Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MAY 15, 1869.

"We fast and fast not;
To-day the rails them mingle at be thy countrys,
Thy Gods and truths."

THE PACIFIC RAILROAD.

The junction of the Union with the Central Pacific Railroad, at Promontory Point, Utah, was effected on Monday last. A despatch states that the last spikes in their one continuous road was driven on that day at 3.03 P. M., our time here. The great event was celebrated with jubilant demonstration a throughout the country, especially in the commercial centres. In Philadelphia the bell of Independence Hall was rung in honor of the achievement. At New York, a salute was fired, and a special service held in Trinity Church. At Chicago there was an impromptu parade several miles in length, addressed by Vice President Colfax and Lieut. Governor Bross, fireworks, bonfires and illuminations.

It is a remarkable fact and one that will for all time stand forth prominently in the history of railroad enterprises, that this road was built from Omaha to San Francisco, a distance of 1924 miles, in seven years, and much the greater portion of it was done during the past three years. In the midst of an unprecedented by huge civil war; in spite of rebuffs and difficulties; notwithstanding the fact that much of the material used on the western end of the road had to be transported around the Horn, a distance of 16,000 miles, still the capitalists and others engaged in the work, persevered, and to day the Central and Union Pacific companies are honored by the civilized worlds for their heroic achievement. The Tribune says:

> This triumph seems to us as epoch, not below, in its National significance, the Declaration of Independence, the cession of the States, or the admission of California. It marks the crowning success as for the perpetuity of the Union whose wilderness it has rendered to the uses of civilized man. It constitutes the definite seal and material guarantee for the perpetuity of the Union bound Union. It is the symbol of that now certain Future to which the Revolutionary Fathers looked forward. The Pacific shall become the most gigantic and powerful nation known in the world's history. It gives direction to the great current of population, shapes the course of trade for a large part of both hemispheres, promotes peace and the dwelling of civilized men, and henceforth runs from an event not merely in the annals of our own growth to national greatness, but in the history of progress in Human Civilization.

The progress made by the Union Pacific road in five years, was as follows:

In 1865	40 miles.	In 1868	425 miles.
In 1866	245 miles.	In 1869	346 miles.
In 1867	245 miles.		
		Total	1,686

By the Central Pacific road in seven years, as follows:

In 1863	20 miles.	In 1867	44 miles.
In 1864	20 miles.	In 1868	363 miles.
In 1865	40 miles.	In 1869	109 miles.
In 1866	30 miles.		
		Total	685 miles.

It might be remarked that the building of so long a stretch of railroad through a country abounding in the most formidable obstacles is not the only point that challenges attention. The Company's field of operation was an isolated desert. Rich it may be in mineral soil, rich in the elements of mineral wealth which Nature had locked up in her "mountain chests," it is for the purposes of such a work practically a desert. It was totally devoid of settlement, and destitute of all requisites for supporting population. But more than this, the Company's army of road-builders was always operating at a average distance of two thousand miles from their base of supplies. All the requisite materials for the work, save timber, were procured in the Atlantic States, transported by any and every available means to Omaha, and thence over the road as it progressed to the point of employment. A hundred and ten thousand tons of iron rails, a million fish-plates, two million bolts, and fifteen million spikes, are among the items thus brought from the East, and consumed upon the road. The great engines that propel the Company's works at Omaha, together with the varied and vast amounts of machinery, implements and tools used in stocking and fitting up their manufactories, were also brought from the East, and wagoned over the country a hundred and fifty miles to Omaha.

Some three and a half million cross-ties, and timber in unnumbered millions of feet, have been consumed in the construction of the road, its culverts and bridges. Much of this material was found at Chicago, and its transportation therefore was comparatively inexpensive. After railroad communication with that city was established. All the materials, except brick, required for building Foundaries, Machine Shops, Construction Shops of all grades, Station-Houses, Round-Houses, Store Houses, Telegraph line and Offices, Water Stations, Engine Stations and the thousand minor things that enter into the outfit of so great a work, bring likewise obtained at a distance, and largely to the cumulative account of transportation Subsistence and Stores for an army of five to twenty thousand skilled and unskilled workmen, and forage for six to eight thousand teams of mules and horses, are items quite too large to be left out of account. A large amount of the rolling stock on the road, including locomotives, was at first, and is yet procured at the East, because the Company's works have not the capacity to build as fast as it required.

The enormous outlay required to move forward such a mighty accumulation of matters, and to get it into position on time, always, besides the difficulty of its accomplishment, the disadvantage the Company would be at in comparing the cost of their road, mile for mile, with the principal railroads of the East. Everybody knows that it costs twice as much now to build a house or other structure, as it did ten years ago. Labor, lumber, and other materials, are double the price they then were. As a corrollary of this proposition, it costs twice as much now as it did then to build a railroad.

Now the cost of building the following great Eastern Roads is historical and probably indisputable, viz: the New York Central, the Erie, Pittsburgh & Fort Wayne, Pennsylvania Central, and the Baltimore & Ohio. It averaged $56,000 per mile ten years ago. To-day the average would be $100,000 per mile.

But they are partially double track roads. Deduct 33¼ per cent. for second track, and there is left $80,000 as their equitable average cost per mile for their entire length. And to this sum a moderate allowance, say 20 per cent., for extra transportation and loss to the Company by rapid building, and the equitable cost of the Union Pacific Railroad, including its rolling stock and all appurtenances whatever, is thus demonstrated to be $105,000 per mile; and of the whole line, eleven hundred miles $116,160,000.

Now, what are the Company's Resources: They consist of Capital Stocks, Bonds loaned by the Government, Lands granted by the Government, which are now represented by "Land Grant Bonds," and the Company's First Mortgage Bonds.

What are these Assets worth? It is assumed the following figures are nearly correct:

Capital Stock	$24,500,000
Government Loan	29,150,000
First Mortgage Bonds	26,245,000
Land Grant Bonds (convertible for immediate location and sale of lands)	10,000,000
Total	$89,895,000

This amount, which is a saving upon the foregoing estimate of $16,265,000 is stated by the Company to be sufficient to bring the road up to the highest standard of completion, and to build the Denver Branch.

As a matter of interest, and to show the magnitude of the undertaking, we give the following table as we find it in the New York Herald, of stations, distances and elevations:

Distances.	Stations.	Elevation.
0	San Francisco	W. P. R. R. Tide.
12	Vallejo's Mills	121
74	Sacramento	51
102	Roseville	164
117	Cisco	5,937
124	Alta	5,625
136	Dutch Flat	5,111
140	Summit Sierra Nevada	7,017
151	Truckee	5,962
227	Lake (Donner)	5,810
237	Reno (Junction Virginia City, 17 miles)	4,930
317	Wadsworth (Central Pacific)	4,311
361	Humboldt Lake	4,247
414	Lovelock	4,128
445	Mill City	4,109
464	Winnemucca (North Fork Humboldt)	4,259
518	Argenta, Reese River Valley	4,672
564	Battle (White Pine)	4,826
620	Humboldt Wells	5,790
781	North Point, Salt Lake	4,220
819	Promontory City	4,390
871	Ogden (Salt Lake City Branch, 37 miles)	4,843
904	Weber (Echo, 31 miles)	5,020
964	Fort Bridger	6,806
1,006	Black's River	7,007
1,032	Bitter Creek Pass (Rocky Mountains)	6,097
1,131	Laramie	7,248
1,187	Sherman (summit Black Hills)	8,242
1,209	Cheyenne (Branch to Denver 10 miles)	6,041
1,284	Fort Kearney	2,388
1,564	Omaha	1,126
1,619	Omaha to New York	966

3,543 Total distance from New York to San Francisco.

On passenger trains everything will be provided that the wants of man may suggest. Sleeping cars, drawing room cars for ladies, saloon cars for gentlemen, restaurant cars, with kitchens on wheels, in fact, everything that a first-class hotel in a city can offer, will there be found in the comparatively small limit of a railway train. And it has been suggested—and the suggestion is not a bad one—that to each train there should be added a printing car, where, every morning and evening, the news from the East and West may be gathered at the telegraph stations, put in type and printed in sheets, so that the travelling passengers, during the several days on the route, may have the regular morning and evening paper as well as their meals.

For the present it is thought that the fare from New York to San Francisco will be $75 for emigrant and second class passengers, and $175 for first class passengers. The Union Company, as well as the Central, have each over 2,000 freight cars in readiness to transport whatever of merchandize may offer, and while the first has over 150 locomotives, the Central Pacific has 55 in good working order.

It is calculated that when the road gains the proper firmness by ballasting and "surfacing," that the time between New York and San Francisco will be cut down to less of six days. At present it is seven days.

FREE TRADE DOCTRINE.

The Free Traders are fully supplied with British gold, and are hard at work to prevent the grading of the tariff in favor of home industry, at the next session of Congress. The *Free Trader* of May, publishes the following:

> NEW YORK, April, 1869.
>
> EDITOR OF THE FREE TRADER: Many protectionists allow that "Free Trade is very good in theory," if we will only tell you how I found it worked in practice.
>
> Recently I bought in Montreal, Canada, for $28 gold a better overcoat than I could have got here for $60, and for which a friend proposed giving his cost in currency which cost him 16.
>
> NOTWITHSTANDING I read the *Tribune* daily, I cannot see how I am benefitted by paying 90 per cent more for my clothes, while protection I am told is the life, with Free Trade I have it in my pocket, how can I be better off by being so much poorer, and what right has any one to make me so, to benefit himself.
>
> Free trade is good in theory and in practice.

The writer does not give the price paid for labor in Canada, which is about one half of that paid in the United States. If labor was at the same rate here as in Canada or Europe, we could buy coats here at the same prices. And pray tell us, if Canada is such a paradise, why does not this writer go into business in Canada, where he can carry out his free trade principles? And why is it, that all the laborers, &c., who can get away from Canada are flocking to the United States? Perhaps, their low rates of wages do not make it such a paradise after all.

The same paper says: "Free trade will increase wages." And continues:

> What is the difference with existing tariff a dollar and fifty cents coin is now less dear or less four than one dollar could formerly be exchanged for. And this is exactly the state of things with us at present."

This is the old threadbare argument of the free traders. It is neither sound nor sensible.

The price of produce, which is the largest article of consumption by the families of laborers, is scarcely ever effected by a tariff. The failure of crops may double the price of produce without affecting the price of labor whatever, under free trade. In Europe for the last three or four years, produce increased from 50 to 100 per cent., owing to the failure of the crops, and labor was not one cent higher. So it would be here with a short crop and free trade. Under free trade the laborer would receive in this country, in order to compete with European manufactures, &c., about 75 cents a day; under a protective tariff he would not receive less than 50 to $1 75 a day, and the duties that he would have to pay per day, owing to the enhanced value of the articles he consumes under a protective policy, would not exceed 20 cents a day. Now, which would benefit the laborer the most—free trade with 75 cents a day, or protection with prices enhanced 20 cents a day, and wages at $1 50 to $1 75 a day? And with the price of labor in Europe ranging from 30 to 60 cents a day, how could wages be increased in this country under a free admission of cheap goods, made with the cheaper labor of Europe?

This is the kind of argument put forth by the free traders to catch the support of those who desire high wages and cheap goods, and who never reason upon the subject. This was fully illustrated in Pat, who had just arrived in this country, and who was asked 60 cents a bushel for potatoes. He expressed astonishment at the price, and declared that he could buy a bushel of potatoes in Ireland for sixpence a bushel. "Then why did you not remain in Ireland if potatoes were so cheap?" Bridget, I couldn't get the sixpence to buy the potatoes," was the reply. And so it would be here under free trade. The laborers, with free trade and low wages, would find it much more difficult to buy these cheap goods than it would be under a protective policy with higher wages and higher prices.

If this is not the case, why is it that in England with her boasted free trade, pauperism is increasing more rapidly than it ever did before? This, her official records prove. And such is the case in every other country where the domestic industry of one nation, differently situated, is not protected from the lower wages of another country possessing greater advantages, either in labor, money or machinery.

If all nations stood upon an equal footing free trade would be desirable, but so long as such is not the case, those who cannot, from many causes, manufacture as cheap as others, must resort to protecting to such branches of industry as desires to foster, until the inequalities are removed. We consider protection the shortest road to free trade, because it would tend to equalize the disadvantages between different countries much sooner than, free trade would. Under an adequate protective policy we would soon draw all the surplus labor of Europe to this country at better rates of wages, which would tend to equalize the wages of labor in different countries, and lift up the masses in the scale of humanity, while the equalization under free trade principles would only tend to degrade and pauperize the masses. Therefore we consider the free trade advocate an enemy to the human race.

The greatest bicolur feat of the age will take place next week. Mr. E. F. Parrott, of Philadelphia, proposes making a trip from that city to New York on a velocipede. Starting at five o'clock in the morning, he expects to reach New York by sunset the same day.

To C. B. BROCKWAY, Esq., we are indebted for a pamphlet containing the evidence in full and charge of the Court, in the case of the Commonwealth vs. Thomas Donohue, charged with the murder of Alexander W. Rea, and who was tried in Bloomsburg, in February last and acquitted.

Extended assortment of spring and boy's clothing at Moritz Eisenhauer's, No. 20 Centre street. From fifteen to twenty per cent. cheaper than elsewhere.

James Carrigan had his left hand crushed last week at Greenwood colliery, Tamaqua, by a car running off the track, and catching his hand between it and some timbers.

We hope Council will conclude during the coming summer to erect steps at the City Monument, and enclose the grounds. It is an improvement much needed.

Strawberries, peas, and other Spring luxuries are coming freely into market, but it requires a rather plethoric pocket-book to fill an ordinary sized market basket with them.

The Tamaqua Journal wonders where the Union Central Railroad is. Our clairvoyancy unscrupulously because "it sprung up like a hogweed grass and was cut down like a asparagus."

Postmasters Appointed.—Robert Wier has been appointed postmaster at Branchdale, this County, vice E. Connelly, removed. Also, L. Zimmerman at Llewellyn, vice G. Coleman, removed.

Current sufficient funds be raised to neatly enclose the burial ground at the Mount Laffey Cemetery? Minnie Lodge is willing to contribute $200 for the purpose.

A picnic for the benefit of St. Patrick's Church, will be given under the auspices of St. Patrick's Benedictial Society, at the Agricultural Park, on Tuesday, May 25. Jones's Band will be in attendance.

Good.—A flag-man has been placed on the Reading road in this Borough, where it crosses Union street. This is right. Now, accidents like that which happened last week at that point will be avoided

A delightful and refreshing rain visited this County on Thursday. It will be of the greatest benefit to vegetation. It had the effect of tumbling hay into market pretty sharply on Thursday and yesterday.

For Superior Goods and Saltpetre Powder, call at No. 196 Centre street, Pottsville, Pa.

We direct attention to the advertisement in another column, of Bright and Bower, Ashland, agents for the sale of wooden water pipes and eave troughs. Now is the season for putting those articles in.

Novelties in Spring Shawls and Dress Goods, at Galland's.

The New Registry Law.—We have struck off a number of extra copies of the Registry Law in pamphlet form which can be had at this office, by assessors, election officers, and all parties interested. Price 5 cents.

The Continental Life Insurance Company of New York, is not in any way connected with any other company either life or fire. It is the most successful Life Insurance Company of its age. See advertisement on third page.

The Rev. Theodore F. Hess will preach for the Second Presbyterian Church to-morrow morning and evening, at 10½ and 8 o'clock, in the Court House. Rev. Wm. Jacobs, D. D., is expected to preach in the same places to-morrow a week, (the 23d.)

Lieut. W. W. Parry, U. S. A., has been detailed to execute the duty of Indian agent. Should Lieut. Parry succeeding him to promotion in the regular army during his term of service in the Indian duty, he will receive promotion the same as though on ordinary detached military duty.

The best dressed line we have seen lately was that which met our view on Sunday evening last in coming out of Trinity at the close of the service. The wings were well aligned on the lamp which hung exactly in the centre, constituted we presume, the only company in the procession who composed it, are evidently wealthy for their talent in that sort of thing. They should enter the army.

The committee appointed by Post No. 23 Dept. of Pa., G. A. R. to make arrangements to appropriately observe the 30th of May, is composed of comrades Wallace, Palmer, Lieb, Parley, Saubert, Hinkle, Madden, Dunn, Ely, Whitney, Hodson, Drummond, Roland, Schnerr and Huber. All the members of the committee are requested to meet this evening at comrade Parley's store, at 8 o'clock "sharp."

Montana.—Col. A. K. McClure will deliver his celebrated lecture on Montana in Union Hall, this Borough, on Tuesday evening, May 25. This will be the fifth and last of the course which our citizens subscribed some months since. Those who have heard this lecture, say that it is the most interesting and instructive on the subject to which they ever listened. We understand that Col. McClure has very liberally volunteered his services for the occasion.

Mr. Charles Gregory is deserving of much praise for his untiring energy, in instructing the school to sing so well as they did on Wednesday evening.

Also the Lee family. It is almost unnecessary to speak here of the creditable manner in which they acquitted themselves. Their effort was well appreciated, and added much to the interest of the occasion. There was also an address by Rev. Chas. Lee, pastor, St. John's R. C. Church. Want of time compelled him to be brief in his address, though short, was instructive. The audience appeared well satisfied, and heartily applauded the performers. The money spent in attending the exercises is for a worthy object, and is money well invested.

Spring stock just received at Galland's, 210 Centre St.

"Old Jack O'Brien, J. P. and Tax Off." This Tamaqua war horse is now individual men heavily to the County Treasury on his unsettled duplicate of 1868, for $2,000, payable to this County. When he was appointed to collect this duplicate he was a defaulter on the duplicate of 1867, to the amount of $1,000, charged at the hands of the Commissioners by relation and affirmation, duly approved Feb. 29, 1835, section 42 of which reads as follows:

> No person shall be appointed collector of county rates and levies who shall not have paid over the whole amount of his former collection, before any such appointment be made; and no collector shall be appointed for Philadelphia county, who shall not have given bonds with two sufficient sureties, in the sum of one hundred thousand dollars, conditioned for the faithful performance of his duties.

Mr. Loeb is a Pottsville boy, and we are glad to hear of his success. Mr. Loeb is one of the Government, have been recognized by his appointment to the important position named.

Musical Convention.—The following is the report of the Treasurer of the Musical Convention held in this place on the 4th inst.:

Number of scholars 190 at $1 00 each	$172 00
Amount of receipts at Concert	50 00
	$238 00

BILLS PAID

Printing bills	$15 50
Distributing tickets and posting bills	6 00
One bill at Brockway's office	2 00
Section and door-keepers at Presbyterian Church	14 00
L. P. Whitney, Union Hall	20 00
Bartolet Abt, A., Jas. Pearce, &c.	6 66
J. W. Sellers, for conducting Convention	7 00
J. W. Sellers for 4 music books [illegible]	2 50
Postage, envelopes, &c.	1 33
Fee to Secretary, Treasurer	3 00
M. Oestrich, for tuning Piano	3 00
Balance in hands of Treasurer	$46 93

By order of the committee the balance in the hands of the Treasurer will be paid pro-rata to the members of the Convention thereof Monday's mail.

The Reading Athenæum & Library Association was from the assembly and Musical Store of Benjamin Parry, who will accept the thanks of the members of the Convention.

C. H. DREIBELBIS, Treasurer.

Wadesville Concert.—The entertainment given by the Wadesville M. E. School, on Wednesday evening, was a success in every respect. The house was so crowded that several had to stand. Rev. Mr. Shoemaker, Superintendent, presided. The exercises were of a high order of character, and rendered with good effect. As the object is worthy, our citizens subscribed some months since. Those who have heard this lecture, say that it is the most interesting and instructive on the subject to which they ever listened. We understand that Col. McClure has very liberally volunteered his services for the occasion.

Mr. Enoch Gregory is deserving of much praise for his untiring energy, in instructing the school to sing so well as they did on Wednesday evening.

Also the Lee family. It is almost unnecessary to speak here of the creditable manner in which they acquitted themselves. Their effort was well appreciated, and added much to the interest of the occasion. There was also an address by Rev. Chas. Lee, pastor, St. John's R. C. Church. Want of time compelled him to be brief in his address, though short, was instructive. The audience appeared well satisfied, and heartily applauded the performers. The money spent in attending the exercises is for a worthy object, and is money well invested.

John Duffy on trial at Bloomsburg last and this week for the murder of A. W. Rea, has been acquitted. Hester has been admitted to bail and Purdy discharged.

Hon. Lin Barlow, one of the counsel for the prosecution, ably sustained his reputation as a powerful evening was delivered in the Court House to overflowing, with a large number of ladies, forming a portion of his audience. We are unable, even if we had the ability, to convey an accurate idea of this brilliant and thoroughly convincing argument. Every man in the house was held spell bound with the strains of eloquence and true logic which escaped from his lips.

After giving the points of his speech, the *Republican* again says:

> It was one of the grandest appeals in behalf of justice we have ever listened to. No unbiased countenance—no prejudice—no exhibition of unkind feeling towards the prisoner engendered by long and bitter devotion to the cause, but in a calm, dignified and forcible manner he presented the plain facts of the case as set forth in the trial, overwhelming power."

Charles W. Ames, held on Tuesday morning last, the following communication was read:

> OFFICE OF THE QUARTERMASTER, May 11, 1869.
>
> *Officers and Members of Post No. 23, G. A. R., Pa.*
>
> GENTLEMEN: The undersigned Members of the Council of our Lord Jesus Christ, respectfully submit the following for your consideration:
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> We cannot withhold our hearty sympathy with you in the noble spirit that prompts the annual memorial ceremony, which you are anticipating, of decorating the graves of our departed comrades with flowers, in commemoration of their soul-sacrifice in our behalf, and we desire to add to the solemnity of your appropriation of these tributes of affection, by the presence of the Post and of a detachment of the Band of the Post, at the cemetery, and in attendance at the Church, and by the rendition of such music as may be appropriate to the occasion.
>
> We propose to use the Sabbath for this purpose, and in the morning, and in the afternoon the Solemn ceremonies will take place. Rev. John P. Siges, Rev. Mr. Wrenner, and other clergymen will officiate. The public is invited to attend. The Building Committee of the new structure are invited to be present and witness the ceremonies of Messrs. Galbraith, Tiek, Rose, Dreibelbis, Dahl, Reed and Dr. Snyder.

Spring Dress Goods, lovely styles, opening at Galland's.

If you want to have a pleasant time, go to the picnic for the benefit of St. Patrick's Church, in Agricultural Park, on the 25th inst.

There is a federal feeling like a building for Cornell and normal purposes should be erected on that and Normegee streets. Cornell is reasonable and good.

On Saturday last, George W. Reber of Schuylkill Haven, while on the Reading road, was very seriously injured by being caught between two cars near Reading.

The most complete stock of Dress Goods to be found at Galland's, 210, Centre St.

The other evening we had the pleasure of visiting through and inspecting the new establishment of Mr. Eyrich, No. 120 Centre street. It is his ready, a very spacious and pleasant house for his business, and has fitted it up in a very handsome manner. Some of them were as large as hickory nuts. It was apprehended that the first had been damaged, but on the 9, but yesterday morning on examination and inquiry, we found that no material damage to the trees had been done by it.

Gardening, house cleaning and whitewashing of fences, cellars, &c., are now the order of the day. But we must enter our protest against whitewashing the trunks of trees, like the one which graces the pump in front of Ivins, like the one owned by the County. The trunks of trees are not fences and nature never intended that they should be daubed with white wash or anything else to encircle air. If you have any regard for the health of your trees leave the trunks alone with whitewash or any other substance. But leave them to the care of Dame Nature. She is a good mother and knows how to bring her children up.

The following is a list of letters remaining in the Pottsville Post Office, May 14, 1869:

Armstrong E B	Kramer David	Montgomery Ann
Burns Daniel	Kline Harriet	Montgomery Ann
Robertson S	Kline Samuel	Osborn John
Barber Henry	Kane William	O'Brien Edward
Bell David	Kane Thomas C	Pierce Jane
Boyle Harriet	Kyn Clara	Reinhart Alfred
Bin Henry	Lewis Wm. [illegible] ralp	Reed William R.
Fox Bridget	Lewis Ellen	Taylor A G
Fannin Ellen	Lloyd Emma	Thomas Mary Ann
Fliprt J A	Mahon Catharine	Weber Mary F
Grady Patrick	McIlwee John	Whelan Mary F
Hall Mary	Miller Harriet	Walter Mary J
Harris Moses	Miller Elizabeth	Yates John W
Hamand Mary	Miller Ellen Beth	Leeby A

Beautiful Spring Goods opening at Galland's.

Fatal Accident near Shamokin.—On Saturday morning shortly before seven o'clock the boiler of engine No. 57, which was pushing a train to-ward the mines, burst near the head of Shamokin, exploded, killing the engineer, Jacob Pfeifer, and his fireman, a young man named Daniel Biddy, aged about twenty. They were blown several hundred yards up the side of a hill, and when found were dead. Their bodies being severely scalded and terribly torn. Two or three others on the train were scalded. The engineer leaves a wife and four children to mourn their loss. The fireman was unmarried and about twenty-three years of age. The engine was one of the build known as a "Camel back." Mr. Pfeifer leaves a wife and a child. Biddy was aged about 25 years.

Mr. Harry H. Davis, General at Cardiff, Wales, is now here visiting his friends previous to his departure for his new sphere of duty. He will sail about the 1st of June. The *Wilkesbarre Chronicle* in noticing his departure from that city and Kingston, says:

> Mr. Davis has served for several months on the staff of Gen. Lloyd, of Kingston.
>
> Col. Harry H. Davis, recently appointed United States Consul to Cardiff, South Wales, left the city yesterday to spend a few days in Philadelphia previous to taking his departure for his new sphere of duty. Col. Davis is a young man of ability, and we believe is the first who has ever been sent from this country to represent the United States in a foreign country. A very popular talent and starting interest