Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 24, 1866.

WANTED.—At this Office, an active, intelligent BOY, aged about 16 years, as an apprentice to the Printing business. None but one that can come well recommended need apply.

THE Lebanon police are to be uniformed.

DURING July, August and September last 19,935 persons died from cholera in England and Wales.

THE best quality of country lard is selling in Reading at 16 cents per pound, by the can.

A GOOD JOKE.—Dr. Gloninger has given Gen. Cake police that he intends to contest his election.

A GRAND metropolitan reform demonstration is to be given in London on the 3d of December.

IMPEACHMENT.—It is said General Logan is making preparations for the impeachment of the President.

CHRISTIAN H. RAUCH, Esq., father of Capt. Rauch of Reading, died on Thursday at his residence in Lititz, Pa.

GEN. JOHN A. DIX, our new Minister to France, will sail to-day for his destination. He succeeds Hon. John Bigelow.

MERCANTILE FAILURES.—The failure of several small boot and shoe manufacturers in the vicinity of Boston are announced.

THE Muncy Luminary comes to us this week somewhat enlarged, and its reading matter set in new type. This indicates both enterprise and prosperity.

THE Mining and manufacturing Journal of Pittsburgh, has been changed to the quarto form and otherwise improved. It is a reliable and excellent paper.

ALTHOUGH the expected meteoric shower was not seen in this country, a cable telegram states that it was seen in England, and was very brilliant.

COL. GEORGE M. HOLLENBACK, of Wilkesbarre, died suddenly, a few days since. He was one of the most enterprising business men of that section.

A PARTY of sportsmen on a gunning trip in the region of the Cold Spring, a few days ago, saw nine deer. Deer and pheasants are said to be unusually plenty this season.

SOLON ROBINSON'S NOVEL.

Solon Robinson, the veteran Agricultural Editor, has written a novel for THE NEW-YORK WEEKLY TRIBUNE. The publication will commence on the 1st of December.

LEBANON contains three Lutheran churches, two Reformed, one Evangelical, one Moravian, one Catholic, one Episcopalian, one Methodist, and one United Brethren in Christ in Lebanon.

JOHN MORRISEY AS A BROTHER.—John Morrisey, Congressmen elect from one of the Democratic districts of New York city, has a sister living in Chicago in the most destitute circumstances. She has made frequent appeals to her brother, but in vain.

THERE is nothing like living down slander. Horace Greeley need to be abused by all the Copperhead papers from the big fish down to the small fry such as we have hereabouts. Now the New York News wants him elected to the United States Senate. It says: "No one doubts he will act conscientiously, and in obedience to his convictions of what is due to the welfare of the Republic;" that he "is beyond suspicion of corruption;" that he "is a humane, pure-spirited gentleman, whose philanthropy and patriotism are genuine;" and much more to the same effect.

PERSONAL.—Hon. Thaddeus Stevens left Caledonia Furnace, Adams County, last week for his home in Lancaster to prepare for the coming session in Congress. He has been sojourning in the heaisome climate of Caledonia for some weeks, and left considerably improved. The loyal people of the nation will be rejoiced to know that the Great Commoner will return to Congress strengthened for the great conflict with perfidy and treason.

MANY thousands of dollars are spent annually to arrest and convict counterfeiters of the national currency. Counterfeiting is a high crime. In some countries it is punishable with death. Here the punishment is long imprisonment, and justly so. Now, President Johnson pardons them as fast as they are caught and convicted, in defiance of every principle of justice, and against public security in this matter. Surely a man who carries on this kind of work is not fit to be in the Presidential chair.

SCRANTON is ahead of Pottsville in appreciation of the importance of street railway communications with contiguous towns. We observe that the People's Street Railway, of Luzerne county has been organized, an amount of stock sufficient to warrant the commencement of the road having been taken. The charter of the company permits the running of tracks to Hyde Park and to Dunmore, and these thriving burghs will undoubtedly in time be embraced within the circle; but the present purpose is to put down tracks only in Scranton, crossing the river somewhere in the sand-banks neighborhood, and thence direct to Providence

THE REASON WH

The "kick them out" process, of which Andrew Johnson boasted in his stump speeches, worked elegantly before the elections; but just now it seems that the shop is about to be closed, or the new policy will be to kick out the men he has but recently kicked in. A delegation from Ohio waited on him last week, with a Democratic M. C. at their head, to remove the Cleveland Post Master, because he is an unmitigated Radical, but both the President and the P. M. General refused to make the change. In noticing this refusal, the Washington Republican, the organ of the President, says:

> The treacherous and demolished "Democracy" have no claims whatever upon an Administration that has been so basely deceived and misrepresented before the people as the recently born but thus "Democratic leaders." Appointments in that direction would be worse than radical incumbents.

We observe that Hon. Horace Greeley is named for United States Senator for New York, to succeed Hon. Ira Harris, whose term will expire next winter. Mr. Greeley is a gentleman in whom the Republicans of New York can place the most implicit confidence. He will never abandon the Right.—We trust that our friends of that State will make this selection. Mr. Greeley having been asked his views upon the subject, replied in a letter printed in the Tribune of Monday, that he would certainly accept the Senator-ship if elected, and that he would be gratified to learn that the New York Legislature had chosen him for the place. He characteristically adds, "that should the members be importuned or buttonholed, or bored to vote for me, or in any manner solicited to act otherwise in the premises than as their convictions of public duty shall dictate, it will not be the fault of yours, truly, Horace Greeley."

Among the Democratic journals which thus far have come out in open advocacy of impartial suffrage, are the Chicago Times, the organ of the party in Illinois; the Milwaukee News, the leading Democratic paper of Wisconsin; the Intelligencer and Star at Washington; the Boston Post, organ of New England Democracy; the Albany Argus, New York organ, and a large number of smaller lights.—WILMINGTON COMMERCIAL.

There is not a particle of honesty in this somersault of the so-called Democracy. The intense and bitter hostility of that party to negro suffrage, was shown during the late campaign here and elsewhere, when the orators and papers of the Sham Democracy were indecently abusive of Union men on this question. But that party hopes to regain power by advocating the measure, and inconsistency, acknowledged falsifying, despicable groveling now to the black man it has heretofore so bitterly abused, prove how degraded is modern Democracy. As a party it is utterly devoid of principle and entirely shameless. Its final end cannot be far distant. In many sections the very name has been abandoned by the party, a sure premonition of dissolution.

[COMMUNICATED.]

COUNTY AFFAIRS.

EDITORS MINERS' JOURNAL.—I am glad to see that you have taken up the important matter of the mismanagement of our County Affairs by the party in power. I know of no county in Pennsylvania where things are so bad. I think that your estimate of what could be saved in this County by proper management, is too low. In proper hands I believe that $30,000 could be saved at the Alms House. It is disgraceful when we see counties like Berks and Lancaster, that paid equally as large bounties as we did during the War, with a less debt, while the expenditures are so much less than in Schuylkill. Will my fellow-tax-payers here never awaken to the necessity for action? TAX-PAYER.

Our correspondent is right. We know of no place except New York city, which is also ruled by copperhead officials, where the same influences are at work, and where affairs are managed so badly as in Schuylkill County. We hope that "Tax-Payer" will urge his friends, irrespective of party, to petition the Legislature for reform in our County matters.

OUR NEW YORK GOSSIP.

The Morals of New York Proposed New Street—The Railroad across Broadway —School Teachers in Trouble—Musical —Theatrical—Art Matters—Miscellaneous.

[CORRESPONDENCE OF THE MINERS' JOURNAL.]

NEW YORK, November 21, 1866.

"Oh, dear!" exclaims the denizen of the rural district, "that New York is such an awful place. It seems to me from the accounts I read, to go down Broadway must be as much as a man's life is worth. My head is full of tales of stabbings, accidents, swindling "ring" operations, robberies, police at church doors to keep order, fights at the doors of the theatres, clergymen picking pockets, and the Lord knows what! How do the people live in such a place?" But we keep track of the "movements of the devil" in our city. A "Rogue's Gallery" is published, and a "Rogue's Picture Gallery" is on exhibition. If you look in, perhaps you will see your own face there! And this is the way we report the movements of thieves, which I beg you to understand is well understood by the police. That "shooting star," Mary Clark, the negro lesser, is at present residing in Tillery street, Brooklyn. She "works" the ferry-boats across, and then takes the Broadway stages. She is very lady like in appearance, and looks everything but a "nigger." Dutch Heindric, the "grabber," so lately turned up in Philadelphia, has remained quiet since his return; but this is merely a "lull"—The "rage" all kno' that Dutchy is not idle. If not at actual "graft," he is "prospecting," and you may soon expect to hear of Dutchy has made another "grab," returned half he stole, and been "turned up." I should advise Heindric to attend to his own "lay" and let "politics" alone; for although he met of the New York "swell mob" are politicians, yet it is evident that Dutchy never would make good headway as an election day ben "spiker," distributing ready rolling, and "running" until the next morning, when he was released. Joe Clegg has kept himself quite shady since he was "picked up" and his "right bower," but he has not been idle. He and his "pals" have "worked" the Brooklyn and East New York cars, and for a change, several nights in the week the "gang" are to be seen with the green patch on his "eogle," as at large again. And so on, AD INFINITUM.

The investigation into the state of the piers and wharves of New York still continues. It is proposed to build a new street even with or outside of the bulk head line, which shall extend around New York and Brooklyn.

The railroad track which was laid across Broadway, from Fulton to Ann streets, thus blocking the wheels of travel, has been removed. Probably the attempt to cross this street will never be made again.

The New York school teachers are being "hauled over the coals" by Superintendent S. S. Randall.

The Roman Catholic Archbishop of New Orleans, fell through the compartmonway of the steamship Peterce, and was killed.

St. Patrick's Cathedral is to be immediately rebuilt. The subscriptions must all be paid before Easter.

The twenty fifth season of the New York Philharmonic Society commenced on Saturday a few days since with great eclat. The concert was a splendid one, and drew a crowded house.

We are now having morning, noon and night concerts; parlor, bed-room, hall and kitchen matinees; besides out-of doors serenades! Music is being played out in the streets nearly.

The lecture season has opened with unwonted vigor. Such an army of "spouters," both men and women, as are in the field as it is called—they can only be estimated by the hundred.

Bistori, Mrs Bowers, Madeline Henriques, Kate Newton, Rose Eytinge, and about forty other ladies are the "stars" at the theatres just now.

Marguerite is still nightly played at the New Bowery theatre. In the last scene the tableaux of the union of the lovers creates a perfect furore among the "Bowery boys."

Mr. Edwin Forrest, who visited California for his health, has come back looking remarkably well, besides putting over $20,000 into his pockets.

Miss Henriques, the charming young lady who plays at Wallack's is soon to be married to Mr. Jennings of the London Times.

Hackett, having become old in years, and dreading the approach of cold weather, has left the stage for the winter. He will spend the dull and dreary days at his residence on Long Island.

New York is probably the great art-centre of America, whatever Boston or Philadelphia may claim. Ward has just completed his statuette of Shakspeare for the projected Shakspeare monument which is to be built at Central Park. Cowley, at his studio on East Thirteenth street, has finished a statuette groupe, which he calls "Pro Patria," representing a mother who finds her son dying on a battle-field. It is a striking thing, and copies of it will soon be for sale. Borthall has just finished a marble "evangeline," by which the poet, Longfell w, gives his warmest commendations. He has also a portrait bust of Maggie Mitchell, which is to be placed in marble at once.

Among those who use the pen and pencil, we notice that Hickes has returned to his studio; Washington, a Virginian, has come to town; Cropsey is painting a beautiful picture of Greenwood Lake and the Windermere House; Carse, who has taken "dear old Pop" as a subject for his fancy, has made another groupe, "Waiting at the Gate;" Loutze has gone to Washington to paint portraits, etc., etc.

In Art Galleries we have the new Leeds, which contains the works of Hiner and Bensell; the Artists' Fund Exhibition at the National Academy; the reception of the "Old Masters" in the Brooklyn Academy of Design, and the Crosby Opera House Art Association at 5 Broadway, on the last place crowds daily congregate to see the works of Cropsey, Schmeschke, Gignoux, Valk, Hart, Meyer, Beard, and hundreds of others. When the people's number is that all these beautiful New York pictures and paintings are to be given away at the drawing which will soon come off they evince their interest in the enterprise by securing tickets at the rate of one dollar each.

Literary people seem to be on the wing as well as artists. Bryant is in Europe; Taylor is at the Park Avenue; Saxe is in New York, walking up and down Broadway; Bayard Taylor is at home with his father; Hutton is in Georgia, and "Fairy Fern" is disconsolate at home. Carlton, the publisher, is getting rich over the immense sales of Mr. Neimcharnicle's "Seven Wonders of the World," the author of that celebrated poem commencing: "Rock me to sleep, mother," gave a literary reception at his residence in Bloomfield, N. J., a few evenings since. Many authors, editors, etc., crowded his drawing rooms. Among others I noticed Dr. Craven, the author of the "Prison Life of Jeff. Davis." He has recently been appointed postmaster of Newark, a city of 50,000 inhabitants, seven miles from New York. His personal appearance is very pleasing. Being of middle size, about forty-five years of age, his hair and beard and mustache plentifully sprinkled with gray, and a sparkling blue eye, a polite, easy manner, and is sprightly in conversation. He says that "Miles Orlelly" is the best living song-writer in the world. Of course that "Miles" broke the ice through his compantionway of the steamship Peterce, and was killed.

The women, not to be behind the men, seem to be making quite a commotion in the literary and political puddles. Mrs. Elizabeth Cody Stanton is out with two new lectures, which she calls "Bread, and the Ballot," and "The present duty of Congress to establish a Republican form of government not only in the rebel States, but throughout the entire Union." On Monday evening will soon lecture on the new and interesting subject of Ireland.

Many of our fashionable ladies at the present time are using bags of linseed to improve their form! It is said to be enclosed in small bags adapted to the proper size and shape, and stitched in some peculiar way to the underclothing, so that at the motion of the body the seed moves so as to resemble very much the living flesh. It is well calculated to deceive the most wary.

SUSANNE.

SUFFRAGE IN THE DISTRICT OF COLUMBIA.—Congress will soon assemble and we trust that one of the first things to claim its attention, will be the question of suffrage in the District of Columbia. It is a duty that should be met promptly, fairly and squarely, and the question should be settled on a basis of intelligence if it is deemed best, but let whites and blacks be affected alike. It is true that last Winter a bill conferring the right of suffrage upon the negroes of the District, passed the House, but it failed to get through the Senate because mistaken expediency not Right, controlled the action of certain Senators whose fears overcame their sense of justice. The Republican party must retain its integrity; it must progress until Equal Rights for all men are gained. To falter now would bring ruin and disgrace, while the party would feel that it had been false to a great trust. We trust that Congress will act wisely in this matter, and show the world that we can act as well as profess.

THE MANUFACTURERS' AND CONSUMERS ANTHRACITE RAILROAD COMPANY.

As this project is attracting attention we subjoin the Act incorporating it, with a supplement:

AN ACT to incorporate the Manufacturers' and Consumers' Anthracite Railroad Company.

SECTION 1. Be it enacted by the Senate and the House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same. That J. N. Walker, R. A. Wilder, John Ulrich, John F. Green, James Vizard, B. Swain, James P. Nickels, or a majority of them, be and they are hereby appointed commissioners to open books, receive subscriptions and organize a railroad company by the name, style and title of the "Manufacturers' and Consumers' Anthracite Railroad Company."

SEC. 2. That the said company be and they are hereby authorized and empowered to locate, build, equip and operate a railroad with one or more tracks, from a point on the river Delaware, at or near the city of Philadelphia, and by such route, and to such point or points in the anthracite coal fields of Schuylkill County, Pennsylvania, as the said company may hereafter designate, fix or determine, with power and authority to locate, build and operate one or more branch railroad or railroads from any one or more point or points upon their main line of railroad to any point or points within the counties into or through which their said line of railroad may be located; also, to any point or points and into any counties adjoining the said counties, into or through which said main line is located, and to connect at one or more points the said main line of railroad, and any one or more of the said branch railroads, with any other railroad or railroads constructed or hereafter to be constructed in the State of Pennsylvania and New Jersey, and when the opinion of the president and board of directors of said company it may be necessary to locate and construct their said railroad and branches across any other railroad or highway at grade, and to acquire the necessary ground for the accommodation of the traffic of the said railroad and branches, and to construct bridges, viaducts, depots, tunnels and other structures, as in the opinion of the president and directors may be needful; and it shall be lawful for said company to use any part of its main line of railroad between the point or points on the river Delaware, at or near the city of Philadelphia, as aforesaid, and the terminus that shall be fixed upon and determined in Schuylkill County, all or any portion of any railroad or railroads now constructed, or that may hereafter be constructed between the same termini, upon such terms and conditions, and in such manner as shall be agreed upon between the board of directors of the company hereby incorporated, and the board or boards of directors of any other company or companies whose railroad or railroads, or parts thereof, may be used as part of the said line, are hereby authorized and empowered to enter into such agreement or agreements as are herein specified, and the said company are hereby authorized and empowered at any time after the location of its main line of railroad and before or during the construction of the same, to build, equip and operate any of the branch railroads authorized by this act, and connect any or all of said branches with any railroad or railroads now constructed or that may hereafter be constructed.

SEC. 3. The railroad company hereby incorporated is authorized and requested to permit any lateral railroad owned and operated by any person or persons, association or company, who own and work mines, mills or quarries in or near the portion therewith, to connect such lateral railroad with the railroad or branches thereof, and hereby authorized to be constructed, imposing such reasonable terms, considerations and restrictions as may from time to time be established by the president and board of directors for the protection of persons and property thereupon, and it shall be lawful for said company, with the consent of the owners of such lateral railroads, to equip and operate the same: *Provided, however*, That the charges therefor shall not exceed the actual cost of the service rendered, with a reasonable allowance for the use, maintenance and repairs of the equipment employed, and the expense of keeping such lateral railroads in good order and condition.

SEC. 4. That the corporation hereby created for the operation of their main lines and branches shall be entitled to all the powers and privileges and be subject to all the restrictions of the act regulating railroad companies, except so far as the same are changed, supplied or modified by this act: *Provided, however*, That it shall not be lawful to make any charge for the transportation of anthracite coal, bituminous coal, iron ore, pig metal, and lumber transported in the cars owned by individuals, associations, or corporations other than the company hereby incorporated, more than fifty cents per fifty or more miles over said main line of road, and branches exceeding two cents per ton per mile, and not exceeding two cents a half cents per ton per mile when transported in the cars of the company.

SEC. 5. That the capital stock of said company shall be two millions of dollars, divided into shares of fifty dollars each; and the said company are hereby authorized to borrow five millions of dollars, or a less sum, for the construction and equipment of their said road, and issue bonds therefor bearing interest not exceeding seven per cent. per annum, and to secure the payment of the same by one or more mortgages on their road franchises, property, real and personal: *Provided however*, That a majority of the stockholders at a meeting or meetings called for that purpose, may, and they are hereby authorized and empowered, from time to time, to increase their capital stock and from time to time to borrow such additional sum or sums of money as may be therefor at a rate of interest not exceeding seven per cent., secured by mortgages or mortgages of their road, its branches, franchises, property, real, part or parts thereof, to such amount as in their opinion may be necessary to construct or complete and equip their road, and to make bonds therefor in amounts of not less than one hundred dollars each, secured by mortgage upon the branch railroad or railroads, and the mortgage so made upon the first line or lines upon the branch or branches which it may describe.

SEC. 6. And the said company are hereby authorized and empowered to run their cars and engines over and upon any railroad or railroads, or branch or branches thereof, in whole or in part, with which its railroad or branches shall connect, and to use the sidings and other appurtenances and property of such railroad or branches with which such connections shall be made, for the purpose of receiving or delivering coal and other traffic connected with and originating on their road, on terms as may be agreed upon between the said corporations owning such railroads or branches; and if the said corporations cannot agree upon the terms or the compensation to be paid for such use and appropriation then before any entry upon, or such use and appropriation shall be made as aforesaid, application shall and may be made or tendered to said corporation; and the compensation shall then be ascertained and determined in like manner as is provided for the appropriation of land in the act regulating railroad companies, approved the nineteenth day of February, one thousand eight hundred and forty-nine, and supplements thereto.

SEC. 7. The company shall be managed by a president and six directors.

SEC. 8. That all acts and parts of acts inconsistent with the provisions of this act be and the same are hereby repealed.

SUPPLEMENT

To an act, "An act to incorporate the Manufacturers' and Consumers' Anthracite Railroad Company," approved March twenty-third, one thousand eight hundred and sixty-six.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That the president and directors of the Manufacturers' and Consumers' Anthracite Railroad Company be and they are hereby authorized and empowered to extend, locate and construct one, or more, of their branch railroads, so as to connect the same at such point or points, at the state line of New Jersey, with any railroad now constructed, or that may hereafter be constructed, in the state of New Jersey, and also with any intervening railroad.

JAMES R. KELLY,
Speaker of the House of Representatives.
DAVID FLEMING,
Speaker of the Senate.

APPROVED—The twenty-seventh day of March, Anno Domini one thousand eight hundred and sixty-six.

A. G. CURTIN.

LOCAL NOTICES.

POTTS keeps a splendid lot of Oysters at his Restaurant, Centre St., two doors above Mahant-go. He receives Oysters direct from Norfolk—very large and fat. Try them. 47-

Nov 24, '66

POTTSVILLE, October 30th, 1866.

This is to certify that I received this day from Dr. B. Becker, Treasurer of the Great Eastern Detective Horse and Live Stock Insurance Company the full amount of insurance on my Horse, which died on the 11th inst. The Company deserves the earnest support of the public. Respectfully yours,

SAMUEL MILLER.

Nov 10—45-

TRUSSES.—We desire to call the attention of those who are obliged to use the article, to the superior assortment, single and double, to be obtained at

HUGHES', Apothecary.

Nov 3, '66—44-

SPRING and Summer Underclothing can be obtained at D. A. Smith's, Centre street.

FRENCH PADDED LINEN DRILLS, a beautiful article, at D. A. Smith's, Centre street.

FOR Cramps, Cholera, Diarrhœa, Dysentery and any disordered state of the bowels, use the Cholera and Diarrhœa mixture, prepared by Hughes, apothecary.

SEE A WOMAN in another column picking grapes for Speer's Wine. It is an admirable article, used in the hospitals and by the first class families in Paris, London and New York, in preference to old Port Wine. It is worth a trial, as it gives great satisfaction.

GREAT CURE OF PILES.—Mr. Jacob Heller of Minersville, Schuylkill County, Pa., was afflicted with the Piles for 18 years, and the last 10 years his sufferings were dreadful. Had tried many kinds of medicine and all to no use until he used ROGERS' HOYT'S MAGNETIC OINTMENT, which cured him sound in two weeks.

Price, 50 cents a Box. Sent by mail for 60 cents. Address Dr. S. ROGERS, 206 Dock St., Philada., Pa.

October 6, '66 40-3m*

"lubricative steam engine packing.—for terms see no. 639 arch st., phila., and no. 26 dey st., new york." May 13, '66—19-1y

HUGHES' HAIR RESTORATIVE is elegantly perfumed.—It imparts a richness and brilliancy, removes dandruff, and promotes the growth of the hair. The most clean ly article for the toilet.

WHITE AND SOUND TEETH, sweet breath, and clean mouth are obtained by using ODONTINE, prepared by Hughes, Apothecary.

NEW SPRING CASSIMERES at D. A. Smith's Clothing Store, Centre street, Pottsville.

FRENCH, English and American cloths, all styles, and of the finest qualities, at D. A. Smith's, Centre street.

GLOVES, Neck-ties and Hose, to suit every taste, and at reduced prices, at D. A. Smith's, Centre street.

THE COAL TRADE.

Pottsville, November 24, 1866.

The quantity sent by Railroad this week is 60,504 12—by Canal, 32,717 00—for the week 93,221 12 tons, against 99,238 tons for the corresponding week last year.

The trade continues dull, and a number of operators have determined to stop their collieries.

The Boats running to New York and vicinity are now on the last trip unless the weather should prove more mild than is anticipated.

The trade sums up this week as follows, compared with last year:

	1865.		1866.		INC. & DEC.
	WEEK.	TOTAL.	WEEK.	TOTAL.	
P & R R R.	63,537	2,724,521	60,506	2,365,929	041,408
Schuyl Can	35,696	949,735	32,717	1,221,570	293,836
L Val R R.	38,971	1,207,537	34,771	1,610,993	383,136
Lehigh Can	31,928	831,549	22,742	1,003,775	182,129
Scrant Sth.	21,416	616,416	23,173	961,519	335,463
" N'th	10,461	211,197	9,179	383,468	172,211
Penn. C. C					
By R Road	15,981	455,669	18,173	426,783	d 54,886
By Canal	1,810	40,731	824	24,794	d 15,947
Del & Hud	26,940	661,447	29,375	1,220,019	568,573
Wyo'g Sth		804,744		458,002	153,318
" N'th				97,708	97,708
Shamokin	16,153	409,099	17,512	503,078	94,474
Trevorton	921	20,966	993	47,991	26,983
Short Mt.	3,458	66,889	3,536	94,466	27,577
Franklin		54,956		82,747	22 249
Broad Top		274,956		213,319	d61 657
	256,791	8,916,784	251,219	11,898,868	
	251,219			8,916,784	
	15,572			2,980,084	

There appears to be a decline in all the principal regions, and the supply will continue to decline until the close of the year.

THE CONSUMERS' AND MANUFACTURERS' RAILROAD.—The books are now ready to receive subscriptions to raise the $30,000 to make the surveys and locations of these roads. Messrs. John Shippen, Capt. C. Tower and R. R. Morris, have consented to act as Trustees, who will receive the money. It can all be raised in the ensuing four weeks, and the engineers will be placed on the routes immediately. It is proposed to have one of the outlets built in 1867, and it can be done if the people will only go to work now.

As every property-holder and in fact every inhabitant of Schuylkill Co. depending on the prosperity of the Coal Trade, is interested, it is hoped all will feel sufficient interest to come forward and subscribe at once and not wait to be called upon. They can send in their subscriptions to either of the Trustees, who will hand them a receipt for the same.

If the people will go to work promptly, we will guarantee that the necessary amount will be obtained in four weeks, if not in less time.

A friend has handed us the following appeal to the people:

To the Miners, Mechanics, Householders, and Laborers of the Schuylkill Coal Region:

The condition of the coal business of this County is daily becoming more alarming, and it has become every one to view the situation calmly and carefully, and consider the best means for improving it. Economy in every department of mining, in the modes of preparing coal, and in the general management, will do much towards the object; but while the rates of transportation are kept at the maximum for the benefit of British capitalists and stock speculators in this country, no permanent improvement in the trade need be looked for.

The policy of these men has been to absorb everything tending to create competition, and so thoroughly has this been done, that not a single avenue from any part of this region is now open for coal and freight that is not subject to their control.

The millions of capital invested in mining in this County lie to-day at the mercy of these men, and if they should say to the trade, "we will not carry your coal unless you consign it to our care to be disposed of by our agents or such persons as we will appoint," the operators would be compelled to acquiesce, however unjust and impoverishing the measure might be.

The same men are seeking to depress labor and the laboring classes, through this absorbing policy, and the danger of the hour is that they will accomplish it, as they have already accomplished their object in the City of Schuylkill—you who furnish the bone and sinews of all enterprises, the prime and vigor of whose toilsome lives are worn away in bringing this wealth of a great district to the surface to be borne to the distant mart, to gain an honest living for yourselves and families and benefit your fellow-men, are you willing to be driven from the fields of your labor, or bow your necks to the yoke that will surely be presented to you? If not, then make a united effort to effect the only remedy known for such evils. Capital is your servant; it is worthless and idle without your strength and your skill to give it life and increase; hence you need not fear it, nor those who control it. You can defy the haughty new lines of transportation for coal and other freight, and snap your fingers at those who would seek to punish you if they could for so doing. In the construction of the proposed new lines of transportation to tide water, you can perform an important part, by contributing the labor rendered, with a reasonable allowance for the use, maintenance and repairs of the equipment employed, and the expense of keeping such lateral railroads in good order and condition.

SEC. 4. That the corporation hereby created for the operation of their main lines and branches shall be entitled to all the powers and privileges and be subject to all the restrictions of the act regulating railroad companies, except so far as the same are changed, supplied or modified by this act: *Provided, however*, That it shall not be lawful to make any charge for the transportation of anthracite coal, bituminous coal, iron ore, pig metal, and lumber transported in the cars owned by individuals, associations, or corporations other than the company hereby incorporated, more than fifty cents per fifty or more miles over said main line of road, and branches exceeding two cents per ton per mile, and not exceeding two cents a half cents per ton per mile when transported in the cars of the company.

SEC. 5. That the capital stock of said company shall be two millions of dollars, divided into shares of fifty dollars each; and the said company are hereby authorized to borrow five millions of dollars, or a less sum, for the construction and equipment of their said road, and issue bonds therefor bearing interest not exceeding seven per cent. per annum, and to secure the payment of the same by one or more mortgages on their road franchises, property, real and personal: *Provided however*, That a majority of the stockholders at a meeting or meetings called for that purpose, may, and they are hereby authorized and empowered, from time to time, to increase their capital stock and from time to time to borrow such additional sum or sums of money as may be therefor at a rate of interest not exceeding seven per cent., secured by mortgages or mortgages of their road, its branches, franchises, property, real, part or parts thereof, to such amount as in their opinion may be necessary to construct or complete and equip their road, and to make bonds therefor in amounts of not less than one hundred dollars each, secured by mortgage upon the branch railroad or railroads, and the mortgage so made upon the first line or lines upon the branch or branches which it may describe.

SEC. 6. And the said company are hereby authorized and empowered to run their cars and engines over and upon any railroad or railroads, or branch or branches thereof, in whole or in part, with which its railroad or branches shall connect, and to use the sidings and other appurtenances and property of such railroad or branches with which such connections shall be made, for the purpose of receiving or delivering coal and other traffic connected with and originating on their road, on terms as may be agreed upon between the said corporations owning such railroads or branches; and if the said corporations cannot agree upon the terms or the compensation to be paid for such use and appropriation then before any entry upon, or such use and appropriation shall be made as aforesaid, application shall and may be made or tendered to said corporation; and the compensation shall then be ascertained and determined in like manner as is provided for the appropriation of land in the act regulating railroad companies, approved the nineteenth day of February, one thousand eight hundred and forty-nine, and supplements thereto.

SEC. 7. The company shall be managed by a president and six directors.

SEC. 8. That all acts and parts of acts inconsistent with the provisions of this act be and the same are hereby repealed.

SUPPLEMENT

To an act, "An act to incorporate the Manufacturers' and Consumers' Anthracite Railroad Company," approved March twenty-third, one thousand eight hundred and sixty-six.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That the president and directors of the Manufacturers' and Consumers' Anthracite Railroad Company be and they are hereby authorized and empowered to extend, locate and construct one, or more, of their branch railroads, so as to connect the same at such point or points, at the state line of New Jersey, with any railroad now constructed, or that may hereafter be constructed, in the state of New Jersey, and also with any intervening railroad.

JAMES R. KELLY,
Speaker of the House of Representatives.
DAVID FLEMING,
Speaker of the Senate.

APPROVED—The twenty-seventh day of March, Anno Domini one thousand eight hundred and sixty-six.

A. G. CURTIN.

LOCAL NOTICES.

POTTS keeps a splendid lot of Oysters at his Restaurant, Centre St., two doors above Mahant-go. He receives Oysters direct from Norfolk—very large and fat. Try them. 47-

Nov 24, '66

POTTSVILLE, October 30th, 1866.

This is to certify that I received this day from Dr. B. Becker, Treasurer of the Great Eastern Detective Horse and Live Stock Insurance Company the full amount of insurance on my Horse, which died on the 11th inst. The Company deserves the earnest support of the public. Respectfully yours,

SAMUEL MILLER.

Nov 10—45-

TRUSSES.—We desire to call the attention of those who are obliged to use the article, to the superior assortment, single and double, to be obtained at

HUGHES', Apothecary.

Nov 3, '66—44-

SPRING and Summer Underclothing can be obtained at D. A. Smith's, Centre street.

FRENCH PADDED LINEN DRILLS, a beautiful article, at D. A. Smith's, Centre street.

FOR Cramps, Cholera, Diarrhœa, Dysentery and any disordered state of the bowels, use the Cholera and Diarrhœa mixture, prepared by Hughes, apothecary.

SEE A WOMAN in another column picking grapes for Speer's Wine. It is an admirable article, used in the hospitals and by the first class families in Paris, London and New York, in preference to old Port Wine. It is worth a trial, as it gives great satisfaction.

GREAT CURE OF PILES.—Mr. Jacob Heller of Minersville, Schuylkill County, Pa., was afflicted with the Piles for 18 years, and the last 10 years his sufferings were dreadful. Had tried many kinds of medicine and all to no use until he used ROGERS' HOYT'S MAGNETIC OINTMENT, which cured him sound in two weeks.

Price, 50 cents a Box. Sent by mail for 60 cents. Address Dr. S. ROGERS, 206 Dock St., Philada., Pa.

October 6, '66 40-3m*

"lubricative steam engine packing.—for terms see no. 639 arch st., phila., and no. 26 dey st., new york." May 13, '66—19-1y

HUGHES' HAIR RESTORATIVE is elegantly perfumed.—It imparts a richness and brilliancy, removes dandruff, and promotes the growth of the hair. The most clean ly article for the toilet.

WHITE AND SOUND TEETH, sweet breath, and clean mouth are obtained by using ODONTINE, prepared by Hughes, Apothecary.

NEW SPRING CASSIMERES at D. A. Smith's Clothing Store, Centre street, Pottsville.

FRENCH, English and American cloths, all styles, and of the finest qualities, at D. A. Smith's, Centre street.

GLOVES, Neck-ties and Hose, to suit every taste, and at reduced prices, at D. A. Smith's, Centre street.

Lehigh Coal at Elizabethport.

Lump,	by Cargo.....	6 50@6 75
St. Boat and Broken	"	@6 50
Egg and Stove	"	6 50@6 75
Chestnut	"	6 75@ 6 00

AT BALTIMORE.
October 13, 1866.

Wilkes're & Pittston W. A.	wholesale	7 00@ 7 25
" "	retail	8 00@ 8 25
Lykens Val. & Sunb'y B. A.	wholesale	7 00@ 7 25
" "	retail	8 25@ 8 50

GEORGE'S CREEK & CUMBERLAND COAL.
Nos. of mine $5 75 f. o. b. at Locust Point, for shipping.

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a.

Portland	3 00	Gardner	2 80
Bangor	2 70	Georgetown	1 60
Bath	2 85	Gloucester	2 15
Saco	3 50	Hartford	2 85
Augusta	3 80	Hudson	1 75
Portsmouth	3 25	Binghamton	2 80
Charlestown, Mass	3 25	New London	2 05
Boston	3 10	Norwalk	2 00
" Right draft ves.	3 10	New Bedford	2 30
" and bridges	06	Newburyport	3 15
Commercial Point	2 30	Nantucket	3 10
Providence	3 15	Rogersdale	2 10
Salem	3 05	Newport	3 10
Medford	3 50	Poughkeepsie	1 85
Marble Head		Fawtucket	3 40
Roxbury	3 45	Providence	3 15
Lynn	3 00	Quincy Point	3 00
Malden	3 10	Alexandria	1 60
Albany	1 80	Richmond	2 00
Bridgeport	2 10	Salsbury	2 30
Chelsea	3 00	St. Johns (in gold)	9 00
Charlestown	3 75	Washington D. C	1 60
Cumbridgeport	3 50	Weymouth	3 00
Cohasset Narrows	2 00	Newark	1 60
Dorchester Point	3 00	Peeksmill	1 60
Dighton	2 00	Weymouth	3 15
Taunton	2 00	Kennebrook Point	2 70
Fall River	2 00	West Chester	1 85
Newport	2 00	Norwich	2 00
Providence	1 75	Stamford	1 65
Middletown	1 40	Norwich	2 00
Rhinebeck	1 75		
Newburgh	1 40		
Poughkeepsie	1 75		
Frederickeburg	1 75		
New York	1 60		
97 vessels and 176 boats arrived for the week.			

Freights from Elizabethport.

New York	5	Portland	1 75
Fall River	1 40	Newburyport	2 00
Newport	1 40	New London	1 30
Boston	2 00	Pawtucket	1 65
Norwich	1 25	Taunton	1 70
Providence	1 40	New Haven	1 15
Norwalk	1 10	Portsmouth	2 00