TERMS OF THE MINERS' JOURNAL.
TERMS—$2 75 per annum, payable in advance—$3 00 if not paid in advance.
These terms will be strictly adhered to hereafter.
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Three copies to one address (in advance)......$7 00
" " " " " 13 00
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MONTHS.	THREE.	SIX.	TWELVE.
...ee lines	$2 00	$3 50	$5 00
...en lines, and over 3	4 00	7 00	12 00
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...ee " " 21 "	8 00	14 00	20 00
...ur " " 28 "	9 00	16 00	24 00
...e " " 35 "	10 00	18 00	26 00
...rter column	18 00	30 00	45 00

Larger space as per agreement.
Nine words are counted as a line in advertising.
Editors' Notices and Dissolutions, 2 and 3 times, $2 50.
Administration Notices and Dissolutions 6 times $3 ...

MINERS' JOURNAL,

AND POTTSVILLE GENERAL ADVERTISER.

I will teach you to pierce the Bowels of the Earth, and bring out from the Caverns of Mountains Metals which will give strength to our hands and subject all Nature to our use and pleasure.—DR. JOHNSON.

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

VOL. XLII. SATURDAY MORNING, APRIL 28, 1866. NO. 17.

B. BANNAN'S STEAM PRINTING OFFICE, POTTSVILLE.

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, Handbills, Paper Books, Articles of Agreement, Time Books, Bill Heads, Order Books, &c.

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

BOOK BINDERY.

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

COAL TRADE ADVERTISEMENTS.

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

...INTARD, SAWYER & WARD,
...9 Pine Street, New York.
...8 Walnut " Philadelphia.
...2 Kilby " Boston.
...AL OF ALL KINDS BY THE CARGO.
... '66 4-

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., N. York.
...tober 16, '58 42-

Pier No. 14.
...W YORK & SCHUYLKILL COAL Co.,
SHIPPERS OF
...OAD MOUNTAIN, BLACK HEATH, AND SUPERIOR RED ASH COALS.
...change Place, New York. 7 Walnut street, Philadelphia. ...C. Tholing & Co., Agts., 77 State St., Boston.

CAIN, HACKER & COOK,
SHIPPERS OF
...UST GAP, LOCUST MOUNTAIN, BLACK HEATH.
...dealers in other first qualities of WHITE AND RED ASH COALS.
...14 Walnut Street, Philadelphia, and Woodland Wharves, Schuylkill River.
...AS CAIN. MORRIS HACKER. JESSE M. COOK.
WM. F. MOODY, Shipper and Agent. Schuylkill Haven, Pa.
...ruary 15, '62 6-1y

PHILADELPHIA, &c.

...CHUYLKILL NAVIGATION.
...ing Wharves for ANTHRACITE COAL at ...reenwich, Delaware River, Philada.

...EWIS AUDENRIED & Co.,
AGENTS FOR THE SALE OF THE
...f Creek Diamond Coal Co.'s Diamond Red Ash, and Black Heath White Ash Coals.
...FFICES: 205 Walnut Street, Philadelphia. 110 Broadway, New York. 14 Kilby Street, Boston.
...b 17, '66 7-

Wharf No. 2.
REPPLIER & BRO.
...FFICES: N. E. cor. Walnut & Fourth sts., Phila. 35 Pine Street, New York. Merchants' Bank Building, Providence.

DAVIS PEARSON & Co.,
MINERS AND SHIPPERS OF THE
...LEBRATED LOCUST MOUNTAIN WHITE ASH and SPOHN VEIN RED ASH COAL.
OFFICES: No. 135 Walnut Street, Philadelphia. No. 111 Broadway, Room No. 9 Trinity Building, New York. No. 11 Doane Street, Boston.
...HARF—GREENWICH, DELAWARE AVENUE.
...S PEARSON, PHILA. EMANUEL BAST, ASHLAND.

...UDENRIED, NORTON & Co.,
Miners and Shippers of
COAL.
...UST MOUNTAIN—from Hazel Dell Colliery.
...AMOKIN—from Enterprise Colliery.
...ORGE'S CREEK CUMBERLAND—from the Consolidation Mines of Maryland.
OFFICES: 328 Walnut street, Philadelphia. 119 Broadway, New York. 134 State Street, Boston.
...pril 7, '66 14-tf

R. & W. TOMLINSON,
SHIPPERS OF
RED AND WHITE ASH COAL,
(By Schuylkill Canal.)
...O. 213 WALNUT ST., PHILADELPHIA.
Reshipping Wharves:
...foot of ALLEGHENY AVENUE, Port Richmond
...foot of LAUREL STREET, Kensington.
...arch 17, '66 11-1y

...ENE BORDA. PAUL P. KELLER. JAS L. NUTTING.
...ORDA, KELLER & NUTTING,
...ippers of Coals of the best Qualities from Port Richmond & Windmill Island.
...BORDA. ...KELLER. 327 Walnut St., Philadelphia.
...MES L. NUTTING. 30 Kilby St., Boston.
...M. JAMES, Agt., Room 64, Trinity Building, N. Y.
...arch 3, '66 9-4t

BROAD TOP.
GENERAL OFFICE
OF THE CELEBRATED
...ROAD TOP WHITE ASH
Semi-Bituminous
COALS,
...o. 104 WALNUT STREET, PHILADELPHIA.
ROBERT HARE POWEL, Manager.
CONNECTING OFFICES:
Traveler Buildings, Boston, Mass.
Trinity " New York.
...b. 14, '63 7-tf

BROAD TOP WHITE ASH
...MI-BITUMINOUS COAL.
CALDWELL, GORDON & CO.,
112 Walnut Street, Philadelphia,
No. 111 Broadway, New York,
No. 144 State Street, Boston.
...a superior quality of this celebrated coal from their EDGE HILL COLLIERY,
...ed and shipped exclusively by them.
...pril 4, '65 14-1y

THE Partnership heretofore existing between JAMES CONNER & JOSEPH S. PATTERSON, under the firm of Conner & Patterson, has been dissolved by mutual consent.
JAMES J. CONNER.
JOSEPH S. PATTERSON.
...ttsville, March 30, 1866.
...e Coal business will hereafter be carried on by ...arch 31, 1866—14-6t J. J. CONNER.

DISSOLUTION.—The firm of SINNICKSON & GLOVER is by mutual consent this day dissolved. Either of the undersigned will sign in liquidation. Both will continue the Coal business under new firms.
JOHN J. SINNICKSON,
E. V. GLOVER.
...iladelphia, Jan. 1, 1866.

CO-PARTNERSHIP NOTICE.—The undersigned have this day formed a co-partnership under the name and style of GLOVER & MACTIER, for the purpose of transacting the wholesale Coal business.
E. V. GLOVER,
WM. L. MACTIER.
Office—No. 325 Walnut street.
Wharf—No. 10 Port Richmond.
...ril 7, '66 14-3m

CO-PARTNERSHIP NOTICE.—The undersigned have this day entered into a co-partnership for the purpose of buying and selling ...offices at 311 Walnut street, Philadelphia, New York and Boston. The style of the firm will be Rothermel & Shaner.
LEWIS ROTHERMEL,
J. L. SHANER,
J. M. FRECK.
...b. 3, '66 5-3m

...orders for CORN and OATS for shipment to collieries by car loads to suit purchasers, promptly filled at the lowest market rates, by
...b. 17, '66. 7- BECK & COHO.

PILES! PILES! PILES! PILES
...worst cases permanently cured or NO PAY.—...es 5 cents to Dr J. HEALY, Amityville, Long ... N. Y. N. B.—All other curable diseases successfully treated to which ladies or gentlemen or both ...able. April 7, '66 14-3m*

Pier No. 15.
BLAKISTON, GRAEFF & Co.,
MINERS AND SHIPPERS OF
LORBERRY AND LOCUST MOUNTAIN COAL.
Shippers of other approved qualities of
WHITE AND RED ASH COAL.
318 Walnut Street, Philadelphia.
9 Trinity Building, New York.
Cor. of Kilby & Doane Street, Boston.
Feb. 14, '63 7-

Pier No. 11.
LEWIS AUDENRIED & CO.
Wholesale Dealers in the best varieties of
Anthracite and Bituminous Coals.
OFFICES: 205 Walnut Street, Philadelphia. 110 Broadway, New York. 14 Kilby Street, Boston.
Pioneer Shippers from Elizabethport of LEHIGH, SPRING MOUNTAIN, HAZLETON, AND COUNCIL RIDGE COALS. ['59 13-

Pier No. 9.
BANCROFT, LEWIS & Co.,
MINERS AND SHIPPERS OF THE
Celebrated ASHLAND COAL,
FROM MAHANOY MOUNTAIN.
OFFICE—111 Walnut Street, Commercial Building, Philadelphia.
New York Office—77 Cedar Street. Boston Office—7 Doane street. [Oct. 23, '58 43-

HAAS & BRENIZER,
MINERS AND SHIPPERS OF THE CELEBRATED
SPOHN VEIN RED ASH COAL.
Formerly mined by RICKERT & Co. which we guarantee to ship free from any mixture with other Coal. ALSO sole agents for the sale of Geo. W. Snyder's Superior Pine Forest White Ash, and Spohn and Lewis Veins Red Ash Coal, which he is NOW prepared to ship.
Offices: 218 Walnut St., Philada. Room 63 Trinity Build'g, N. Y.
D. B. HAAS. WM. BRENIZER.
Feb 10, '66 6-1y

ELIZABETHPORT, &c.

COAL. COAL.
A. T. STOUT & CO.,
(Successors to STOUT & VAN WICKLE.)
Miners and Shippers of the celebrated FULTON (LEHIGH) COAL from the Ebbervale Colliery, near Hazleton, Pa., and dealers in the best varieties of ANTHRACITE AND BITUMINOUS COALS.
Delivered direct from the mines or on board of vessels at TRENTON, N. J., ELIZABETHPORT, N. J., N. BRUNSWICK, N. J., PORT RICHMOND, PA.
OFFICES—44 & 46 Trinity Building. 111 Broadway, New York.
A. T. STOUT. S. VAN WICKLE. G. LEE STOUT.
April 4, '64 11-

NEW YORK.

RICHARD HECKSCHER, JR. FRED. A. MASON.
HECKSCHER & MASON,
WHOLESALE DEALERS IN
ANTHRACITE & BITUMINOUS COAL:
OFFICE—NO. 71 BROADWAY, 'EMPIRE BUILDING,' ROOM 34, NEW YORK.
April 21, '66 16-tf

SAMUEL BONNELL, Jr.,
Nos. 43 & 45 Trinity Building, N. Y.,
SHIPPING POINT:
Pier 4, ELIZABETHPORT, N. J.
OFFERS FOR SALE
HONEY BROOK, SPRING MOUNTAIN, HARLEIGH, AND BUCK MOUNTAIN
LEHIGH COALS.
BALTIMORE CO.'S & BLACK DIAMOND
WILKESBARRE COALS,
AND THE CELEBRATED
GEORGE'S CREEK CUMBERLAND COAL.
May 21, '64. 21-1y

DANIEL PACKER. E. A. PACKER.
DANIEL PACKER & Co.,
MINERS AND SHIPPERS OF
Lehigh, Schuylkill, Wilkesbarre, Lackawanna, Cumberland, and Elk Hill Gas Coal Company
COALS.
OFFICE—No. 4 Pine Street, New York.
October 14, '65 41-1y

DAY, HUDDELL & Co.,
MINERS AND SHIPPERS OF
ANTHRACITE & BITUMINOUS COAL.
No. 109 Walnut St., Philadelphia.
" 111 Broadway, (Trinity Building,) N. Y,
" 7 Doane Street, Boston.
Feb 13, '66 6-1y

JAS. W. CALDWELL. C. B. CONANT. WM. REED.
CALDWELL, CONANT & Co.,
119 Broadway, Corner Cedar St., N. Y.
WHOLESALE DEALERS IN
COALS.
LEHIGH, COUNCIL RIDGE, WILKESBARRE, MAHANOY, RED ASH, LOCUST MOUNTAIN, CUMBERLAND, BROAD TOP AND OTHER VARIETIES.
Feb 24, '66 8-tf

FOR SALE.

COLLIERY FOR SALE.
A Large White Ash Colliery on the Mammoth, (20 feet thick,) Black Valley, (6 feet thick,) and other Veins,
IN FULL WORKING ORDER.
Gangways driven, schutes, headings and breasts opened, and everything ready to ship a large quantity of the Best White Ash Coal in the Market for Family use. All the necessary steam engines, drift cars, mules, horses, T rail, iron, timber, powder, oil, &c., &c., with a breaker, rolls, screens, and everything used in mining and preparing coal on the property, will be sold with the colliery. Apply to
JOSHUA LIPPINCOTT,
121 Walnut street, Philadelphia,
Or to CHARLES M. HILL,
Real Estate Agent, Pottsville.
Jan. 6, '66 1-tf

THE undersigned are now prepared to fill orders for Lehigh, Wyoming, Shamokin, Schuylkill, White and Red Ash, Cumberland and Gas Coal—from Mauch Chunk on the Lehigh Canal; Schuylkill Haven, Port Carbon and Port Clinton on the Schuylkill Canal, and from Amboy, Trenton, Hoboken and Port Richmond for shipment East and North.
Orders sent to us will receive prompt attention.
HARLAN & LAWTON,
Rooms 70 and 71, Trinity Building, New York.
March 10, '66 10-3m

COAL. PHILADELPHIA, Feb. 26, 1866.
THE PRESTON COAL AND IMPROVEMENT CO. having taken into their own hands the sale of their coal for the present year, are now prepared to receive orders for all the various sizes, and will furnish coal of the very best quality and preparation. The Company have secured the services of M. S. BULKLEY, Esq., who has for the last twenty years had entire charge of the immense business of the Reading R. R. Co. Richmond, and feel assured that under his supervision and control, all orders and business of the Company will be faithfully and promptly attended to. The Company have been allotted one of the new wharves at Richmond (No. 20) having a depth of water of 22 feet, and will be able to load at all times vessels of the largest tonnage. Orders for the present can be sent to the principal office of the Company, 205½ Walnut street, Philadelphia. Boston and New York offices will be announced hereafter.
HENRY D. MOORE,
March 3, '66 9-2m President.

PEIRCE'S PATENT SLATES.—Just received Peirce's Patent Slates, with leaf for Offices and Schools. Also Leaf Memorandums for the pocket. For sale at B. BANNAN'S, Centre Street, Pottsville, Pa.

OASTNER, STICKNEY & WELLINGTON
Miners and Shippers of Coal.
Burnside (from their Burnside Col. at Shamokin).
Lewis Vein (Red Ash).
Locust Mountain (White Ash).
OFFICES: 39 Trinity Building, New York, 215 Walnut Street, Philadelphia, 15 Kilby Street, Boston.
Wharf No. 6, Port Richmond, Philad'a.
Feb 24, '66 [May 16, '63—20-tf] 8-

VANDUSEN, LOCHMAN & Co.,
SHIPPERS OF
LOCUST MOUNTAIN, LOCUST GAP, WILKESBARRE, LEHIGH, AND OTHER
WHITE AND RED ASH COALS,
Agents for the sale of the celebrated Georges Creek Cumberland Coal, from the Mines of the Consolidation Coal and Iron Company of Maryland.
SHIPPING WHARVES: Pt. Richmond, Elizabethport, Baltimore, Georgetown.
OFFICES: 201 Walnut street, Philadelphia. Trinity Building, New York. 5 Doane St., Boston.
Feb. 11, '65. 6 tf

WM. HUNTER, JR., & Co.,
MINERS AND SHIPPERS OF
WHITE AND RED ASH ANTHRACITE
COALS.
OFFICES: No. 205½ Walnut Street, Philadelphia. No. 73 Broadway, No. 1, Rector St., N. Y. No. 21 and 23 Doane St., Boston.
Pier No. 17, Richmond.
Feb. 18, '65. 7-

SCHUYLKILL CO.

T. H. SCHOLLENBERGER AGENT,
Miner and Shipper of the Celebrated
Black Heath White Ash and Peaked Mountain Free Burning
PINK ASH COAL.
P. O. ADDRESS—POTTSVILLE OR MINERSVILLE, Schuylkill County, Pa.
April 12, '62 15-tf

JOHN J. CONNOR,
Miner and Shipper of the Celebrated
LOCUST MOUNTAIN COAL.
Pottsville, Schuylkill County, Penna.
1866 37-1y

ALTHOUSE & FOCHT,
MINERS AND SHIPPERS OF THE CELEBRATED
BOSTON RUN LOCUST MOUNTAIN COAL.
PHILADA., 216½ Walnut St.; N. York, 111 Broadway.
Agt. at New York—J. GEO. REPPLIER.
DAY, HUDDEL & Co., Port Richmond.
March 24, '66 12-6m

EAST FRANKLIN LORBERRY VEIN COAL.
My East Franklin Lorberry Coal is now sold exclusively by Messrs. CALDWELL, GORDON & Co., who are my sole Agents. Parties ordering from them, may always depend upon getting a pure article.
OFFICES: No. 112 Walnut St., Philadelphia, No. 111 Broadway, Trinity Building, New York, No. 144 State Street, Boston.
HENRY HEIL.
Tremont, March 29, '62 13-

COAL LEASES.—The subscribers have determined to make several leases on their property, known as the Kentucky Property, situated in Schuylkill County, and in the immediate vicinity of Tuscarora. The ground has been fully developed, and those desiring a first rate colliery, can obtain one, without making any further explorations of the same.
None need make application unless capable of erecting all the improvements.
Apply to GIDEON BAST, Schuylkill Haven, Schuylkill County, Pa., or to DAVIS PEARSON, 297 Walnut street, Philadelphia.
January 7, '65. 1-tf

LORBERRY CREEK.

LORBERRY COAL.
We, the undersigned, having consolidated our Three collieries in the Lorberry Region, will hereafter transact our business under the name of
MILLER, GRAEFF & Co.
MILLER, STEES & Co.
GRAEFF & NUTTING.
Mr. GRAEFF, a member of our firm, having associated himself with J. R. BLAKISTON, will reside in Philadelphia and all our coal shipped by tide-water will be under the exclusive control of BLAKISTON, GRAEFF & CO.
By increased care and attention in its preparation, we hope to maintain the reputation of our celebrated Lorberry Coal. Purchasers abroad can rely upon having this coal shipped in the very best order.
MILLER, GRAEFF & CO.
Feb. 13, '63. 7-

LEHIGH.

THOS. HULL & CO.,
MINERS AND SHIPPERS OF
SMITH'S SPRING MOUNTAIN LEHIGH
COAL,
Yorktown, Carbon County, Penna.
OFFICES:
322 WALNUT Street, Philadelphia,
JEANESVILLE, Luzerne County, Pa.
July 23, '64. 30-

THE PATENT
Exhaust Fan Ventilator
For Mines, Tunnels, and all Subterranean Workings.
J. LOWDEN BEADLE, Patentee, Ashland, Pa.
Gen. J. K. SIGFRIED, Agt., Pottsville.

This system differs from all other appliances for mine ventilation in several essential properties:—First, it has the advantage over all the French and Belgian modes in its great simplicity of style and economy of operation, saving from fifty to one hundred per cent. in motive power. It also differs from all English mechanical modes, both in economy and application, and is superior in every respect to the furnace. The efforts of the fan are exerted entirely on the mine vapors in the return air courses, thus creating a vacuum which must be filled with pure air. It is assisted by the weight of the atmospheric column, in direct opposition to the old method in which its weight, or fourteen pounds to the square inch, acted against the ventilating column.—This is the great secret of the invention, and both science and experience teaches us that scarcely a limit can be placed to the extent or power of this system of ventilation. The following extracts from numerous testimonials fully endorse this system:

"I am free to say that there is no system of ventilation as yet known, equal to the Exhaust Fan, and not only does it perfectly ventilate a colliery, but is also a great saving of expense as compared with furnace and steam jet ventilation."
WM. MILNES, Jr.,
Of Milnes & Co., former lessees of Hickory Colliery.

"Since I have been connected with the management of the above mentioned (Hickory) Colliery, the fan has work'd admirably, and I must say that we could not do without it. It is just what every extensive colliery below water level needs, and I take great pleasure in recommending it to all coal operators."
W. H. SHEAFER,
Gen. Agt. Mammoth Vein Con. Coal Co.

PHILADELPHIA, February, 1866.
GEN. J. K. SIGFRIED—It affords me great pleasure in being able to say that J. Lowden Beadle's Exhaust Fan is the best if not the only true and perfect system of ventilation. Before we introduced it into our New Castle and Ashland Collieries, we had great difficulty with sulphur in our works, but since then none. Not only does the fan exhaust all the obnoxious gases, but the expense is nothing compared with any other system of ventilation. I have no hesitancy in saying that in my opinion, no colliery should be without it.
GEO. S. REPPLIER,
Of the Mammoth and Locust Run Collieries.

This is to certify that we have used the Patent Exhauster, of J. Lowden Beadle's Fan at our Girard Colliery since October last. It gives perfect satisfaction in every particular. I am satisfied that it is the only true and perfect system of ventilating mines.
C. GARRETSON.

POTTSVILLE, March 14, 1866.
This system of ventilation is now in successful operation at the following prominent and extensive collieries:

Locust Dale,	Locust Mountain,	Girard,
Keystone,	Locust Run,	Diamond,
Pioneer,	Tunnel,	Hickory,
New Boston,	Gillerton,	St. Clair Shaft,
Big Mine Run,	Tunnel Ridge,	Duncan,

March 31, '66 13-tf

IRON WORKS.

GRANT IRON WORKS, MAHANOY CITY.—The subscriber, having his works completed and in full operation, with heavy machinery and tools of the latest improvement, is now prepared to do all kinds of mining machinery, steam engines of any size for hoisting and pumping, single and double acting pumps of all sizes and of the latest improvement, Cornish engines of any size for pumping in slopes or shafts, with Cornish pump, all kinds of coal breakers, with chilled or plain teeth, all kinds of wrought iron forgings for drift cars or mining machinery, blast furnaces of cold or hot blast, with an improved blowing cylinder and blast pipes, and rolling mills with the two or three high rolls, with the latest improved furnaces for puddling or heating, all kind of saw mill castings for circular or upright saws, brass work of every description cast and finished, and railroad castings of all sizes for mines or railroads. The subscriber having had a long experience in the machine business in this region, and a practical mechanic and well known as one of the late firm of Wren and Bros., of the Washington Iron Works, Pottsville, trusts that prompt attention to business will procure for him the patronage of his old friends of the mining region, and elsewhere.
THOMAS WREN, Mahanoy City.
April 21, '66 16-tf

TO COAL OPERATORS & MINERS.—Pioneer Boiler Works.
The subscribers respectfully invite the attention of the business community to their Boiler Works, on Railroad Street, below the Passenger Depot, Pottsville, where they are prepared to manufacture BOILERS OF EVERY DESCRIPTION. Smoke Stacks, Air Stacks, Blast Pipes, Gasometers, Drift Cars, &c., &c. Boilers on hand.
Being practical mechanics, and having for years devoted themselves entirely to this branch of the business, flatter themselves that work done at their establishment will give satisfaction to all who may favor them with a call. Individuals and Companies will find it greatly to their advantage to examine their work before engaging elsewhere.
JOHN T. NOBLE,
JOHN GOYNE.
April 21, '66—16-

WASHINGTON IRON WORKS.
NOTICE.—The works of the late firm of Wren & Bro., known as the "WASHINGTON IRON WORKS," located on Coal street, in the Borough of Pottsville, will be continued by the subscriber in all its various branches, viz: Steam Engine building, and all kinds of Machinery for mining either coal or ore; blast furnaces of hot or cold blast; all kinds of railroad castings and railroad car fixtures of wrought and cast iron; all kinds of brass castings; all kinds of smithwork, and all sizes of the latest improved pumps, single and double acting. Repairing promptly attended to and neatly executed.
By careful attention to business the subscriber trusts he will receive a share of the public patronage so liberally bestowed on the late firm. JAMES WREN.
Pottsville, September 1 1865. 36-

PINEGROVE Iron Works, PINEGROVE, SCHUYL. CO., PA.
J. M. ROHRER, Machinist & Engineer.
PROPRIETOR.
January 30, '64 5-1y*

PARTNERSHIP NOTICE.
We, the subscribers, have this day entered into a Partnership under the Firm name and style of ALLISON & BANNAN, to carry on the Foundry, Machine, Smithing and Car-making Business, in Port Carbon, Schuylkill County.
ROBERT ALLISON,
FRANCIS B. BANNAN.
April 1st, 1866. 17-

TAMAQUA ROLLING MILL.
The TAMAQUA ROLLING MILL COMPANY having now completed their Works at Tamaqua, Schuylkill County, are now manufacturing and prepared to supply Merchant Bar Iron of a very superior quality, Rounds, Squares, Flat and Half Rounds. Orders are respectfully solicited, and will meet with prompt attention.
JNO. RALSTON, Treas. SAML. RATCLIFF, Prest.
Tamaqua, July 1, '66 26-1y

POTTSVILLE ROLLING MILL.—
The subscribers having purchased the Pottsville Rolling Mill and thoroughly refitted the same, are prepared to receive orders for all sizes of T rails from 22 lbs. to the yard up to 60 lbs., and furnish the same at short notice.
We are also prepared to furnish and will receive orders for MERCHANT BAR IRON, all the usual sizes, Round, Square and Flat. We shall keep a supply of the smaller sizes (Colliers Rails) always on hand.
ATKINS, BROTHERS.
Pottsville, March 12, '66 11-

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 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, '65 35-1y

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 J. & M. GARNER, Ashland, Schuylkill County, Pa., will receive prompt attention.
J. & M. GARNER.
Ashland, July 9, '66 28-

FOUNDRY AND MACHINE SHOP, Steam Car Factory, &c.
NOTICE.—The business of the late firm of SNYDER & MILNES, will be continued by the subscriber in all its various branches of Steam Engine building, Iron Founder, and manufacturer of all kinds of Machinery for Rolling Mills, Blast Furnaces, Railroad Cars, &c. &c. He will also continue the business of Mining and Selling the celebrated Pine Forest White Ash and Lewis and Spohn Veins Red Ash Coals, being sole proprietor of these Collieries.
GEORGE W. SNYDER.
January 21, '66 3-tf

THE PALO ALTO IRON CO. are prepared to furnish T RAILROAD IRON, at their Mills in Palo Alto, of various patterns, weighing from 22 to 70 pounds 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 Mills, George Bright & Co.'s Hardware Store, Centre Street, or at their office, corner of Market and Second Streets, Pottsville, Pa.
BENJ'N HAYWOOD, Prest.
Jan. 2, '66. 1-tf

MORRIS, WHEELER & Co.,
SUCCESSORS TO
MORRIS & JONES & Co.,
IRON AND STEEL WAREHOUSE,
Market & Sixteenth Sts., Philada.
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 AND SHEET IRON—for covering schutes, &c. JUNIATA, ENGLISH AND 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.
Jan. 28, '66 4-1y

M. W. BALDWIN & Co., Engineers. Broad and Hamilton streets, Philadelphia, Pa.
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 five different kinds of Engines, and several classes of sizes of each kind.—Particular attention paid to the strength of the machine in the design 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, bowling or low moor tire (to fit centres without boring,) composition castings for bearings of 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, '66 1-tf MATTHEW BAIRD.

JENKINS' PATENT COAL SCREENS.
The undersigned having purchased of the New York Wire Railing Co., "THE JENKINS PATENT," for improvement in the process of manufacturing Coal Screens, &c., hereby gives notice that the value of said invention and the validity of the patent has already been fully established after a long trial in the United States Circuit Court; that injunctions have been granted, and will continue to issue against any and all violations of said patent right. Also that the injunction against J. & L. Laubenstein of Minersville, Pa., as infringers of said patent was by order of the U. S. Circuit Court, Oct. 15, 1864, fully and completely restored. The subscribers also desire to give notice that the following are the only persons who are at present authorized to use the said patent improvement as manufacturers of Coal Screens, in and throughout the Coal Region:
J. W. BROCK, Scranton, Pa., J. G. FRICK, Pottsville, Pa., BROCK & SHOEMAKER, Tamaqua, Pa.
As the manufacturers would not make in violation of the said patent unless encouraged by owners or renters of Collieries, we are determined to prosecute every case that we discover of purchasers and users, as well as manufacturers of Coal Screens, made in violation of said patent, to the full extent of the law.
New York, Jan. 26, '65-4 CHASE & Co.

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. [Jan 1, '65.—1-1y*

Printed Calicoes, Muslins, Ticking, &c., cheap, at R. A. GLOVER'S, Centre St., nearly opposite Market St.
Jan 13, '66 2-tf

RAILROADS.

MINE HILL & SCHUYLKILL HAVEN R. R.
Change of Time of Passenger Trains.
On and after MONDAY, November 27th, 1865, Passenger Trains will leave Schuylkill Haven as follows:
At 7.15 A. M., FOR MINERSVILLE.
At 12.20 P. M., FOR GLEN CARBON.
Returning, will leave Minersville at 8.05 A. M., and Glen Carbon at 1.40 P. M., connecting at Schuylkill Haven with morning and afternoon Passenger Trains for Philadelphia.
Passenger Train between Ashland and Locust Gap Junction connecting with stage to and from Shamokin.
Leave Locust Gap Junction at 10.30 A. M.
Leave Ashland at 2.45 P. M.
Connecting with Passenger Trains on M. & B. M. R. R. to and from Pottsville, at which point connections will be made with trains on Philada. and Reading R. R.
J. E. WOOTTEN, Supt.
Cressona, Nov. 16th, '65. 46-tf

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Change of Hours.
On and after Nov. 27, 1865, Passenger Trains will leave Pottsville daily (except Sundays) at 6.45 A M for Auburn, Pinegrove and Harrisburg, and at 1 P M for Auburn, Pinegrove and Tremont.
Passengers by 6.45 A M train from Pottsville will arrive at Harrisburg via Pinegrove at 11.30 A M in time to connect with trains going east or west on Penna., Cumberland Valley, Northern Central and Lebanon Valley Railroads.
The 1 00 P M train from Pottsville will connect at Auburn with up morning train from Philadelphia, leaving Auburn at 1 50 P M for Pinegrove, and arriving at Tremont at 3 30 P M. Will leave Tremont for Pinegrove at 6 00 P M, connecting there with 4 00 P M train from Harrisburg and returning to Tremont at 7.00 P M. Returning will leave Harrisburg at 1 00 P M, connecting at Pinegrove at 6.35 P M with train for Tremont, and at Auburn with up Passenger Train for Pottsville. Passenger Train will leave Tremont at 7.00 A M, connecting at Pinegrove with train to Harrisburg, at Auburn with down morning Passenger Train from Pottsville to Philadelphia, and arriving at Pottsville at 9.20 A M.
Fare from Pottsville to Harrisburg, $2 05. For tickets or other information apply to
E. H. WHEELER, Agt., at Pottsville.
U. R. TRACY, Supt.
Feb 1, '66 6-

LEHIGH VALLEY RAILROAD.—'63.
Fall Arrangements.
ON AND AFTER MONDAY, Sept. 19th, the Passenger Trains of the Lehigh Valley Railroad Company, will run as follows:

DOWN OR EASTWARD TRAINS.

STATIONS: Leave	No. 5. P. M.	No. 3. A. M.	No. 1. A. M.
White Haven	2.23	9.00	
Tannery	2.35	9.08	
Hickory Run	2.45	9.19	
Mud Run	2.52	9.27	
Rockport	3.02	9.38	
Drake's Creek	3.09	9.46	
Stony Creek		9.53	
Jeanesville	2.00		
Beaver Meadow	2.20		
Hazle Creek Bridge	2.50		
Weatherly	3.00		
Penn Haven	3.20		
MAUCH CHUNK	3.50	10.40	4.30
Lehighton	4.00	10.50	4.40
Parryville	4.06		4.46
Lehigh Gap	4.21		5.01
Slatington	4.27	11.13	5.07
Rock Dale	4.38		5.17
Laury's	4.48		5.27
White Hall	4.55		5.34
Coplay	5.02	11.33	5.38
Hokendauqua	5.03		5.42
Catasauqua	5.07	11.43	5.46
Allentown Furnace	5.15		5.54
Allentown	5.20	11.54	6.00
Bethlehem	5.37	12.13	6.15
Freemansburg	5.47	12.21	6.23
Lime Ridge	5.53	12.28	6.29
Easton, (arrive)	6.10	12.45	6.44

UP OR WESTWARD TRAINS.

STATIONS: Leave	No. 8. A. M.	No. 6. P. M.	No. 7. P. M.	No. 1. A. M.	No. 4. A. M.
Easton	9.30	3.25	7.40	11.42	10.03
Lime Ridge		3.42	7.58		
Freemansburg	9.50	3.49	8.06		
Bethlehem	10.00	4.00	8.15	12.13	10.04
Allentown	10.12	4.15	8.30	12.23	10.43
Allentown Furnace		4.20	8.34		
Catasauqua	10.25	4.28	8.42		
Hokendauqua	10.30	4.33	8.47		
Coplay	10.34	4.38	8.51		
White Hall	10.30	4.43	8.56		
Laury's	10.46	4.55	9.04		
Rock Dale	10.56	5.00	9.14		
Slatington	11.07	5.12	9.25		
Lehigh Gap	11.13	5.18	9.31		
Parryville	11.28	5.33	9.45		
Lehighton	11.34	5.39	9.50		
Mauch Chunk	11.45	6.00	10.00		
Penn Haven	12.15				
Weatherly	12.40				
Hazle Cr. Bridge	12.50				
Beaver Meadow	1.10				
Jeanesville	1.30				
Stony Creek		6.38			
Drake's Creek	12.29	6.46			
Rockport	12.36	6.54			
Mud Run	12.46	7.05			
Hickory Run	12.53	7.13			
Tannery	1.03	7.24			
At White Haven	1.10	7.32			

Western Express. Western Express.

CONNECTIONS:
CENTRAL R. R. OF NEW JERSEY.
All Up and Down trains connect with the trains of the Central Railroad of New Jersey to and from New York.
NORTH PENNSYLVANIA RAILROAD.
All Down Trains and Up Trains Nos. 7 and 8 connect with the Trains of the N. P. R. R. for Stations above Bethlehem. Down Train No. 5 and Up Trains Nos. 2 and 6 for Stations below Bethlehem.
EAST PENNSYLVANIA R. R.
All trains connect with the trains of the East Pennsylvania Railroad, except Down Train No. 1 and Up Train No. 8.
BELVIDERE DELAWARE RAILROAD.
Down trains Nos. 1 and 3 and Up Trains Nos. 6 and 8 connect with Trains of the Belvidere Delaware Railroad.
CATAWISSA AND QUAKAKE RAILROADS.
Down Trains Nos. 1 and 5 and Up Trains Nos. 6 and 8 connect with the Trains of the Catawissa and Quakake Railroads.
HAZLETON RAILROAD.
Down Trains Nos. 3 and 5 and Up Train No. 8 connect with the Trains of the Hazleton Railroad.
WILKESBARRE.
Down Trains Nos. 3 and 5 and Up Trains Nos. 6 and 8 will connect with the Trains to and from Wilkesbarre.
ROBERT H. SAYRE,
Superintendent and Engineer L. V. R. R.
Sept. 15, '64. 39-

PHILADELPHIA & READING R. R.
Winter Arrangement of Passenger Trains.
NOVEMBER 27, 1865.
Leave Pottsville at 6.45 and 8.30, A. M., and 2.45 P. M.; arriving in Philadelphia at 12.45, noon, and 5.00 and 7.05, P. M.
Leave Philadelphia at 8.00, A. M., 12.45, noon, and 3.30, P. M.; arriving at Pottsville at 12.25, noon, 7 35 and 8.30, P. M.
The 6.45 and 8.30, A. M., and 2.45, P. M., down, and 8.00, A. M., up Trains, connect at Reading for Allentown, Easton, New York, Lebanon, Harrisburg, Baltimore, and the West.
The 12.45 and 3.30, P. M., up Trains, connect only for Lebanon, Harrisburg, &c., and with Reading and Columbia Railroad.
On Sunday leave Pottsville at 8.00, A. M., and Philadelphia at 3.15, P. M.

Mine Hill Rail Road.
Down Trains leave Minersville at 8.05, A. M., and Glen Carbon at 1.40, P. M., connecting at Schuylkill Haven with 8.30, A. M., and 2.45, P. M., Trains for Philadelphia. Up Trains leave Schuylkill Haven at 7.15, A. M., and 12.20, noon, connecting with 6.45, A. M., Train from Pottsville, and 8.00, A. M., from Philadelphia. Leave Locust Gap 10.30, A. M., and Ashland 2.45, P. M., connecting with 2.45, P. M., Train for Philadelphia, and 8.00, A. M., Train for Pottsville. No Sunday Trains.

Schuylkill and Susquehanna R. R.
The 7.00, A. M., and 6.00, P. M., Trains from Tremont, and 4.00, P. M. from Harrisburg, connect at Auburn with 8.30, A. M., Train for Philadelphia, and 12.45, noon, Train for Pottsville.
The 7.45, A. M., and 1.50, P. M., Trains from Auburn connect with 6.45, A. M., and 1.00, P. M., Trains from Pottsville. No Sunday Trains.

Schuyl. Valley and Mountain Link R. R.
Leave Pottsville at 6.45 and 11. A. M., and 7.15, P. M. Leave Tamaqua at 7.35, A. M., and 1.40 and 4.15, P. M. Sundays: Leave Tamaqua at 8.00, A. M., and Pottsville at 2.00, P. M.

M. and B. Mt. and E. M. R. R.
The 6.00 and 11.45, A. M., Trains from Ashland, connect at Mt. Carbon, with 8.30, A. M., and 2.45, P. M., Trains for Philadelphia.
The 9.45, A. M., and 1.00 and 8.55, P. M., Trains from Tamaqua, connect at Mt. Carbon with 6.45, A. M., from Pottsville; at Port Clinton with 8.00, A. M., up Train from Philadelphia, and at Mt. Carbon with 3.30, P. M., up Train from Philadelphia. A mixed Passenger and Freight Train leaves Ashland at 1.15, P. M., for Tamaqua. Sundays: Leave Ashland 8.00, A. M., and Tamaqua 3.30, P. M.

Little Schuylkill R. R.
The 11.10, A. M., Train from Port Clinton, and 2.15, P. M., Train from Tamaqua, connect with 8.00, A. M., Train from Philadelphia, and 2.45, P. M., Train for Philadelphia.
On Sundays: Leave Tamaqua at 7.30 A. M., and Port Clinton at 7.00 P. M.
The 8.30, A. M., down Train to Reading, and the 3.30, P. M., up Train from Philadelphia, stop only at principal stations.

COMMUTATION TICKETS,
With 26 coupons attached, between any points desired, at 25 per cent. discount.
MILEAGE TICKETS,
Good for 2,000 miles, between all points, for Families and Business Firms, at $52 50.
Season Tickets between all points at reduced rates.
School Season Tickets one-third less.
80 lbs. of baggage allowed each Passenger.
Excursion Tickets from Philadelphia to Pottsville and back, good for Saturday, Sunday and Monday, $4 35 each.
G. A. NICOLLS,
General Superintendent.
November 25, '65. 47-

SILVER WARE.—Pickle Jars, Syrup Jars, Sugar Jars, Mugs, Butter Dishes, Napkin Rings, Cake Baskets, Ice Pitchers, &c., &c. Silver Tobacco Boxes lined with gold.
R. C. GREEN,
Dec 16, '65—50. Centre St., Pottsville.

POUDRETTE.—(Sixteen Years' Fair Trial.)—A. PEYSSON, Philadelphia.—Poudrette, $20 00 per ton, taken from the Factory loose, or 50 Cents per bushel, and $28 00 per ton in bags, delivered at Steamboat and Railroad Depots in Philadelphia. Manufactory, Gray's Ferry Road above the Arsenal, Philadelphia. Depot, Pleasure Farm, Gloucester, N. J., Woodbury Road. Office—Library street, No. 420, back of the New Post Office, Philadelphia. Dealers, FRENCH, RICHARDS & CO., 4th and Callowhill Sts., Philadelphia.
Feb 24, '66 8-8m

JOHN A. OTTO, Manufacturer and Dealer in all kinds of Lumber, Williamsport, Pa.
June 29, '61 26-1y

For the Miners' Journal.

TO PHŒBE.

Mountain spirits gather round me—
Gather, Coz., with cheering song—
Telling such sweet things about thee,
That you love me all day long;
But I chase them from me, Cousin—
All the spirits, white and blue;
Still they gather by the dozen,
Swearing that you love me true.

Water spirits, from out the river,
Join the throng to sing of thee,
While the sunbeams brightly quiver
Over mountain, vale and tree;—
They, too, say you love me, Cousin;
But I "shoo!" them all away;
Still they tell me in their buzzing,
That you love me all the day.

Lo! from laurel, spruce and cedar,
Comes a dazzling fairy band
In the wake of lovely leader—
Queen of mystic fairy land,
Mountain spirits hush their singing;
Water spirits, delighted, gaze;
Setting sun o'er all is flinging
Golden light of fleeting rays.

Close they gather all around me,
Perch'd on leaflet, twig and thorn,
Gazing down with mien of pity
On a lover so forlorn.
Speaks the Queen, with voice so charming,
Soft as tone of distant flute,
While the spirits round us swarming
Listen all with pleasure mute:

"List to me! thou idle rover;
Seekest thou a loving wife?
Phœbe, of the purple clover
Loves thee dearer than her life;
In the parlor, porch and dairy,
All the while she dreams of thee—
Talks to Will, and Ma and Mary
Of the things that "ought to be."

"Queen," quoth I, "of land romantic,
I will answer thus to you;
Spirits of the blue Atlantic
Told me something must be true;
Told me two or three times over
As I tell it you in rhyme,
Phœbe, of the purple clover
Loves me—when she has the time!"

"Sister, hear this willing doubter!"
Cries the little fairy Queen;
While the twilight all about her
Sheds a glory o'er the scene;
"Tell him spirits of the mountain;
Tell him, all ye river sprites;
Phœbe's heart is Cupid's fountain,
Tho' she hides it when she writes.

"Tell him, sister, how she loves him,
All the long, long, weary day;
Yearns to clasp him to her bosom,
Never more to roam away;
Tell him none could love him better;
'Tis a love will never tire;
Tell him send her 'Pap' a letter,
As a duty due her sire."

Off from twig, and thorn, and leaflet,
Springs the brilliant fairy throng;
Up to mountain, down to streamlet,
Spirits fly with cheery song;
"Phoebe loves thee—dearly loves thee—
Loves thee morning, noon and night—
Longs to clasp thee—to embrace thee—
Tho' of love so loth to write.

"Yes she loves thee, ever loves thee;
Patient waits the coming hour
When a letter sent from duty,
Conquers Papa's stubborn power.
Send the letter full of reason
Asking for thy future bride;
She will come in proper season
As thy darling and thy pride."

Sweetly dies away the singing,
Lost in mountain, stream and tree—
Floating words still faintly ringing,
"Phoebe's life is love of thee."
Twinkling stars now brightly glisten;
Silence falls on all around;
Still I linger here to listen
For the far-off dying sound.

Phœbe, darling! love pedantic,
Tell me which is true of thee:
Spirits of the wild Atlantic,
And the words they told to me;
Or the fairies of the valley,
With that sweetly thrilling song—
Yes, she loves thee dearly loves thee,
Phœbe loves thee all day long!"

TRUE BLUE U. S. V.

HON. DANIEL S. DICKINSON.—This patriot as our readers are aware, died recently at his home in Binghamton, N. Y. Five days before his death, anticipating, as it would seem, his death, he wrote to his wife some lines which more clearly represented his inner life, perhaps, than anything that could be said. The lines are as follows:

TO LYDIA.

In youth's bright morn, when life was new,
And earth was fresh with dew and flowers,
And love was warm, and friendship true,
And hope and happiness were ours,

We started, hand in hand, to thread
The chequered, changeful path of life,
And with each other trusting tread
The battle fields of worldly strife.

We ranced in walks obscure, unseen,
O'er rugged steep, through vale and glen,
And climbed along the hillside green,
Unmindful of the future then.

We caught the song of earliest birds,
We culled the loveliest flowers of Spring,
We plighted love in whispering words
And time sped by on fairy wing.

And as it passed, new joys were found
And life was gladdened by the birth
Of prattling babes, who clustered round,
To cheer with smiles our humble hearth.

Fate thrust us forth before the world,
And phantoms whispered earthly fame,
Where hope's proud banner is unfurled,
And happiness too oft a name.

Thus lured along, we rode the dark
And foaming tide of public life,
And proudly dared, with splendid bark,
The elements of storm and strife.

But storm and strife, thank Heaven! have passed:
The night has fled, and morning come!
And we, tossed mariners at last
Returned once more to hearth and home.

But of the loved ones God had given,
Two have returned—two sank to rest
In life's gay morning called to Heaven,
To the bright mansions of the blest.

They sleep amid'st Spring forest glades,
Where flows its streamlets murmuring waves;
And oft at evening's gentle shades,
Will weep beside their early graves.

[From the West Chester Republican.]

WASHINGTON CORRESPONDENCE.

VASHINGTON, March ter 29, 1866.

To zer Rebublicaner Baber at Vestchester:

Der rebel var goes on so vorse ash ever it did, put not in ter Sout. Dere all ish bease and quietness. Der rebellion ish in Gongress and der Nort. I hash been dree days inshpecting de beebles, and find dem as sound as a tollar, all over ter Sout. Andy ses, "Fred, you goes Sout, and see if der beebles shtay reconstructed and loyal?" I will go Mishter Bresident, mitout shtaying for my breckfust. So off I shtarts at vonce, mit only two gingercakes, von pretzel, and von link of Bolona, in my bocket. I asked der Bresident ven I shtart, how I knows a loyal reconstructed man from der oder sort? "Oh," said he, "you'll know dem by der zurporting my bolicy, and being mad as ter tyval against Gongress and ter Yankees."

Vell, Andy gives me letters to Bierbont, de Governor, and Bollard, and all his friends, and he gives me der right grip, so if I shtops to see Sheff Tavis I can dell him how Sheff looks and veels. I shtumped in ter cars and was off for Richmond in less as no time.—Pefore I gets dere, a very nishe voman gets in mit a mighty plack voman, at von of der schtopping blaces—and vot you dink? Dey both sets down togedder! I shwares out py tam! I vont ride mit niggers no vay. I shump up and vos goin ter leave ter car, ven a man mit long hair pulled out von bistol and treatened der shoot me. Ses I, my name is Fred Plowmehorn, of Bennsylvania, and I am der friend of Bresident Shonson. I'm going Sout on business for der "government." Mit dat he sung out, "I tought you vos von Tutch Yankee vot didn't no notin; I vos as near shootin you, as never vos." But you must ask der lady's bardon for getting up ven she cum in. Vot for, I say. I ish not von boboltionist vot rides mit niggers? Vot you dink, sed I, getting mat? You dink dat I vot goes for de vite man's gobernment, and against der nigger bureaus, rides mit a nigger? By dis time, I saw dey all laffin at me—vot for—vot you mean, sed I? Oh, sed der bistol man, it vos a mistake all round; der plack voman vos only a servant ter nurse de vite baby; you thought she vos a nigger riding by herself, hah! hah! Vell, vell, sed I, vere is te difference; it ish not so in Honeybrook and Barks County!—Dere, der vite vomen nursh der own babies.

Vell, I comes ter Richmond, and vot you dink ter doin? Der whole down vas firin 100 ghuns in honor of Bresident Shonson's 'bolicy." Ter information shust arrived by delegraph, dat Andy vos going to veto ter bersonal liberty bill; der vite men vos hurrawing, and der boys vos chasing der niggers mit brickbats and beating em, so vorse as never vos. I shtoped and asked a man if dat vos der vay de beebles acted ven Sheneral Grant took de zily last Spring? Der man asked me if I vosent a tam sassy Yankee. I told him, no; I vos a Shonson man, and in favor of der "whole Union" and vos against Gongress and ter Yankees. "Vell, vell," sed ter man, "hurraw den fer Sheff Tavis and Andy Shonson!" I soon saw, dat Richmond vos so loyal as no down ever vos, and I took beasage immediately for Fortress Monroe. Ven I got to der vort, I saw der soldiers and der big cannons, and der berade ground, and den I dell de Sheneral dat Andy Shonson, der Bresident, sent me down to see about dings in de Sout, and before I gets pack, I vould like to see Sheff Tavis, to see if I could not "reconstruct" him. Ah, sed he, I am afraid you vill find Sheff a tough customer. Nefer fear, said I, I vill dry. Andy and me has made more as 5 tousand same as him, loyal as never vos. Vell, after I dells him how I ish der Bresident's friend, and a Tutchman, and not a Yankee, and after I gives him a vink, he lets me into der august presence of all dat ish left of de Suterin Confedracy! Ses I, Sheff, my name is Carl Frederick Blowmehorn, from Bennsylvania. Ter Bresident of ter "whole Union" sent me down Sout ter look after his "wayward broders and sisters." I am very glad ter see you Misther Blowmehorn; I knows so better as no von, dat your mashter is a true frendt of der Sout, and loyal to der Constitution. Vell, Sheff, how you likes to pe reconstructed? I comes town purpose to make you loyal to der government." By tam! you ought ter seen him; he yust jump up and sed, you's got ter hors pefore te cart; Ise been vaitin to see Andy down here, to get reconstructed py me. Mit dat, Sheff valks up and looks me shtrait in de eye, ano ses, I ish a true son of der Sout; I ish not been acting mit mean Yankees, like Andy Shonson—I ish vot I vos in eighteen hundred and sixty. I ish been no traitor to der Sonny Sout, like Andy, and derefore, he musht have reconstruction from me.—Shtop! Shtop! Sheff, sed I, dont be a fool. You ish zactly like Shake Geisenheimer, of Honeybrook, ven he dry to ride his kicken four year old colt, and he got trowed. Your hos vot you ride, vas von four year old, and dey tells me he gets sick alsho, and dies mit der Botts, pefore she trows you. Ah, said Sheff, if Andy and our other friends had come to our help a little sooner, all vould have been right; and no one in der country den, except der Yankees, vould want reconstructin.

Vell, Sheff, sed I, vot you dinks of Secession now? It is a zacred brinciple, sed he; but if we know Andy Shonson vos comin to der chair in Linken's blace, we vould not sesesh no vay. We does not vant Sesesh now ven der Sout has de "government," but we vants "de whole Union." Vell, vell, sed I, you takes der oath? To be shure I does sed Sheff; to dake von oath is notin, so we gets back our broperty and niggers again.—Mit dat, Sheff subscribed der follerin reconstructed, iron clad oath:

"I, Shefferson Tavis, Bresident of de Suterin Confedracy and State of Mississipy, do solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof, except commander in chief of the Confederate States army; that I have given no aid, &c., to persons engaged in armed hostility, except as afore said."

Dat vill do, sed I, and I took him by de hand, and left quick—for I vos very much afraid he would break his oath, and I do all my vork for notin; for he hash took dat von tree time before.

Vell, dinks I, I has got Sheff all shtrait, I vill go back ter Vashington and see how der Gabinet gits along. I shump in der boat and vos back in no time. Vell Andy, ses I,—pushin in past der seeredarys—de Sout is all right; if we are loyal, der Sout is for dere ish no tifference petween us—Sheff is for de "government;" he vill shupport our "policy of reshtoration." Dat vill d, sed Andy; now let Sumner and Stevens go ter tunder, der government vill get along mitout em.—Soon as we all say dose dings, Andy rise and shpoke. Shentlemen who votes for de veto, shpeak out! Mit dat Seward and oder "reconstructed" Rebublicans vote yes, and we send de second edittion of de Gonstetution to der Shenate.

If I shtays anoder week mit der Bresident, I sends you anoter letter, ven I dells you more.

CARL FREDERICK BLOWMEHORN.

MR. SEWARD GROWING ILL-TEMPERED AND PROSCRIPTIVE.—A Washington correspondent of *The Independent*, in speaking of Mr. Seward, says:

"He seems to have lost his old philosophy and grows ill-tempered and proscriptive day by day. He is now engaged in the contemptible work of withdrawing the advertising patronage of the Administration from loyal journals, and giving it to papers which opposed the war. If it were not a matter of dollars and cents, the whole country would cry out against this shameful conduct. In this city, Mr. Seward has just withdrawn his advertising from the Chronicle, but continues to give it to the Intelligencer, which day after day assails Congress with infamous language. For instance, it stigmatizes the majorities in both Houses as "revolutionists" and "disunionists." Yet the Secretary of State rewards it for its libels with the advertising of his department. Perhaps the most cruel of his proscriptive acts is his withdrawal of advertising from the Delaware State Journal, the oldest Republican paper in that State, and which stood by the Government through the war, though published in a slave State.

"The people undoubtedly understand why it is that Mr. Seward is more bitter than the President. Mr. Seward is the author of the reconstruction policy of the Administration. He it is who urged it upon Mr. Lincoln, and who converted Mr. Johnson to it last summer. It is rumored that the older Blair is the man who first suggested the doctrine of immediate representation and a general amnesty, and that the Secretary of State took it from him. However that may be, it is now true that no man in the country is more vehemently in its favor than Mr. Seward."

A GOOD STORY OF GOV. TOD.—Senator Sherman, in his speech, at Bridgeport, the other day, told this good story:

"A modern Democrat came to a distinguished Democrat of the State of Ohio (Gov. Tod), last fall, after the war had ended, and said: 'Now, my friend, you supported Lincoln all through the war; now the war is over; you have had everything your own way; and now suppose we start again the old Democratic party.' 'Well,' said the old Ohio Democrat, 'I don't know but that would be a good thing; I like the Democratic party; I was raised in it, and I stuck to it until it deserted the country and went over to the rebels. I don't know but it would be a good thing to revive and purify the old party; but I would not do it just yet.'—'Ah,' said his friend, 'when would you do it, then?' 'My friend,' said the Ohio Democrat, 'when the Union party shall have discharged in full all the obligations it has assumed during this war; when it shall have paid all the pensions that are due to the widows of soldiers; when it shall have paid every dollar of the national debt incurred during the war; when it shall have punished all the rebels; when, in short, it shall have accomplished all that it has promised to do—then I am willing that the old Democratic party should be revived. I am not willing to trust the Democratic party to perform obligations that they opposed in their contracting. I prefer to see it done myself—to pay my own debts myself.'"

THE PRESIDENTIAL CLAQUERS.—The Chicago Post publishes the annexed interesting list:

The following are the men and journals who applaud the veto of the bill to confirm the amendment to the Constitution abolishing slavery:

1. Jefferson Davis.
2. Clement C. Vallandigham.
3. Toombs, Slidell, Mason, Wigfall, Regan, Mallory, Sanders, et al.
4. Pendleton, Voorhees, Fernando Wood, Thomas B. Florence, James Buchanan, et al.
5. Robert E. Lee, Wade Hampton, and the whole rank and file of the late rebel army.
6. The noble army of slaveholders, slave-drivers, slave catchers and auctioneers, whom the termination of the war left without an occupation.
7. Among the newspapers, the Richmond Enquirer and Examiner, Memphis Appeal and Avalanche, Mobile Register, &c. &c.
8. The Chicago Times, the New York News, World and Express, the Missouri Republican, London Times, and, among the small-fry, the La Crosse Democrat, which expressed a wish that the Almighty would strike Abraham Lincoln with death.

We congratulate the President upon the acquisition of his new-found friends; and we congratulate Senators Norton, Doolittle, Dixon, Cowan, and Stewart upon the company which they keep.

A SCENE IN FUTURE.—In a lecture recently delivered at Chicago, Grace Greenwood adverted to a scene that will doubtless, one day be a common one. Speaking of the future of our country, she drew a picture that probably many that read these words may live to see:

"We may picture to ourselves a group of noble young lads, some ten years hence, thus proudly accounting for their orphanage—an orphanage which the country should see to it shall not be desolate.

"Says one, 'My father fell in beating back the invaders at Gettysburg.' Says another, 'My father fell on Lookout mountain, fighting above the clouds.' Says a third, 'My father suffered martyrdom in Libby prison.' Says another, 'My father went down on the Cumberland;' yet another, 'My father was rocked into sleep below the wave in the iron cradle of the Monitor.' And there will be hapless lads who will listen to mournful envy, saying in their secret hearts, 'Alas, we have no part in such gloryings. Our fathers were REBELS!' And here and there a youth more unfortunate, will steal away from his comrades and murmur in bitterness of soul, 'Ah, God help ME! My father was a COPPERHEAD!'"

Educational Column.

J. A. M. PASSMORE, M. S., Editor.

SCHUYLKILL COUNTY EDUCATIONAL ASSOCIATION.—The semi annual meeting of this Association will be held in the Grammar School Building, Minersville, on Saturday, May 5th, 1866, at 9.30, A. M., at which time and place it is hoped that there will be a full attendance of the members and the other friends of education. This is the first meeting of the Association in that place, and we trust that the teachers of that section will show us an appreciation of our efforts to accommodate them, by coming out in full force; and a pressing invitation is extended to the citizens of the place to be present with us. We think that we present a programme of exercises that will (judging from the talent we have been able to obtain) make them both interesting and instructive. Miss M. A. Lloyd and Miss Agnes Reifsnyder will have essays; Prof J. W. Danenhower will read a report on Moral Instruction; S. Pearson Van Pelt, M. S., J. J. Cake, and S D Yeager will also have reports on important topics. There will be a discussion on each of the reports if desired by the members. The following question will be before the Association for discussion:—RESOLVED, That parents should be compelled by law to send their children to school.

Members can reach Minersville by railroad or stage at or before the appointed time, from Schuylkill Haven, Pottsville, St. Clair, Tremont, Port Carbon, Cressona, &c., and can also, return between 2 30 and 4 o'clock, P. M.

The above is about all the information we are prepared to give on the subject, but again urge our members to unite with us in trying to make our Association worthy of the name and cause.

On behalf of the Executive Committee,
J. A. M. PASSMORE, Chairman.

P. S.—Superintendent Newlin requests us to state that the examination for County Certificates will take place on May 12th. Cause of postponing, meeting of Educational Association.
J. A. M. P.

TEACHING YOUNG PUPILS TO WRITE COMPOSITIONS.

MR. EDITOR:—It has occurred to me that it might not be out of place to suggest a few ideas as to the method of teaching young pupils to write compositions.

Composition writing is a branch which ought to be introduced into all our schools as a regular daily exercise. When this is done, and not till then, may we expect to find anything like proficiency in writing among scholars or Teachers. I submit to you the following method of commencing:

Premising that all scholars are supplied with slates and pencils upon entering school, (which should always be the case,) they will at an early age, by a little attention from the teacher, be able to write or PRINT upon their slates quite rapidly. Thus they can commence this branch of study when about eight or ten years of age. Let us suppose the Teacher to have a class of this age before him and ready to give them the first lesson.

Taking from his pocket or table anything, it matters little what, he holds it up before the class and says: "Children, what is this?" Let us suppose he had taken a common lead pencil, and perhaps the following dialogue might occur:

Children—A lead pencil.

Teacher—Now, children, I want you to write down upon your slates a description of this pencil. We will talk about it a little, and whenever we have an idea fixed, you can put it down. First, then, this which I have in my hand is a lead pencil; who has it?

C—You.

T—But who am I?

C—Our Teacher.

T—Very well. Now you can write that much.

In a few moments all will be ready, and upon calling on some one for what he has written, the teacher will hear this:

"Our Teacher has got a lead pencil in his hand."

Now is the time to fix that word "got," the pest of all young writers. Show your scholars that the sentence would be just as perfect and much more elegant without it, and give them this rule—"Nine times out of ten, when you write this word, rub it out, for its of no use." A class of this age, of course, cannot understand grammatical rules, &c., but if you find an error like the one referred to, root it out; and not only root it out thoroughly, but give them something correct and concise in the place of it. But to resume.

T.—Let us see what more you can think of about this pencil. You can write down its color, form, size, and all you can find out by SEEING IT.

This will furnish several sentences more, and will afford an opportunity for the teacher to correct several errors in spelling and construction. Care should also be taken to teach them about the use of capital letters and punctuation marks. It has also another advantage. It will teach the little fellows the right use of their eyes. Let them write in this exercise, only what they can tell by the sense of sight, and when this is done, and corrections made, you have used time enough for one exercise. At the next you can continue upon the same subject. Let the pencil be passed around the class and let them write what new facts they discover by the sense of touch, smell and taste. They will thus find out that it is smooth, hard, dry and light. They will also see upon further examination, that it is composed of two substances, wood and black lead. Let them tell you what the office of the woody part is, and how the lead is put into it. They will find that it has a peculiar smell of cedar wood. Let them estimate its weight and value, and lastly give its uses. This will consume in all from three to five lessons. Let the next exercise be to write the whole thing out in full, in good order, and with care. You will find you have a tolerably fair composition from most of them.

As the class becomes accustomed to this exercise, you will have less and less to say to them, to draw out what they shall write, and you can take more complicated things, for instance, a book, a pocket knife, or a watch. If the exercise is rightly managed, the pupils will be greatly interested, and of course proportionally benefitted.

But, Mr. Editor, this is, I fear, trespassing upon your time and space, and I will close, perhaps to resume at some future time.

Cor. Chester County Times.

QUESTION CORNER.

How can the editor of this column succeed in gaining the assistance of his fellow teachers?

PARSING.—Parse the words in *italics*, and analyze the sentence commencing with *for*, in the ninth line:

"Till from the straw, the flail, the corn doth beat,
Until the chaff be purged from the wheat,
Yea, till the mill the grains in pieces tear,
The richness of the flour will scarce appear.
So, till men's persons great afflictions touch,
If worth be found, their worth is not so much,
Because like wheat in straw they have not yet
That value which in threshing they may get.
For till the bruising flails of God's corrections
Have threshed out of us our vain affections;
Till those corruptions which do misbecome us
Are by Thy sacred spirit winnowed from us;
Until *from us* the straw of worldly treasures,
Till all the dusty *chaff of* empty pleasures,
Yea, till His flail upon us He doth lay,
To thrash the husk of this our flesh away;
And leave the soul uncovered; nay, yet more,
Till God shall make our very spirit poor,
We shall not up to highest wealth aspire;
But *then* we shall; and that is my desire."