Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 3, 1869.

The just and fear not;
Let all the ends thou aimst at be thy country
Thy Gods and truths.

THE NORTH AMERICAN.

Since our comments on articles in the paper last week, two others have appeared—one last week and another this week. They are flippant and impertinent in style, unworthy the character of a respectable newspaper, abounding in mere assertions regardless of the truth, and display a most lamentable ignorance of the subject on which the editor writes. We question whether the writer has ever seen a coal mine, and he really does not seem to know in what sections of the State the coal is mined. It is characteristic of the North American—terribly selfish and always ignoring everything outside of Philadelphia. In the articles alluded to, the reader would suppose that Philadelphia owned everything in the State, and that nothing scarcely existed outside of the city. We know of no place where such miserable, narrow and selfish views prevail to such an extent as they do in nearly the whole of the press of Philadelphia. When that city wants any aid from the State, they find the country arrayed against them, through the selfish character of her press; and you may traverse the whole State, except on the lines of the railroads, and you will scarcely find a Philadelphia paper, with probably the exception of the Press, which has pursued a more liberal course, but even that paper is not entirely free from the same influences. We assert fearlessly, and we appeal to the whole press of the State to back our assertion, that the exclusive and selfish character of the Philadelphia papers generally, has tended to damage the interests of that city more than any other cause.

To show the kind of arguments this "Solomon" uses in discussing a question of great moment to the interests of Philadelphia in procuring a supply of cheap fuel, we copy the following:

"The Miners' Journal tells us that 'Society, if not quite, there is fast becoming so,' that large Conventions are held in Philadelphia and vicinity and on the line." The proportion is much larger in Schuylkill County being really owned by Philadelphians, who have more to lose than any other interest. We were aware of the fact long ago, but it has taken the Miners' Journal several years to ascertain it to be, though we have asserted it the statement has treated as preposterous."

Because we made a statement in an article, this writer takes it for granted that we did not know it before. We certainly did not obtain our information from that paper, because its columns may be searched in vain for any such information. Again:

"If we want anthracite we can get it from our own mines, without going to Schuylkill County. We get bituminous coal when we can either from or mid-river mines. Probably after four and twenty years of fighting for the coal trade with the Schuylkill region, we have not ceased to London, nor to Boston, nor to New York, nor to any other Atlantic port, and that the fact of considerable new and more convenient lines of railroad to the coal fields have come, Pennsylvania will not lose her trade."

This is another corroboration of what was stated abroad. According to this writer, Philadelphians know almost everything and the State is of no account whatever. We will just state positively that the policy of the road is controlled in England now, but such is the fact nevertheless. We also know positively that some years ago English interests did control the whole policy of the road, and the views of the English stockholders were carried out in its management. But judging from the two last articles in the American we do only consider it good authority, as we would prefer to consider that if the road really has been managed in Philadelphia, we don't think that it have much to boast of on this account. A sole-

"The editor continues very pale to a company of the contemplation of the Miners' Journal, that all the coal lands, and anthracite of the State, except in the Schuylkill Region, belong to the Philadelphians, and that the interest to own the charter of the proposed road."

The most singular paragraph is that when Mr. Edward B. Biddle proposed building the present road, owning to the high rates on the railroad, that the North American and U. S. Gazette, then the United States Gazette, was just as hot in favor of it as the North American is now of the proposed road, which will cheapen the transportation of fuel one-half. It then refused to publish anything in its favor unless paid for as advertisements, and after a while it refused to publish articles even for pay, just as it now not only opposes but refuses to publish anything in favor of the proposed road. The paper was then influenced by the Canal interest. It was this opposition in Philadelphia that caused the road to cost more than it otherwise would have done; and so incensed was Mr. Biddle with the policy of Philadelphia and its press, in opposing their own interests at the bed of a corporation, that he left Philadelphia shortly after, and has been residing in New York ever since. Again,

"If the coal operators are not satisfied with the management of the Reading Road, it seems very odd for them to say nothing of it."

Now we assert that there is not a coal operator who has interests in Schuylkill County, but what has strongly condemned the management of the Reading Road, and the high prices they charge to Philadelphia and on the line. But like prudent men, who are at the mercy of this corporation, they don't care about burning their fingers by putting them into the fire, before they are satisfied there is a remedy at hand. We know that the charter of the Manufacturers' and Consumers' Railroad was obtained at the instance of heavy coal operators, whom we do not intend to name, and as soon as it is certain that all the capital to build the road and stock it can be obtained, we know where the operations will be found. Again:

"The Miners' Journal has been very generously advising the industrial interests not to be in a hurry about building railroads, though the consequence have been a corporation at the mercy of such advice."

There is not a reader of the Journal that does not know that the above is not only malicious, but a willful falsehood. The policy of the Miners' Journal has been directly the reverse, and we challenge the writer to produce the proof of his assertion. So clear have our remarks been on this point, that we have no room left for even the shadow of a doubt. In fact it is impossible to hold any further discussion with such a writer, and we therefore dismiss him and his paper from further notice in our remarks on the proposed new avenue to market, by which coal can be delivered at Philadelphia from Schuylkill County at 80 cents a ton, instead of paying $2 15 and $2 45 by the Reading Road.

A MINERS' HOSPITAL.

About twenty-five years since we proposed the establishment in this Region, of a Hospital, to which miners injured in the discharge of their duty, could be taken. We laid a bill for the purpose prepared, to be submitted to the Legislature, authorizing the collection of a one cent a ton on coal for the erection of the necessary building, and endowment of the institution. After the different interests in the Region had been acquainted with the project, and all seemed to be enthusiastic, when in an unfortunate hour two parties conceived the idea of opposing the measure secretly at Harrisburg, at which time the matter was deferred until it was too late to do anything in it at that session of the Legislature. Since that period, at intervals, benevolent parties have made efforts to secure by voluntary contributions, the erection of a Miners' Hospital in this Region. But as far all efforts in that direction have failed.

It is undeniable that the necessity of an institution of this character in this Region, is becoming yearly more apparent. Every year the miners are going deeper into the bowels of the earth, and the dangers increase in the ratio to the depth attained, from fire and choke damp, falls of coal, etc. The number of miners killed and disabled, is increasing yearly, and some adequate provisions should be made to care for the maimed and to provide for the wants of the orphan children of men killed in the mines, until they arrive at an age, when they can support themselves.

At present when a miner is injured at the collieries to such an extent that he cannot in the future pursue the occupation of mining, he has in many cases to be supported by voluntary contributions. In a large majority of instances the families of these unfortunate men are compelled to adopt the business of keeping boarders to obtain a living. These places are in this manner so multiplied in the vicinity of the collieries, that many of the miners are induced to spend a large portion of their wages at them, causing their families to suffer, and to a very great extent demoralizing the neighborhood.

Viewed in the light of an absolute necessity for the comfort, welfare and peace of mind of the miner and his family, we have thought much upon the subject, and have resolved to make another effort for the establishment in this Region of a Miners' Hospital.

The plan we have considered in connection with its institution, is substantially, as follows:

To have a law passed authorizing the establishment in this Region of a Miners' Hospital, to be under the control, say, thirteen trustees, elected for one, two and three years, by the different boroughs in the coal region in the following proportion:—Pottsville, 3; Mahanoy City, 1; Ashland, 1; Shenandoah City, 1; Tremont, 1; Mt. Carmel, 1; Port Carbon, 1; St. Clair, 1; and Tuma qua 1. Let the Bill authorize the collection of the scales of one cent a ton on all coal shipped for consumption, to be added to the bill of sale, and which of course will be paid by the dealer abroad. He in turn will add it to his charge to consumers, and there is not a consumer we believe who would object to paying one cent a ton more on the coal he is using, knowing that it will be devoted to giving surgical assistance and comfortable quarters to the men injured in the dangerous mines at the hazard of their lives. The money thus secured would in a short time, from the commencement of the necessary building for a Hospital, which should be centrally located, so as to be of easy access from the majority of the mines, and have spacious grounds attached which could be cultivated by invalid miners. It is not impossible that if the matter should assume substantial shape, that the land for the purpose might be donated. Indeed, it was thought some years since that in the event of the death of two wealthy miners of this Region they would leave a liberal bequest for such an institution. They not doing so, the matter has never reached a tangible form.

We feel sure that by the adoption of the plan we propose, a sum necessary to erect the Hospital building and endow it, can within a year or two, be secured. It need not be limited in its beneficent operations to Schuylkill County. Adjoining mining counties that would contribute to its establishment and support, could partake of its advantages.

The trustees should consist of benevolent citizens, who without compensation or interest in anything to be supplied to the Hospital, will be willing to give their time and attention to the institution. No person should be chosen a trustee who has the slightest idea of receiving any pecuniary benefit from his connection with the Institution.

Such in brief is the plan we suggest for the establishment of a Miners' Hospital. If a better or more feasible plan can be offered, we should be happy to receive it and give it due attention.

The matter will we trust, attract the attention its importance warrants. With energetic action and determination, it can be got in good shape within a year. None will welcome it more cheerfully than the miner himself, or the mother who sends her boy daily to the mines, not sure that the setting sun may not throw its last ray on their mangled bodies. In the proposition there is nothing that will tax anybody in the Region to the extent of a penny, and the claims of humanity, justice to the miner and his family, and the imperative necessity, demand that we should act and promptly in the matter.

ENTERPRISE OF BALTIMORE.

To show the great advantages to a city of cheap fuel, we copy the following from the last quarterly report of the Baltimore and Ohio Railroad Company:

THE COAL TRADE.

The company has not hesitated to continue, in addition to providing for double tracking, to add to the original plant required for the advancement of that business, and to provide for the greater line of trade to be had in addition to the coal requirement of our home city. In proportion as the capacity each of the lines of a large proportion has already been built and is in service. Fifteen locomotives have also been recently added to the equipment, and other facilities for the coal trade has already swollen to a volume which exceeds that of any year.

This quantity is now regularly brought to our wharves and docks of the company, if its ability to meet be not checked by untoward circumstances, is to continue to do all that is possible to develop this important trade. It will be remembered that the company, in the early part of 1856, reduced largely the rates on coal. It will also be remembered that the demand became enormous—far beyond the expectations of the bituminous coal-carrying interests. As the result advanced, it became clear that the company could readily have obtained for its then full capacity of transportation a much higher tariff for coal per ton on the charge made; but in the pursuit of the wise policy upon which the company has always acted, the advance was made, and this coal was supplied continuously at the lowest possible cost during the winter, also, no chance in the regularity of the supply of the usual quantities of coal by the usual channels of trade, but the business of the year steadily increased, and rightly because of the great comparative advantages resulting from the abundance of coal and low prices.

STEAMSHIP ENTERPRISE.

The progress of our steamship enterprise has attracted very considerable attention. The North German Lloyd have found that such are the comparative economies and advantages of this steamship policy in the conveyance of coal, without demanding aid from that State or American interests, beyond what might be given to the ordinary mail steamers, that the company has already doubled the number of ships upon the line. At this moment there are two ships on the way to the next steamer, but we have the satisfaction to state, that sufficient cargo is offered to "load" more than two of these steamers. It therefore seems reasonable to anticipate that the line, which was inaugurated with two small ships, will in a very few years increase to four, will, in less than two years, have not less than five first-class steamers plying between Baltimore and Bremen. The economy in the cost of freight per ton, as compared with New York, also tarely in the case of the Antwerp line.

In this connection it will be interesting to note that, the Inman Company have added a fifth ship to their line of first class steamers between Liverpool and New York, and that the Cunard Line of the same have *heretofore* been placed upon that route, yet, in consequence of the depressed condition of the trade between Liverpool and New York, and the impossibility of the lines between those ports, no satisfactory arrangement could be made before effected. Within the past week, however, negotiations have been opened with established and influential foreign house which indicate that it is prepared to join this company, probably in the course of a few months, in establishing a line of the character and capacity desired.

This ought to stimulate the manufacturing and other interests of Philadelphia to secure cheap fuel to that city, by the building of the Manufacturers' and Consumers' Railroad. If they do not take hold of it, it will be built to New York. Of that they may rest assured.

THE NINETY-THIRD ANNIVERSARY OF AMERICAN INDEPENDENCE.

In this Borough and in many other places throughout the County and country, Monday, 5th, has been chosen to observe this anniversary, which falls this year on Sunday. The indications, are that the different celebrations will be participated in with unwonted spirit and enthusiasm. Not only this but every year this anniversary should be observed by the firing of cannon, by processions of the people, by listening to the reading of the Declaration and to orations. We have stronger reasons than ever for national thanksgiving. First, for the heroic action of the men who on the Fourth of July, 1776, set to declaring the independence of the United States, mutually pledged to each other their lives, their fortunes, and their sacred honor, and for the unwavering determination of the men and women of the Revoultion who carried the country through an eight years' bloody contest, culminating in the recognition of our independence by Great Britain. And in the second place, for the preservation of that liberty, by, the sons of those Revolutionary sires, during the critical period from 1860 to 1865. For these acts, for the great results springing from them, for our consequent status as the most powerful and prosperous nation on the globe, let us all unite, in heartfelt rejoicings. It is a blessed privilege which should be exercised by every citizen.

THE FARES ON THE PACIFIC RAILROAD.—

The California papers of June 17, contain the latest revision of passenger fares The charges are as follows: From San Francisco to Promontory, $50, in gold: from San Francisco to Omaha, $133; to St. Louis or Chicago, $153; to Cincinnati, $150; to New York, Niagara Falls, $170 50; to New York, $178; to Boston, $176; all the through rates payable in currency. Children under twelve years of age half price; under five years, free. One hundred pounds of baggage is allowed free to each passenger. The schedule time is, from San Francisco to Chicago, five days, seven hours; to St. Louis, five days, five hours; to New York, seven days; A correspondent of the New York Tribune, who has recently passed over the Pacific railroad, gives eight days 2½ hours, as the time required to pass from New York to San Francisco, waiting 5 hours at Chicago and 10 hours at Promontory. The Pacific Railroad trains, it is stated, in coming East, pass over the road 11 hours quicker than in going West. The extra expenses for meals and sleeping cars are from $5 to $6 a day. The meals, until reaching Omaha, cost 75 cents each, from Omaha to Promontory $1 (gold); from Promontory to Sacramento $1 (gold). The sleeping car charges vary from 50 to 75 cents. The full supply of sleeping cars has not yet been received on the Central Pacific, and passengers should telegraph from Omaha to Promontory to secure berths, otherwise they are liable to pass two sleepless nights on a disagreeable part of the road.

REV. VICTOR LA FAYETTE CONRAD, A. M., formerly of this Borough, whose scientific attainments are well known and highly appreciated, is Ockershausen Professor of Physical Science in Pennsylvania College, Gettysburg, Pa. The Department of Physical Science is furnished with an extensive collection of philosophical and chemical apparatus, to demonstrate by experiments the principles and phenomena of natural science. A superior telescope manufactured in Munich, has been secured for the use of students in Astronomy. The College contains 178 students.

Hogs, goats and other animals are permitted to enjoy themselves on the streets of Pottsville.—*Lebanon Courier.*

Yes, and will continue to do so, unless the people organize and put a stop to the nuisance.

—In selecting candidates for the appointments at large to the West Point Academy, President Grant has displayed good judgment and consideration. Most of the young men chosen are sons of brave officers of the army, who fell in the service of the country, or were mutilated so as to be incapable of doing duty. One of the appointees is a drummer boy, who won distinction in the Army of the Cumberland; and another is the son of the late Colonel Crane, who was basely murdered in Mississippi a few days ago by a rebel Colonel Yerger. In this last appointment, the President not only does an act of justice to a bereaved family, but he signifies his approval of Colonel Crane's conduct, and his horror of the crime by which he was slain. But all of these selections are good, and they will be approved by the country. The President has proved his superiority to political influence in this matter, and has demonstrated his intention, in distributing the positions in his gift, to recognize first of all the soldiers who served the country.

—CINCINNATI does not begrudge over contributions, calculated to extend her commercial importance. On Saturday $10,000,000 were voted to build the grand trunk railway to Chattanooga. The majority in favor of the contribution was overwhelming.—*Philadelphia Press.*

An example for Philadelphia to follow.—She now pays from $2 15 to $2 45 per ton transportation for coal delivered within her precincts for manufacturing and domestic use. Let her assist to build the Manufacturers and Consumers Railroad, to rim from this Region to Philadelphia, and she could have coal delivered at so cents per ton transportation. The amount thus saved to her would within three years pay the cost of constructing the road, $6 600 000, and build up her manufacturing and commercial interest in defiance of competition. Will Philadelphia continue to "higgle" over this matter?

The Cuban expedition which left New York city on Saturday night in the steamers Cool and Chase, was overhauled and captured by the revenue cutter Hugh McCulloch near Fort Schuyler, on Tuesday evening. The prisoners were placed on board the receiving ship Vermont, and the captured vessels were left under guard at the Brooklyn Navy Yard.—Colonel Ryan, with some 200 of the men, was on shore at the time of the capture and so far has escaped.

THE GREAT DECLINE.—From his repeated refusals of the Presidency, the democratic nomination for which he at last accepted, Horatio Seymour has been called the Great Decliner. But of this title will avail him no longer. Miss Anna Dickinson is said to be the heroine of two hundred declinations of matrimony, and "the cry is still they come," and still they are declined.

UNUSUALLY great preparations are being made in nearly all the country towns of the State for celebrating the coming Fourth of July. Monday will be generally decided upon for the ceremonies. Reading proposes a grand musical festival—a sort of Boston Jubilee on a small scale.

An aerial machine, intended to make the trip between New York and San Francisco in twenty-four hours, has been invented by a genius in the latter city, and according to reports, of its first trial trip it works like a charm, being propelled in any direction in the air.

MISS ANNIE KELLER, daughter of Mrs. Daniel Keller, of Ephrata township, Lancaster Co., Pa., was killed last week by falling from a cherry tree, to the ground, a distance of thirty feet. The accident was caused by a limb upon which she was sitting, breaking.

THE NEW YORK TIMES makes the following suggestion:

The history of that venerable Washington journal, the *National Intelligencer*—now defunct—ought to be written by some one who knows it. It would be a history of politics at the capital for nearly three quarters of a century, with specimens of nearly all our notable politicians. The *Intelligencer* has been a great power in its day.

THE French Atlantic cable makes satisfactory progress. In a day or two the Great Eastern will be off the banks of Newfoundland, and sooner than is expected, the connection will be complete between St. Pierre and Brest.

ACCORDING to the best authority, there are 6,000,000,000 tons of coal in the country lying fifteen miles on either side of the Tennessee and Pacific road, between Nashville and Knoxville.

EDITOR'S TABLE.

All books and periodicals noticed in this department can be had at Bannan & Ramsey's Bookstore in Centre street.

THE ATLANTIC MONTHLY for July has an admirable table of contents, as follows:—The Drummer Ghost: First Remembrances of Europe: The Fox in the Hen-house: Thomas Crawford—a Eulogy: No. 1 of Studies of Shakspeare: Sonnets to Critics: Sir Rohan's Ghost: The Restored Picture: Marrying a Pickpocket: The Greek Confederacy: Our Institutions, Historical and Religious: Fresh Gleanings: Review Record: Literary Notices. Published by Fields, Osgood, & Co., Boston.

THE July number of the Young Folks' contains a continuation of Mr. Aldrich's very interesting "Story of a Bad Boy," and a variety of instructive articles on coal. The other practitioners, many of them beautifully illustrated, maintain the deservedly high reputation of the work among boys and girls. Fields, Osgood, & Co., Boston, Publishers.

BLACKWOOD'S MAGAZINE.—The June number has been received, and is for sale by Carl Pabst, Publishing Company, New York. The contents are, Lots for the Times. No. II of Historic Studies: Lord Bacon and the Memoirs of George II: part 8 of A Few Words to Fortune: part 3 of Lectures on Foreign Languages: Reasons for Peace: Cornelius O'Dowd's critical papers.

THE COMIC NEWS for July is full of good things. The principal illustration, "On the Beach at Long Branch," is a capital representation of many fashionable but well known public characters, in very laughable. Published in New York. Agents, American News Company.

Local Affairs.

METEOROLOGICAL TABLE.

Temperature for the Week.

State of the Thermometer for the week ending Thursday, July 1, as observed by Jacob Pfleger, Druggist:

June—1869.	6 A. M.	NOON.	6 P. M.
18 Friday,	66°	81°	82°
19 Saturday,	74	88	86
20 Sunday,	70	86	84
21 Monday,	72	86	84
22 Tuesday,	70	86	84
23 Wednesday,	69	90	84
24 Thursday,	69	90	84

Weekly Almanac.

July—'69.	SUN RISES	SUN SETS	MOONS CHANGES.
3 Saturday,	4 32	7 34	Last Q. 1 P. M. 11 m.
4 Sunday,	4 32	7 34	New M. 9 " 47 m.
5 Monday,	4 33	7 34	First Q. 6 " 31 m.
6 Tuesday,	4 33	7 34	Full M. 2 " 38 m.
7 Wednesday,	4 34	7 34	Last Q. 31 0 " 11 ev.
8 Thursday,	4 34	7 33	
9 Friday,	4 35	7 33	

"Cousin Paul"

Mosquito Nettings at Fecht's, 201 Centre St.

The schools of Mahanoy City will reopen August 30.

The celebrated Hickory coal at Pottsville coal yard.

Grand closing out sale at Galland's commences to-day.

A variety of seasonable Dry Goods just received at Fecht's store, 201 Centre St.

Firecrackers of all descriptions, at John O. Back's store, Mahantongo street, opposite the Post Office.

Sunday next being the first Sunday in the month, the pews in Trinity Church will all be free in the evening.

To morrow.—Twenty seventh Sunday of the year and still after Trinity. Day's length, 15 hours and 1 minute.

There will be no public celebration in Schuylkill Haven on the Fourth. But places of business will be closed.

The Knights of Pythias of Schuylkill Haven and Cressona will have a picnic on Monday next in Beck's Grove.

Great closing out sale of Summer Stock and Fancy Goods at greatly reduced prices, at Morris Bachman's clothing store, No. 260 Centre St.

David A. Jones is the name of the boy who was killed at Schuylkenkopf a mines last week, by falling between a screen and the schute.

The Phœnix Fire Company will meet at 6 o'clock on Monday, July 5, at their Hall, for the purpose of attending the parade on that day.

Insure your life in Penn. Mutual Life Insurance Co. of Philadelphia, a purely mutual company. JOSEPH B. RICHARDS, Agent. tf

The Rev. B. Hart will preach in the Second Presbyterian Church, Market Square, to-morrow morning and evening, at 10½ and 8 o'clock. All are invited to hear this eloquent Divine. Seats free.

A picnic for the benefit of the Catholic church of St Clair will be given at Agricultural Park on Monday next. During the day Mr. Waldron will run a carriage between Centre street and the Park grounds.

A fine healthy boy about 13 months old, will be given to some respectable family wishing to adopt the same. For further information apply at this office.

Sudden Death.—On Monday evening last Mrs. John W. Guerber, wife of Professor Guerber, the well known postman of Schuylkill Haven, died suddenly in that Borough. Cause, disease of the heart.

Assistant Engineer Hiram Parker, U. S. N., will sail in the Lackawanna, from Norfolk, next month, for the coast of Brazil. Mr. Parker is home on a visit previous to his departure.

Mahanoy City was visited by a mad dog the other day, and the citizens presented him with a free pass to the place where darkest heaven reigns, in the shape of a charge of powder and shot.

Rev. Mr. Price delivered an interesting lecture in the Baptist Church last evening. During the coming two weeks Mr. Price who is a remarkably able lecturer, will lecture throughout the County.

Odd Fellows.—Lily of the Valley Lodge, No. 221, I. O. of O. F., will participate in the parade on Monday next, and extends an invitation to all members of the Order, to meet at the Lodge room, at 8 A. M.

Be sure to call on the Agent of the Continental Life Insurance Company of New York, before insuring elsewhere. See advertisement on third page. 10-2

Tornadoes wants the "Drummer Boy of Shiloh" arrested there, now that it has a large circulation. We presume that Mr. Hoscroft would be glad to have it sent there with our compliments.—*Pittsburgh*, if addressed. *Try It.*

On the evening of the 25th inst. a Convention of the Pottsville Board of School Directors and teachers was held for the purpose of consulting in regard to the list of text books to be used in the schools the ensuing year. It was concluded to retain the present list.

Primrose Alien Hoopskirt, the finest thing ever offered in the line at Galland's.

For the Fourth of July.—Mrs. Kate Jones, 124 Market street, has a fresh supply of Candies, Home made Cakes, Beer, Mead, Fresh roasted Pea nuts, Almonds, Figs, Dates, Fire crackers, Torpedoes, &c. Closed on Sundays.

Fined.—By Alderman Justice Conrad.

On the 28th ult. Samuel Eich was fined $1 and costs for being drunk and exposing his person in the streets.

On the 29 ti Richard Colins was committed to jail in default of paying $3 and costs, for being drunk and using profane language in the streets.

Preparations for the Fourth.—Messrs. A Son, 8, Union street, have on hand all descriptions of fireworks from a pack of crackers to the largest rocket. Those who wish to help illuminate the Borough on the night of the 4th, with beautiful fireworks, should make their selection to day at Messrs's.

The Continental Life Insurance Company of New York, is not in any way connected with any other Life Insurance Company of the name.—Pottsville Life Insurance Company of the same.—*Press.*

See advertisement on third page. 10-1

Fourth of July Sermon.—A sermon appropriate to the day will be delivered in the First Presbyterian Church, Pottsville, by the Rev. Mr. Schaeck, the pastor. Subject of Sermon, the intimate relations of Patriotism and Piety. Post No. 23, Dept. of Pa., G. A. R., has been invited to be present. Comrades will meet at the Post room, at 7 o'clock, to proceed to the church.

Cloak and Dress Trimmings at Magrie Bonbright's, 122 Centre street, below American House. 21 4-27 1m

National Temperance Sermon.—The members of the different Temperance organizations of this Borough, will meet in their hall, on Sunday morning, July 4th, at 10 o'clock, (sharp) to proceed in a body to the Baptist Church, Mahantongo street, where a National Temperance Sermon will be delivered by Rev. A. H. Sambower.

219 Centre Street.—Grand closing out sale of Dry Goods at Galland's.

The Order of Harugari.—This Order, the membership of which is now Germans, will hold a festival of three days in Philadelphia. The representatives from all the lodges in this State are to assemble on the 4th of July, at which time the Grand Lodge of the State of Pennsylvania, in accordance with resolution passed by a convention of all the lodges of the United States.

On Sunday evening last in Mr. John Shippen, President of the Ice Cream Saloon, corner of Reading Union street and the American House, a public concert was given by a number of ladies and gentlemen, which was attended by a large audience. The entertainment was of a high order of excellence, and all present appeared highly delighted with the performance. The proceeds were for the benefit of the Saloon, but we were not able to ascertain the amount. Mr. Shippen in case to pull in the house, but