Joe Gwiner, do	13 57
H Krebs, labor,	6 00
Joe Lewis, do	3 60
	4 72
	16 65
	7 20
	8 55
	4 00
	6 00
	4 50
	2 40
	4 12
	1 98
	70 40
	16 00
	6 00
	63
	52 00
	1,304-76
	$1,541 57

BOROUGH OF PORT CARBON.

1861.	Dr.	
June 11, To Tax Duplicate,		$1,331 12
Dec. 1, To cash from Commissioners,		
" refunded,		102 00
Dec. 1, To tax from J Jones,		38
Dec. 1, to tax from John Glenn,		2 00
Jan 1, to order on Boro Pale Alto,		52 00
		1,487 50
March 8, to balance due Bernard Mullen,		1 60
March 8, to outstanding orders unredeemed,		52,47
		54 07
		$1,541 57
	Cr.	
March 8, By bad and doubtful debts,		$119 04
Commission in collection,		60 57
Interest paid P Cummings,		35
Do L Wertz,		2 00
Do B Mullen,		2 00
Saml Berby,		22
		$184 78
Outstanding orders redeemed,		350 94
Cornelius Baber for cleaning drain,		3 53
Streets and highways,		342 89
Miscellaneous expenses,		589 12
Interest on orders,		38 48
		1,304-76
Bal in hands of Treasurer,		03
Order on Boro Palo Alto,		52 00
		$1,541 57

STATEMENT OF THE INDEBTEDNESS AND ASSETS OF THE BOROUGH.

Feb 25, '54, To order No.	48,	favor Ross Bull,	$1 00
March 16, '55	do	240, do S Sheppard,	5 00
Sept 1, '56	do	102, do J F Hancock,	8 00
" 12, '57,	do	109, do Thos Mullen,	25 00
Feb 10, '59, Balance due		do John Landis,	46
do	do	Saml Gray,	3 37
do	Order No.	170, favor Thos. Horsfield,	3 50
Feb. 14, '61,	do	229, do Jas Rhoda,	56 39
do	do	235, do Saml Lewis,	6 00
March 14,	do	236, do Geo Hain,	6 63
do	do	237, do Steinbach Co,	1 74
April 11,	do	242, do M Seligman,	93
Aug 15,	do	275, do J S Derr,	10 00
Dec 31,	do	344, do A B Stevens,	1 50
do	do	343, do A Shissler,	2 62
Jan 14, '62,	do	351, do M D Weand,	3 50
Feb 27,	do	357, do J Reasner,	1 15
Feb 28,	do	358, do Thompson Co,	4 63
do	do	379, do Jas Rhoda,	20 00
			$144 82
	Cr.		
March 8, '62, By balance in Treasury,			$ 03
do By order on Palo Alto,			52 00
			$52 03
By amount of indebtedness,			$144 82
			52 03
			$144 82

To the Honorable, the Town Council of the Borough of Port Carbon.—We the undersigned, C. B. Seinger, Isaac N. Heilner and Philip Huber, Auditors of the Borough of Port Carbon, respectfully report that we have audited, settled and adjusted the account of the Treasurer and Clerk of said Borough; and submit the foregoing as the result of our investigation.

H. B. SESINGER,
I. N. HEILNER,
PHILIP HUBER. } *Auditors.*

COMMON SCHOOLS.

Treasurer of School Fund in account with Port Carbon School Directors.

	Dr.	
March 27, '61, To balance in treasury,		$809 83
April 4, To State appropriation,		196 00
June 1st, To tax duplicate,		1,029 03
Jan 28, '62, To State appropriation,		196 00
		$2,630 86
	Cr.	
By bad and doubtful debts,		$175 71
By interest on bad,		1,660 40
March 3, '62, Balance in treasury,		497 43
do Balance due from collectors,		297 32
		$2,630 86

Respectfully submitted.

H. B. SESINGER,
I. N. HEILNER,
PHILIP HUBER. } *Auditors.*

March 15, '62 — 11-3t

To Coal Operators and Others.

DEIHM & DUFUR, Sole Agents and Licensees in the Coal Region for the N. Y. W. R. Co., take pleasure in announcing that, in the U. S. Court, Nov. 30, '61, in the suit of said Company vs. Geis & Co., of Pottsville, April Sess., '61, No. 6, in Equity, Judge Grier granted an injunction on *Bill and Answer*, decreeing that Plaintiffs have exclusive rights to the sole use, under Patent, for making Coal Screens, &c.

The points involved in Judge Grier's opinion are very important, fully establishing the rights of the Company against the *various devices* used to violate the Patent, and will apply as fully to others making Crimped Screens or work, as to Geis & Co.

It was decreed by the defendants—1st, That they had the title to the Patent; 2d, That their purchase of machines from Henry Jenkins entitled them to crimp wire and make it into Screens; and 3d and principally, that the Patent was invalid or insufficient, in not stating *how the crimping was to be done.*

All these positions were ruled *against Geis & Co.*, the Judge particularly remarking, that as the Patent stated, the crimping might be done in *various ways*, and Jenkins was not bound to my *how he crimped it. If crimped wire be made into meshes*, that violates the Jenkins Patent, which Plaintiffs own.

In notifying our friends and the public, therefore, that we alone in the Coal Region are authorized to manufacture or repair Coal Screens or Crimped Wire, we also caution all persons, *either selling or purchasing such work*, NO MATTER HOW MADE, that they are violating our rights, and will be held strictly accountable in damages.

Coal Operators, and the public generally, are hereby notified that the NEW YORK WIRE RAILING COMPANY are the sole owners of the Letters Patent of the United States issued to HENRY JENKINS, of Pottsville, Pa., bearing date March 5th, 1847, and extended for the term of seven years, from the 5th day of March, 1861, for a new and useful improvement in the *Process of Manufacturing Wire Grating, &c.*, and that all persons infringing the same will be held accountable, and liable to respond in damages, and you are hereby prohibited from making, selling, or using, or continuing to make, sell, or use, Screens, Sieves, or any other article infringing the said patent.

The undersigned, Messrs DEIHM & DUFUR, are the sole licensees under the said patent, and the only persons authorized to manufacture and sell articles made according to said patent, within the limits of the Anthracite Coal Region of Pennsylvania. They have associated with them Joseph W. Hoick, Esq., of Scranton, as their said equal partner, and the business will be conducted in the name of DEIHM, DUFUR & HOICK.

The orders of the Coal Trade and others, for any description of Wire Screens, Grating, Sieves, &c., are respectfully solicited, as the undersigned are prepared to fill the same at the usual prices.

Pottsville—Corner of Railroad street and Norwegian.
Tuscarora—Opposite the Columbia House, Railroad st.
Scranton—Cliff Works.

DEIHM, DUFUR & BROCK.
Agents and Licensees.

Dec. 14, '61. — 50-tf

SPRING WHEAT.

JUST RECEIVED and for sale, a fine lot of SPRING WHEAT. Our County is peculiarly adapted to the cultivation of Spring Wheat, and we recommend its cultivation to our farmers. It will pay better than an Oats crop, and besides, if cut at the proper time, the straw is equal to common meadow hay to feed to cattle. This Wheat ought to be sowed early in the Spring, from the 1st to the 15th of April, and cut as soon as the stalk assumes a silvery appearance, and the grain partakes of a pasty substance. For sale, by the bushel or small quantity, at

S. BANNAN'S
Seed Store, Pottsville

March 1, '62. — 9

HO! FOR HILTON HEAD.

THE UNDERSIGNED, having been detailed to recruit for the 76th (Zouave) Regiment, P. V., Col. Power, commanding, has opened a Rendezvous at Ward's Hotel, Minersville, Schuylkill County.

☞ The Regiment is now stationed at Hilton Head, S. C., one of the healthiest localities in the country, which the excellent health of the Regiment proves. The climate is fine, and the country beautiful. Soldiers have plenty of the best rations; and good medical attendance in case of sickness.

Young, able-bodied men, wishing to serve their country on the "sacred soil" of South Carolina, would do well to join this Regiment, which is in excellent condition, and well officered.

Pay commences from the day of enlistment.

CHAS. M. BRUMM, 1st Lieut.,
Co. K, 76th (Zouave) Reg., P. V.,
Recruiting Officer.

Jan. 18, '62. — 3-tf

IRON WORKS.

PINEGROVE IRON WORKS,

PINEGROVE, SCHUYLKILL CO., PA.

Jan. 26, '61 — 4-1y — J. L. SUTLING, *Proprietor.*

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.

JAREZ SPARKS.

Pottsville, August 27, '59 — 36-1y

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 pattern, 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 29, '57 — 25-

FOUNDRY AND MACHINE SHOP,

Steam Engines.

NOTICE.—The business of the late firm of SNYDER & MILNES, will be continued by the subscriber in all its branches at Steam Engine building, Iron Founder, and manufacturer of all kinds of Machinery, for Rolling Mills, Blast Furnaces, Railroad Cars, &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 those Collieries.

GEORGE W. SNYDER.

January 21, 1857 — 3-tf

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, George Balsbaugh'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 purchasing elsewhere.

JOHN T. NOBLE.

Nov. 21, '57 — 47-tf

ASHLAND IRON WORKS.

The subscribers are now fully prepared to furnish, at the Ashland Iron Works, Steam Engines of every size and pattern now in use, together with mining 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 their long experience 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-

BEAVER MEADOW IRON WORKS.

Brice W. Hudson respectfully informs the public that he is now sole proprietor of the Beaver Meadow Iron & Blast Furnace Works, and is fully prepared to manufacture, at this establishment, Steam Engines of every size; Pumps, Railroad and Pitt Cars, Gearing, Castings 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 respectfully 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 Meadow, January 1, '59 — 1-

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 Newegian street, where they are prepared to execute all orders for machinery of Steam Engines, Coal Breakers, 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, they feel confident of their ability to execute work 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-

M. W. BALDWIN & CO.,

ENGINEERS.

Broad and Hamilton streets, Philadelphia, Penn.

Would call the attention of Railroad Companies, 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 intended, by the use of one, 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, capacity of superstructure, and rail and work to be done.