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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THE 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, MAY 12, 1866. NO. 19.

BANANN'S STEAM PRINTING OFFICE.

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

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

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

BOOK BINDERY.

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

COAL TRADE ADVERTISEMENTS.

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

QUINTARD, SAWYER & WARD,

9 Pine Street, New York.
118 Walnut " Philadelphia.
42 Kilby " Boston.

COAL OF ALL KINDS BY THE CARGO.

Jan 27, '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.

October 14, '65 42-

Pier No. 14.

NEW YORK & SCHUYLKILL COAL Co., SHIPPERS OF BROAD MOUNTAIN, BLACK HEATH, AND SUPERIOR RED ASH COALS.

OFFICES: 26 Exchange Place, New York. 327 Walnut street, Philadelphia. S. C. Thwing & Co., Agts., 77 State St., Boston.

CAIN, HACKER & COOK, SHIPPERS OF LOCUST GAP, LOCUST MOUNTAIN, BLACK HEATH.

Also, dealers in other first qualities of WHITE AND RED ASH COALS.

No. 214 Walnut Street, Philadelphia, and Woodland Wharves, Schuylkill River.

THOMAS CAIN. MORRIS HACKER. JESSE M. COOK.

WM. F. MOODY, Shipper and Agent. Schuylkill Haven, Pa.

February 15, '62 6-1y

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

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-

PHILADELPHIA, &c.

SCHUYLKILL NAVIGATION.

Shipping Wharves for ANTHRACITE COAL at Greenwich, Delaware River, Philada.

LEWIS AUDENRIED & Co., AGENTS FOR THE SALE OF THE Wolf Creek Diamond Coal Co.'s Diamond Red Ash, and Black Heath White Ash Coals.

OFFICES: 205 Walnut Street, Philadelphia. 110 Broadway, New York. 14 Kilby street, Boston.

Feb 17, '66. 7-

Wharf No. 2.

REPPLIER & BRO.

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

DAVIS PEARSON & Co., MINERS AND SHIPPERS OF THE CELEBRATED LOCUST MOUNTAIN WHITE ASH AND SPOHN VEIN RED ASH COAL.

OFFICES: No. 138 Walnut Street, Philadelphia. No. 111 Broadway, Room No. 9 Trinity Building, New York. No. 11 Doane Street, Boston.

WHARF—GREENWICH, DELAWARE AVENUE.

DAVIS PEARSON, PHILA. EMANUEL BAST, ASHLAND.

AUDENRIED, NORTON & Co., Miners and Shippers of COAL.

LOCUST MOUNTAIN—from HAZEL DELL COLLIERY. SHAMOKIN—from ENTERPRISE COLLIERY. GEORGE'S CREEK CUMBERLAND—from the Consolidation Mines of Maryland.

OFFICES: 328 Walnut street, Philadelphia. 110 Broadway, New York. 134 State Street, Boston.

April 7, '66 14-tf

J. R. & W. TOMLINSON, SHIPPERS OF RED AND WHITE ASH COAL, (By Schuylkill Canal.)

NO. 213 WALNUT ST., PHILADELPHIA.

Reshipping Wharves: Foot of ALLEGHENY AVENUE, Port Richmond and foot of LAUREL STREET, Kensington.

March 17, '66 11-1y

BROAD TOP.

GENERAL OFFICE OF THE CELEBRATED BROAD TOP WHITE ASH Semi-Bituminous COALS,

No. 104 WALNUT STREET, PHILADELPHIA.

ROBERT HARE POWEL, Manager.

CONNECTING OFFICES: 16 Traveler Buildings, Boston, Mass. 38 Trinity " New York.

Feb. 14, '63 7-tf

BROAD TOP WHITE ASH SEMI-BITUMINOUS COAL.

CALDWELL, GORDON & CO., 112 Walnut Street, Philadelphia, No. 111 Broadway, New York, No. 144 State Street, Boston,

Are the Sole Shippers of a superior quality of this celebrated coal from their EDGE HILL COLLIERY, mined and shipped exclusively by them.

April 4, '63 14-1y

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-

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 in their new firms. JOHN J. SINNICKSON. E. V. GLOVER.

Philadelphia, 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.

April 7, '66 14-3m

REMOVAL.—New 447 Broadway, New York.

WINDOW SHADES. GOLD. FRESCO. PAINTED. WHITE HOLLANDS. BUFF do. GREEN do. BRAY'S PATENT SELF-ACTING. AND ALL OTHER STYLES OF SHADE FIXTURES.

CURTAINS. SWISS LACE, NOTTINGHAM, LENO Do. LACE, MUSLIN, REP, BROCATELLE, DAMASK, LINDE LAINE. TERRY CLOTH. CORNICES, TASSELS, GIMPS, FRINGES, &c.

PIANO AND TABLE COVERS. FARMERS' PATENT UMBRELLA MOSQUITO FRAMES, MOSQUITO NETS, LACES AND NETTING, &c. &c. G. L. & J. B. KELTY, 447 BROADWAY, NEW YORK.

March 17, '66—11-3m

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 14-

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

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 10, '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, (16 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., 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

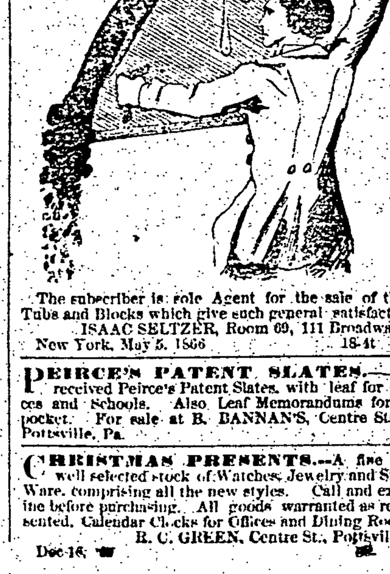
☞ THE undersigned are now prepared to fill orders for Lehigh, Wyoming, Shamokin, Schuylkill, White and Red Ash, Cumberland and Gas Coal—from Mauch Chunk, on the Lehigh Canal; Schuylkill Haven, Port Carbon and Port Clinton on the Schuylkill Canal, and from Amboy, Trenton, Hoboken and Port Richmond, for 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

FOGHT'S PATENT SELF-DUMPING COAL TUBS AND BLOCKS.



The subscriber is sole Agent for the sale of these Tubs and Blocks which give such general satisfaction.

ISAAC SELTZER, Room 69, 111 Broadway, New York, May 5, 1866 18-4t

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.

CHRISTMAS PRESENTS.—A fine and well selected stock of Watches, Jewelry and Silver Ware, comprising all the new styles. Call and examine before purchasing. All goods warranted as represented. Calendar Clocks for Offices and Dining Rooms. R. C. GREEN, Centre St., Pottsville.

Dec 16, '65

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.

1859 27-1y

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

NICHOLS & HILL, SHIPPERS OF RED AND WHITE ASH COAL.

OFFICE—70 and 71 Trinity Building, New York. Masonic Building, Centre St., Pottsville.

WANTED—Cargoes of best quality Red and White Ash Coal.

April 28, 1866 17-3m

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-

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 worked 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, or 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, Gilberton, St. Clair Shaft, Big Mine Run, Tunnel Ridge, Duncan.

March 31, '66 13-4t

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, Sup't.

Cressona, Nov. 18th, '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 4.00 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	2.28	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	4.59	11.38	5.38
Hokendauqua	5.03		5.42
Catasauqua	5.07	11.43	5.46
Allentown Furnace	5.15		5.54
Allentown	5.21	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. 2. P. M.	No. 1. A. M.	No. 4. P. 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	10.45
Allent'n Furn'ce		4.20	8.34		
Catasauqua	10.25	4.28	4.42		
Hokendauqua	10.30	4.33	8.47		
Coplay	10.34	4.38	8.51		
White Hall	10.36	4.43	8.56		
Laury's	10.46	4.53	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.

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 2 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 7.55, 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 5.55, 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 11.40, 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 $26 00 per ton in bags, delivered at Steamboat and Railroad Depots in Philadelphia.—Manufactory, Gray's Ferry Road above the Arsenal, Philadelphia. Depot, Peysson's 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 8-3m

JOHN A. OTTO, Manufacturer and Dealer in all kinds of Lumber, Williamsport, Pa.

June 29, '64

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, (Collier's 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, '63 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 Bauer & 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 "Bagnall's," 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 plan and workmanship of all the details. Our long experience and opportunities of obtaining information, enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order, wheels, axles, 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. 28, '65.4 CHASE & Co.

☞ 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.

Pottsville, March 30, 1866.

The Coal business will hereafter be carried on by J. J. CONNER.

March 31, 1866—13-6t

CUT FLOWERS AND BOQUETS for sale at GREENWOOD NURSERY.

GOV. PERRY AND HORACE GREELEY.

The late Gov. Perry of South Carolina, recently wrote a letter to Horace Greeley, in the style which generally characterized the writings of the late slave drivers, on the questions of the day. Mr. Greeley publishes the letter in full, and then comments on the different points as follows:

THE SOUTH AND THE NORTH.

RESPONSE TO GOV. PERRY.

SIR:—Your letter of the 15th ult. is herewith published, as requested. Hoping to promote your object in writing it, I assure the readers of THE TRIBUNE that it expresses quite accurately the views and sentiments of the more intelligent and considerate class of those who were engaged in the late rebellion. I do not think those readers so ignorant or misinformed as you presume them; but when you and I agree that your letter is a fair expression of the views of the better class of recent Secessionists, it seems that there should be no room for further discussion on the score of misrepresentation.

The journals that sympathize with you will print your letter and suppress my reply. No matter: since further appeals to force are repudiated, the truth can afford that advantage to error.

I. You assure me that "there is no feeling of unkindness on the part of the former slave-owners toward their freedmen." I believe this is true of the better class of ex-masters, and that this is a very large one. At the same time, I know—for the evidence is overwhelming—that most ex slaveholders hold that they have been wrongfully divested of the services of their freedmen—that Emancipation was and is robbery, whereby they are deprived of what is rightfully theirs. Can you wonder, then, that we, who have achieved that Emancipation, in spite of your weapons and your Northern allies' denunciations and votes, should hesitate to intrust the rights and privileges of the Freedmen to your uncontrolled discretion, your unrestricted power? Can you wonder that the Blacks, thus freed, should object to being left at your mercy?

II. I believe all you say of abuses and wrongs inflicted on the Blacks by Federal soldiers. Many of these are low-bred men; and every White ruffian or rowdy, drunkard or reprobate, whether at the North or at the South, is a natural, instinctive hater and persecutor of the Blacks. The same gangs of Rebel sympathisers who, in July, 1863, mobbed and fired THE TRIBUNE office, burned the Colored Orphan Asylum, and hunted unoffending, fleeing Blacks through our streets; killing them whenever they could, simply because of their color. We, who have long hoped and struggled for Emancipation, do not choose to leave the Freedmen at the mercy of these villains, no matter whether they be Northern or Southern, Union or Rebel. Can you blame us?

III. You say that your State has done for her Blacks "pretty much all that the Civil Rights bill proposes to do "except making them citizens of the State;" and that "there are very few offences [penalties?] in our criminal code which do not apply to the White men as well as the negro." I thank you heartily for every step you have taken in this direction. I thank President Johnson for every hint he has given you that you must take them. If you have gone part way toward Equal Rights and Equal Laws, the difficulty of going all the way has been nearly surmounted.

IV. As to the negro's desire to be fully enfranchised, I hold his own testimony as necessarily better than yours. I know personally a great many Blacks and I hear from many more, who were residents of various parts of our Union. I know hundreds who no desire the right of suffrage: can you find a dozen who do not? The Blacks of most States have organizations, and have held large conventions. From every one of these, the demand for Equal Rights secured by Equal Laws is unanimous and hearty. If you of the South will submit the question to an unconstrained, unawed vote of the Blacks, I agree to abandon the demand for the Right of Suffrage if seven-eighths of all who vote do not vote to claim it.

V. You say that the negro, if enfranchised, "would ALWAYS vote as directed by his employer." Yet, in another place, you talk of the "damning punishment" to be inflicted on "the Southern people" by "the leaders of the Radical party in Congress"—of their "fiendish purposes," viz.: "First, the negro is to be invested with all political power, and then the antagonism of interest between Capital and Labor is to work out the result"—which is to be "a horrible fate" for your people!

Gov Perry, such flagrant, suicidal contradictions warrant me in telling you that you talk at random—that you are equally wrong in asserting that the negro "would ALWAYS vote as directed by his employer," and that he would necessarily vote AGAINST that employer, under the wild hallucination of "a natural antagonism between Capital and Labor." I trust you have too much sense to believe in any such antagonism: at all events, I am sure your late slaves have. I think the laboring class naturally, though not uniformly, incline to vote with employers who treat them kindly and respect their manhood, when they can do so without hazarding the loss of their own rights. I have no doubt that those planters of your State who treat the Freedmen well and maintain their right to be treated by all as men, could quite generally influence their votes. But, while you stubbornly resist enfranchisement, and make no concessions of rights to the Blacks but such as are forced from you: you seem to me to be squandering precious opportunities and arousing feelings of distrust and dislike that it were better to preclude.

VI. Let me say, once for all, that I make no profession of love for the negro race, and that your claim to superior "regard" for or "interest" in the Black race is wholly unrivaled. I do not love negroes AS negroes. I like Whites better; but I comprehend that Justice is all men's true interest, and that a wrong done to the humblest, the most despised, is an injury and a peril to all. My superior regard for the White race leads me to protest against and seek to prevent, to foreclose, to preclude any injustice by it to any race or class whatever. Are not you Christian enough to realize that it is more lamentable to do wrong than to suffer it? If you are, why need I constantly repel this assumption that I am impelled by special affection for Blacks?

VII. You tell me that the negro is inferior to the White man (which I have never disputed)—and you prove it by citing the fact that the Blacks of Hayti do not allow Whites to vote. If I thought the Whites of this country inferior to the Blacks, I might seek to protect the former by a Haytian exclusion of the latter from political rights. I can quite understand why the negroes of this country, if they possessed a monopoly of political power, might seek to guard and perpetuate it, from jealousy of the superior mental capacity of the Whites; but for THE WHITES to act in that panicy way is an impeachment of their own relative abilities against which I indignantly protest.

VIII. I quite agree with you that population affords an equitable basis of political power, provided it is HUMAN population. If horses, mules and oxen are reckoned, I do not agree to it. If any class is fit to be an element or substratum of political power, then it is fit to vote. And, at all events, I cannot consent that half the people of your State shall be good enough to balance an equal number of White freemen in New York, but not good enough to cast a vote.—It will not do, Governor! be assured of it!—There is no analogy in the case of women and children. The husband and father votes for his wife and children—he considers their interest the same as his own—his vote is representative, paternal, comprehensive—but you Whites of South Carolina do not vote for the Blacks of your State—you are in no sense their representative—your relation to them is radically different from that which binds you to your wives and children—the analogy is too palpably fallacious to deceive any one.—You must let the Blacks vote or agree that they shall not count.

IX. There is very much of "railing accusation" in your letter which I pass in silence. I do not agree that the Blacks of the South are destined to extermination, because I do not believe they are to be left to the tender mercies of her Whites. As to the Freedmen's Bureau, it is to-day subsisting quite as many Whites as Blacks, and I joyfully trust that it may very soon be dispensed with.—Give us Equal Rights secured by Equal Laws, and let the Bureau be abolished at once! Some will die whom its operations would keep alive; but the Blacks are very willing to take their chance without it if they may thereby secure the inestimable blessing of just and equal laws.

X. You and I are not likely to view the late Rebellion alike. You hold it an assertion of "the right of self government;" I regard it as the fruit of a conspiracy of slave-holders to extend the area and increase the power of their infernal "institution." You talk of "the right to change and alter their form of government," in the same breath that you deny the right of Four Millions of Southern people to any voice whatever in framing or modifying their government or the laws under which they live. It is plain that we are at variance with respect to first principles, and cannot profitably argue till we have settled the meaning of terms. From your point of view, the firing on an unarmed steamboat sent with food to the Federal garrison at Fort Sumter, the encircling of that fort with frowning iron-clad batteries, the robbery of the Federal arsenals, armories and sub treasuries throughout the South, the seizure of the National fortresses, the betrayal and captivity [under Buchanan, mind you!] of the Federal army guarding the frontiers of Texas, the mob violence and terrorism which hunted down and silenced Unionists, especially if Northerners, throughout the slaveholding region, and, finally, the bombardment and reduction of Sumter, were all striking exemplifications of the pacific, lamb-like tendencies of the conspirators for Secession. Why, then, should you and I discuss the matter? That "the Southern people"—[I mean, for this once, the Whites only]—were NOT for Secession until bullied, terrorized, lied into acquiescence in the plot, through dread of more immediate if not more formidable perils, I hold myself at all times ready to demonstrate. That the conspirators KNEW they were not, is proved by the haste of the South Carolina oligarchy to rush their State out of the Union without awaiting any form of "co-operation." The facts that in all the States that seceded before Sumter was bombarded to fire the South ern heart, there was a cautious avoidance of any fair, frank submission of the momentous Ordinance to a popular vote, with the utter rout of the Secessionists in a majority of the Slave States, have an eloquence that far outweighs argument. I need not expatiate on them.

Gov. Perry! it is the hight of presumption in those who for four years did their utmost to destroy the Union, now to assume to measure and limit the rights of the loyal men, White or Black, at whose hands they experienced so terrible a defeat—so complete an overthrow. You ought to counsel them to accept readily, gratefully, Equal Rights secured by Equal Laws as the basis of a prompt, thorough, beneficent Reconstruction. When before did ever the victors in so mighty a struggle say to the vanquished, "Let us henceforth be equals!" only to have the overture repelled and scouted? I entreat you to consider! Yours,

HORACE GREELEY.

NEW YORK, May 1, 1866.

THE INCOME TAX.

The following taken from a circular of instructions just issued by the Commissioner of Internal Revenue, contains the principal rules to be observed by United States Revenue Assessors in assessing the income and gold and silver plate taxes for 1866:

Only one deduction of six hundred dollars is allowed from the aggregate incomes of all the members of any family composed of parents and minor children, even though only one parent may be living. It is not essential that the children live with the parents. Husband and wife are regarded as members of the same family, though living separately, unless separated by divorce or other operations of law, such as to break up the family relations. If the members of a family have separate incomes, the returns may be made separately by the proper parties, and a ratable proportion of the six hundred dollars deducted from the income of each. The parent, as the natural guardian of the minor child, is required to make return for it; but where any other guardian or trustee has been appointed the return should be made by the latter. Rent of homestead actually paid may be deducted, but the rental value of the property owned by the tax payer is not a subject of deduction. Any person claiming a deduction on account of expense for room-rent must satisfy the Assessor that the room or rooms occupied by him constitute his home, and that he has no residence elsewhere; and this being shown, he may be allowed to deduct what he actually pays for rent of such rooms. When rent is included and deducted as an expense of business, it must not again be deducted as rent. Nor should a person hiring a house and sub letting a portion of it be allowed to deduct more than the excess of his payments over his receipts. Where no repairs have been made by the tax payer upon any building owned by him during the preceding five years, nothing can be deducted for repairs made during the year for which income is estimated. Taxpayers frequently claim deductions for losses in depreciation in the value of stocks or other property of a like nature. No deductions can in any case be allowed for depreciation of value of such property until it is actually disposed of and a loss realized. Costs of suits and other legal proceedings arising from ordinary business are to be treated as other expenses of such business, and may be deducted from the gross profits thereof. Expenses for medical attendance, store bills, &c., are not proper subjects for deduction. Expenses of repairs of implements, tools, &c., used in business, may be deducted.

Among the National, State, county and municipal taxes deductable from incomes are comprised such internal revenue taxes as have not been included in expenses of business, and such municipal taxes as are assessed ratably upon all the persons liable to such assessment; but assessments made by municipal authorities upon the inhabitants of a particular locality of a town or city on account of special improvements in or upon the streets adjoining the premises of such inhabitants, the same not being assessed ratably, are not considered as taxes deductable from income. If the manufacturer or dealer has been in the practice of estimating his annual profits by taking inventories of stock, he should take the cost value of such stock, unless he has taken the market value in making previous returns. Whichever method has been adopted by the tax-payer should be adhered to uniformly.

If interest accrued during the year on notes, bonds, &c., is good and collectable at the end of the year, it should be returned as income, whether collected or not. The fact that income is devoted to the payment of debts does not release the same from liability to income tax. Residents should make return in the district where they reside at the time of making the return. The residence required, under section 116, for the purpose of taxing income is held to be a residence during the year for which income is derived. If any person subject to income tax resides abroad, his return should be made in the district where he last resided. Citizens of the United States residing abroad are subject to tax upon their entire incomes, from all sources whatever, and the same is true of foreigners residing in this country. The term real estate includes all lands, tenements and hereditaments, corporeal and incorporeal. Profits on real estate purchased in a previous year need not be returned as incomes, nor can losses on such sales be deducted therefrom. Where an income exceeds five thousand dollars, six hundred dollars will be exempt—four thousand dollars subject to a tax at five per cent., and the remainder at ten per cent. All expenses for insurance upon property, and all actual losses in business, may be deducted from the gross income of the year.—Gold and silver plate is subject to tax if kept for use, whether actually used or not, except as provided in Schedule A. If kept in bank, with no intention to use the same, such plate is exempt.

A WOMAN IN WASHINGTON.

WHAT SHE SEES, HEARS AND THINKS.

A very talented lady from the East is spending a short time in Washington. In her correspondence with the New York Independent, she gives the following graphic pictures of two members of Congress from the State of New York.

After stating that the Thirty-ninth Congress is one of the ablest that ever assembled in the history of the country, she proceeds:

The gentleman who is just now holding forth with such a degree of acrimony on the Army bill is ROSCOE CONKLING. And, as he comes from New York, I must tell you about him. He is one of the youngest and handsomest men in the House; and, for his years and experience one of the ablest. The trouble with "Roscoe" is that he is as arrogant as he is able. He glories in about six feet of stature, magnificent proportions, an imperial presence. He has something of a Henry the Eighth face, with a higher and nobler head; a rich Saxon beauty, auburn beard, and hair which crowns his high forehead with a wonderful crest; a contemptuous mouth, a supercillious chin, and altogether a haughty bearing. It was the misfortune of Roscoe Conkling to have been considered very early a rising great man at home. Utica, an aristocratic and eclectic little city, produces each generation a genius, poetical or political. It has always a pet boy that it is nursing for greatness, on whose grand future it delights to prophesy. It coddles and flatters him through boyhood, and, when he becomes a man, first makes him mayor, and sends him to Congress. In five cases out of six, the orator, whose eloquence was to stir the land, comes back, builds a fine house on Genesee hill, subsides, and that is the end of him. Utica's present pet will do no such thing, though it has done its best to spoil him, and has very nearly succeeded. At home, everybody knows Roscoe Conkling.—He is handsome, he is talented, has high social rank, he is dined and wined, and strides Genesee street like a young god. When he goes campaigning through Oneida, all the pretty farmer women come out to listen and hold up their babies to be praised. Senor praises, and very likely kisses, them; and the next boy is named Roscoe. Is it strange that this gentleman comes to Congress honestly believing that he is a very great man, unconsciously expecting from men his equals and superiors, something of the homage offered up by the women of Oneida? Or is it strange that men older and abler than himself demur sometimes before his assumptions, and feel little inclined to pat on the back the pet of Utica? Yet, had he shown something more of reticence, something less of self-consciousness, these men of larger wisdom and experience would have been the very first to have acknowledged the brilliant talents of this rising man. Of course, my grand signior will tell me I am a woman, and know nothing about it. Of course not, "my lord."—But this is certain, you are too handsome and too talented to lessen your influence by such arrogant airs. Suppose you are petted in Utica, and the women of Oneida no name their babies after you, there are other men here who have received like honors, and are just as talented, and just as good as you are. If you would acknowledge these facts, they would like you vastly better, would listen to you with a kinder grace; and, instead of "taking you down," as they now do on every possible occasion, you would command the influence in the House which your talents deserve and which your disposition compels you to forfeit.

HENRY J. RAYMOND has just turned his face around in most convenient fashion. And what kind of a face is it? This moment it looks strangely like Robespierre's. Yet why should it? Robespierre was the slave of ideas. He said, "Principles are cruel, and must be obeyed;" but I doubt if Henry J. Raymond ever felt a profound conviction in his life. An insignificant person, a parchment-like skin, into which neither praise nor blame can draw the warm blood of emotion, sleek hair, a high, retreating forehead, cold, grey eyes, an upturned nose, a conspicuous chin. This is the physique of the gifted editor of the New York *Times*. This face might be kind, it might be cruel, but it could never be trusted utterly when you needed it the most. A most uncertain face, it is a clear index of the man who politically is always perched "on the fence," ready to jump either way, as interest may dictate. Possessing a most available brain, he uses every fraction of talent with consummate skill. But he will never be the unswerving champion of great principles. Such minds are as susceptible to change of purpose as others are to change of emotion. They are simply kaleidoscopes, reflecting the hues of popular opinion. Brilliant they may be, but in their glittering changes no one color stands alone and steadfast. The only men who can command our esteem and admiration as leaders and statesmen are the men who grapple with ideas, and attest their love for great principles by life long devotion. These are the only men who truly serve their country, and leave a deep impression on their age; men of intense convictions, who believe what they believe, not half-way down, but through and through.

We may call them narrow and bigoted; yet, no matter how much we differ, we believe in them, and honor them because they are honest and incorruptible. Surely, we honor them more than we do the man of most brilliant ideas, who being neither narrow not bigoted, is yet devoted to nothing, truckling to power, and sacrificing principle to expediency. M. C. A.

Educational Column.

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

SCHUYLKILL COUNTY EDUCATIONAL ASSOCIATION.

This Association held its Semi-annual meeting on Saturday, May 5th, at Minersville. The President, Prof. Raub, having left the County, J. W. Dannenhower was called to the chair. T. B. Walker, from the Committee to procure Legislative aid for the County Institute, reported that a bill had been passed by the Legislature and signed by Governor Curtin, authorizing a payment of $200 annually, out of the County Treasury, to aid in paying the expenses of the Institute. We will publish the bill in full, as soon as we procure a copy, when we will make more extended remarks upon it.

A very neat Salutatory Essay was read by Miss M. A. Loyd, in which, on behalf of the teachers and others of the place she bade us a hearty welcome to their mountain home. It was short but well written, and read in Miss L.'s usual pleasant style.

Then came a report from J. J. Cake; Subject—"Means of Elevating the Teachers' Profession." This was a very able and interesting report, showing its author to be a teacher who is fully alive to the fact, that the elevating of the profession, must come from the teachers themselves; but we forbear further comments, hoping to be able to publish it in a few weeks so that all our readers may have an opportunity of judging of its merits. There was quite an animated discussion upon it.

"The Importance of Regular Attendance at School," claimed the attention of T. D. Yeager, which subject we think he handled successfully. We will also publish it in a short time.

J. W. Dannenhower read an able report on "Moral Instruction." He also had a class, with which he illustrated his method of imparting Moral Instruction at stated periods.

The reports were all well received, and there seemed to be but one opinion in reference to the meeting, and that was, that it was the best one held by the Association since it was formed. The teachers of Minersville may congratulate themselves upon having the first meeting there a perfect success; and we know that the members of the Association feel very grateful to the teachers and citizens of the place for the kind and courteous treatment they received at their hands.

Our next meeting will be in Pottsville.

COUNTY SUPERINTENDENT.

We were pleased to learn on Tuesday, that that the Directors of the Schools of this County re elected Jesse Newlin, Esq., to the office of County Superintendent. It was nothing more than a proper tribute of honor to a deserving officer. The proceedings were marked with a unanimity, pleasing to every friend of popular education. While on this subject we would suggest to the friends of education the propriety of holding a series of Educational Meetings in this County; say one in each district. They might be called under the supervision of the Board of Directors, at a time when the County Superintendent was visiting the District, to be addressed by him or some other friend of education on some educational topic. We believe in this way much good might be done, particularly in our rural districts.—We know in some counties this has done much good. Let us hear from some of our Directors in the County on the subject.