Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 3, 1869.

REPUBLICAN STATE TICKET

FOR GOVERNOR,
Gen. JOHN W. GEARY,
of Cumberland County.

JUDGE OF SUPREME COURT.
Hon. HENRY W. WILLIAMS,
of Allegheny County.

ANNOUNCEMENT.—To our Philadelphia readers and advertisers. We have entered into arrangements with J. Wilson McArthur, Esq., Attorney at Law, 135 Walnut street, Philadelphia, to attend to the collection of our bills for subscription and advertising in that city, and we hereby give notice that Mr. McArthur's receipt will be recognized, and acknowledged by us for all monies paid him on our account.

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Republican County Standing Committee for 1869.

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TO OUR SUBSCRIBERS.

We commence with this issue of our paper enclosing bills for subscription to the Journal, and hope our friends will respond promptly. A great many persons overlook the fact that it takes money to carry on a newspaper, and imagine the small amount due by them makes but little difference.—This is not so. Although the sum may be small, yet the very large number of such bills make a large sum in the aggregate. While we pay cash for everything we use, labor, material &c., we have to wait patiently on many of our subscribers for a long time, and we have a number on our list now, whose papers we shall be compelled to stop, unless they respond to this notice, and send us the amounts due. We have now in preparation a list of such delinquents which we intend to publish shortly, with the amounts they owe us, if we do not hear from them in a reasonable time.

We trust, however, that all knowing themselves indebted to us—which they can easily know by reference to the printed slip on the paper—will send us at once the amounts due by them.

The population of Wilmington, Del., is [illegible].

The Democracy of Erie county are for Packer.

English explorers are seeking the site of the Garden of Eden.

The public debt was reduced about ten millions during the month just passed.

New Wheat is offered for sale in Western Georgia at $1 50 per bushel. Yield abundant.

The internal revenue receipts for the fiscal year, ending 30th ult., amounted to $157,[illegible].

Colonel William Ward, an armless soldier, has been appointed Postmaster at Newark, N. J.

A young lady in Logan county, Ky., advertises for sealed proposals for her heart and hand.

The all important question just now in Boston is, "What shall be done with the Coliseum?"

Hester Vaughn is in England, in a destitute condition, and has applied for assistance to her friends in this country.

G. A. R.—The semi annual convention of the Grand Army of the Republic will be held at Altoona, on Wednesday, July 14.

Major Freas, editor of the Germantown Telegraph, has gone to Richfield Springs, New York, for the benefit of his health.

On the 25th ult., Mr. Borie retired from the position of Secretary of the Navy, and is succeeded by Attorney-General Robeson of New Jersey, an able man.

"Has your husband got naturalized?" inquired an energetic politician of the Fourteenth ward, of a robust female. "Got natural eyes," was the response in an indignant tone, "yes, begorra, and natural tath too."

Electric Sparks.—It is stated that young ladies make the best telegraph operators during a thunder storm, inasmuch as none have yet been found who are afraid of the electric sparks—"or any other man."

A handsome young bride was observed to be in deep reflection on her wedding day. One of her bridesmaids asked her the subject of her meditations. "I was thinking," she replied, "which of my beaux I should marry if I should become a widow."

The Washington National Intelligencer, which in the days when the Whig party flourished, was a journalistic power in the land, has suspended for want of support. The old Democrats in Washington are trying to revive it.

The Hartford Post says of the Republican nominee for Governor of Pennsylvania: "Certainly no more popular candidate for Governor could be chosen than Governor Geary. His reputation throughout the country is high and needs no comment."

The Reading Gazette says that the Democratic party will be defeated at the next election in this State, unless it nominates Gen. Hancock for Governor. "We believe you my boy." And even the military renown of Hancock would not save you.

The crops in this country for 1869, notwithstanding croaking, promise to be unprecedented, in the yield of cotton, sugar, rice, tobacco, wheat, corn, in short, in all the cereal products of the earth, as well as the important branches of fruits and vegetables. This is gratifying news to all.

In the hands of J. Knabb & Co. the Reading Daily Times promises to be one of the best dailies published in the interior. It already comes up to our ideas of what an inland daily paper should be, but we presume that the enterprising firm will even improve upon their present success in that line.

Andrew Johnson proposes to write a history of his Administration. It is written already, in the unnumbered graves of Union men slaughtered since the close of the war by his rebel policy, and in the scores of counterfeiters and defrauders of the revenue pardoned by him. Andy had better save himself the trouble. No honest man cares to read it.

Congressman Golladay of Kentucky, made a speech in Franklin lately, in which he took open ground as a Democrat in favor of repudiating the national debt contracted in subduing rebellion. There is no doubt that Mr. Golladay but anticipates in this promulgation of his opinions, what will be the main principle of the platform of the Democratic party in the next Presidential campaign.

We are glad to find that the Philadelphia Press has opened its columns to the discussion of the cheaper fuel question, on which the prosperity of Philadelphia so much depends. At Baltimore the European line of steamers is supplied with fuel at $2 50 a ton by contract with the city of Baltimore and the Baltimore and Ohio Railroad. An extract from the last report of the above named company published in this paper, states that they expect to establish a line of steamers with Liverpool also in a short time.

The question of cheap fuel for Philadelphia is a question of vast importance to the manufacturers and citizens of that city, and a little effort on their part will secure it. If they are wise they will call upon the Councils of the city to appropriate say $80,000 for the survey of the proposed road from this coal region to Philadelphia, so that the actual cost of such a road can be ascertained as soon as possible. In the extensive combinations now forming, if Philadelphia remains inactive she may be left out in a great extent, because even the Pennsylvania Railroad Company cannot protect them without the active co operation of the city. The new road could be run to the Delaware Wharves of the Pennsylvania Railroad Company.

On the Lehigh they have two roads and a canal, with not half the coal area that Schuylkill County has. On the Schuylkill the Reading Road controls the Canal, and has almost ruined it already with a view of absorbing it,—and Philadelphia will be completely at the mercy of the Reading Road, with its high charges, because its immense capital will not permit it to carry coal cheaper, until it is compelled to do so, by the competition of a new and cheap road, which will pay, while the Reading will be losing on its large capital.

Governor Geary is the nominee of the people. Corrupt leaders objected to him, when he was named for nomination, and brought all their influence to bear in the Convention, to defeat him. Yet he was renominated for Governor on the first ballot, by an almost unanimous vote. Governor Geary is a thoroughly honest official.—"Rings" cannot use him; schemers for selfish ends are baffled by his unbending integrity. His Administration has been entirely in the interest of the people, and he stands to-day with them stronger than ever. His greatest enemies are those who have been thwarted by him in their efforts to plunder the treasury of the State. As an Executive he is like Grant, honest to the core, and it is gratifying to know that the personal relations of these two eminent men, are of the most pleasant description. We have evidence in this in the fact that when the President lately desired to make a change in the Secretaryship of the Navy, he tendered the position to Gov. Geary. But the Governor had consented to be again a candidate for the position he now occupies. He would not "go back" on his word, and he declined the proffered honor. It will be recollected that the appointment of Mr. Robeson as Secretary of the Navy, was made immediately after the nomination of Gov. Geary. We allude to the matter to show the friendly relations existing between President Grant and Governor Geary, and as another illustration of the honorable characteristics of Gov. Geary.

The people of Pennsylvania will esteem it an especial privilege to re-elect John W. Geary in October next, by a majority of Twenty Thousand.

Whatever the Republican party rules in the country, there indebtedness is reduced and the people prosper. For instance, the State of Iowa recently paid off a large part of its debt, and has funds in hand sufficient to redeem the outstanding loans, as soon as the holders are ready to receive the money. And Indiana is pursuing the same course.—Five years ago the debt of that State was $9,000,000, and has now been reduced to $2,000,000, of which $800,000 will be paid on July 1st, leaving only $1,200,000 still due. It is the same in Pennsylvania. Under the Republican Administrations of Governor Curtin and Geary the State debt has been largely reduced and taxation lightened. The tax on real estate has been altogether removed. If the people want this satisfactory state of affairs to continue they must re-elect Geary in October. To return to Sham Democratic government will be to invite increased indebtedness and misrule.

True as Preaching.—The New York Citizen, a power in the ranks of the Democracy, has the subjoined remarkable—remarkable as coming from a Democratic source—yet most truthful paragraph:

We hear nothing as to what are Democratic principles at present. Copperheadism was a failure, and since the death it can only deservedly the prop well to pay our debt in ... [illegible] ... Who is prepared to furnish Government aid?

All you have to do, is to come over to the Republican party, which now embodies all the correct Democratic principles in existence.

The Discharged Government Employees.—A Washington despatch to the Press, says:

The distress in this community occasioned by the numerous discharges of Government employees is a matter of public regret, and is the only serious result of the sweeping retrenchment now progressing in all the departments of the Government. ... [illegible] ... where.

William Logan Geary, son of Gov. Geary, has been appointed a Cadet to West Point, by the President, in consideration of valuable services rendered in the tented field.—Young Geary was about thirty months in the service; during the late rebellion, he lost a beloved brother in battle; his father served from the commencement to the end of the war; and it was but just and proper that these services should be conspicuously recognized by the Chief Magistrate of the nation.

[COMMUNICATED.]

WENT A-FISHING.

Who went or how long they staid, may not concern the public; but it was of the first importance to a Bachelor friend we wot of, whose quiet domicil hard by the Manatawny, in Oley, of modern Berks, was literally invaded by the party aforesaid. It was there we breathed—it was there we fished—it was there we got wet (fishermen always do)—it was there we got dry (fishermen always do): in the sunshine of thine and thy neighbors' hospitality, O noble son of Esculapius! To fish is one thing, but to catch fish is quite another. This latter was the mission of our party; and when to this is added a jolly good time, generally, the public is advised of all that is material for them to know, on that head.

For agricultural beauty, nothing could be more exhilarating than a drive, at this season, through the rich townships of Exeter, Amity and Oley. The crops of every kind look remarkably well. The corn, though somewhat retarded in growth by the Spring's prolonged cold and wet, wears a healthy color, and stands well. The winter grain, now just ripening, promises all the farmer could desire; while the fancily loaded wagons of new-made hay, on every side, attest a most abundant grass crop. It is in Exeter, the splendid farm owned by C. Tyson, Esq. of this place, is located. The evidences of industrial thrift are everywhere visible. The farm houses have a substantial, well-to-do sort of appearance, which with the aldermanic like barns, peculiar to Pennsylvania, impress one with a comfortable sense of ample entertainment for man and beast. And so our experience proved it. For a run on fish and the larder, commend us to Oley.

[illegible]

[COMMUNICATED.]

Messrs. Editors:—I was highly gratified in reading your article in last Saturday's Journal, entitled "Protection to Property." All you say in regard to hogs, goats, &c., is the truth, to which many of our citizens can testify. Yet this nuisance is largely on the increase, and is becoming really insufferable.

I cannot but believe that there are many, very many citizens who would do all in their power to correct this growing evil, if the way was shown to them. Dogs, hogs and goats have taken possession of our town in such a way, that our wives and children have to keep from the streets, for fear of hydrophobia. So flagrant has the dog nuisance become, that I sometimes ask myself, am I living in a kennel or in Pottsville? By day they are let running at large, while at night they prevent the possibility of sleep, by their continual barking. I know that right minded people will not keep dogs, to thus annoy their neighbors. Yet I am aware that respectable people (so-called) keep two or three, who are thus continually annoying people day and night, and I also know of those who keep dogs who can't have too many to make the night hideous by their continual noise. It is a fact not to be controverted, that dogs, hogs and goats, running at large, as they do here, is a true indication of the character of a town or city, and would repel people from locating in the same, if necessity did not compel them. With our beautiful mountains and hills, our salubrious and invigorating atmosphere, our diversified scenery of landscape, all inviting to locate and be happy; yet all this and more has to be given up, to accommodate the lovers of dogs, hogs and goats. Verily, they have a fine taste. But, you ask, organization is the remedy; so say I, but how can it be done? By placing better men in our Borough Council than we have at present. They seem to think that our lives and the lives of our wives and children are of very little account, and seem to be perfectly regardless of how many may become victims of that terrible disease, hydrophobia. In the opinion of the writer, and the estimation of every right minded man and woman, one human life is more precious than the lives of all the dogs in Christendom. Where there is so much at stake there ought to be no imbecility.

I am aware of the difficulties in removing evils of all kinds in a municipality like ours, and in fact in all municipalities; but it must be done, or we retrograde in the scale of civilization, and if the virtuous and the good will not take more interest in the government of our town, in the selecting of suitable persons, for the various offices of the same, I have very little hope of a reformation.

I have no desire to be personal, or to diminish aught of the gratification and self esteem that any of our representatives entertain of themselves, as I do desire they represent those who elected them, and it would not be right in one sense to jeopardize their popularity by enforcing laws, which look very nice in the books, but are less things outside of them. I read the proceedings of the Borough Council, as published regularly in your paper, and except the ordinary routine of business, has very little in it; no noble stand for the protection of life and property, or the morals of the community; foolish men may beat their heads and bodies against these things, but as for us, we will bestow our dogs, hogs, goats, &c., here full development for their natural inst. cts.

Now, Messrs. Editors, if you include all I have mentioned in your catalogue of nuisances, I am in with you to organize, to accomplish some reformation for our borough, and would earnestly and respectfully ask the co-operation of such of our citizens, who desire to see such a change in our municipal affairs, as will give the desired protection.

A Citizen.

THE PACIFIC RAILROAD.

Mr. Richardson, a capable gentleman, has been sent out by the New York Tribune, to make an honest report upon the real condition of the Union and Central Pacific Railroads. Several of his letters have appeared, but their great length precludes re-publication by us. His letter, under date of June 12th, and which appeared in the Tribune of Saturday, was especially interesting. He had reached Promontory, the end of the Union Pacific road, and which is 1,085 miles west of Omaha. He thus speaks of what he saw at Sherman, a little village of some half dozen houses, where the landlord informed him that water thrown upon his porch at midnight, in any season of the year, would freeze before morning:

Sherman, like other desert stations, has a wind mill some twenty feet in diameter, which pumps water up from a spring into a high tank beside the track. The tank holds 60,000 gallons; the pump will fill it in ten hours. When it is full the water lifts a little float; that pulls a wire; the wire shuts up the sails of the wind-mill and it stops. When the tank gets nearly empty, the action of another float opens the sails, and the wind mill starts again.—The cost of the ingenious apparatus all set up is about $6,000. It might be used to great advantage for irrigating. It is one of a thousand instances in which modern machinery, not content with merely utilizing the forces of nature, disciplines them into doing their appointed work, without an eye to overlook them or any hand to regulate.

From Sherman I rode down upon a locomotive three miles, to Dale Creek bridge, which bears the label, "Slow trains to four miles an hour in crossing." It is of trestle-work, 127 feet high, and 500 feet long, well braced and firmly stayed by wire cables which are bolted into the rocks at the bottom of the gorge, where glides the water of the narrow stream, dim and almost black. Seen from below and at a little distance, the structure looks like an exquisite piece of gossamer. The bridge over the Genesee at Portage Falls, on the Buffalo branch of the Erie Railway, is three times as long, nearly twice as high, and it has been used for twelve or fifteen years. This would undoubtedly be good for half a generation, but under the requirements of the Government, the company are about to fill in the gorge and culvert the stream. It will cost a hundred thousand dollars.

"Uncle" Ivan, a German, "section man," who has fenced off a little patch, set up a few stalks of cactus and wild flowers, and planted garden seeds. As yet none had come up. "The chief trouble," he explains, with a perplexed look, "is that it never rains here except in June." "But can't you water your garden?" "Well, yes, occasionally." "How far do you have to bring water?" "Half a mile." What with desert soil, and rainless climate, and frosts every month, and no water, even for drinking, within half a mile, it is a very desperate essay at agriculture!

After lingering over Sherman for 24 hours I took the next train westward. On board were Gen. G. M. Dodge and G. W. Frost of the Union Pacific; Gen. G. K. Warren; Col. R. S. Williamson, and James F. Wilson of the Government Commissioners; Dr. Thos. Hill, late President of Harvard; D. O. Mills of the Bank of California, and U. S. Senator Conness.

In 1856 Dodge surveyed across the Rocky Mountains for Durant and others, who were interested in the Rock Island road, but nothing immediate came of it. In 1859, however, Abraham Lincoln of Illinois examined the Missouri, to see the country and make political speeches. At Omaha he encountered Dodge, and with characteristic hunger for information, he made him sit down beside him on the steps of little hotel, and for four hours answered his questions about the great unknown West. In 1864 Lincoln was President, and the law required him to fix the initial point and establish the route of the Union Pacific road.—Remembering the young engineer, who had now become a Union Major-General and was commanding at Corinth, Miss., he summoned him by telegraph to Washington for consultation. Thus that early chance interview had great influence in finally determining the line. Dodge is now Chief Engineer of the Union Pacific, and all agree that his work has been admirably done. Wilson has resolutely retired from politics to devote himself to the law. Otherwise he would probably have been the next United States Senator from Iowa. His decision is to be regretted; he is one of the few men whom the country cannot spare from its councils without real loss.

Our train was heavy and late, so we ran often forty miles an hour, and made up two hours during the night. The sleeping car, though gliding with perfect smoothness, swayed a good deal in passing around curves. Morning found us on the great coal belt of Wyoming and Utah, which is 350 miles wide, and runs from British America down into New Mexico. The Northern and the Southern Pacific roads of the future will both cross it.

On the Union Pacific, coal is now mined at half a dozen points, Carbon, 656 miles from Omaha, being the most eastern, and Evans, 937 miles from Carbon. The most western. The veins range in thickness from a few inches to 24 feet. Five hundred miners are employed, and they take out some 600 tons daily. At Carbon, Black Butte, Point of Rocks and other stations, horizontal shafts penetrate the hillsides and bring the dark product to the main track. It is known coal, somewhat of the nature of lignite—soft, easily lighted, burning in a blaze to ashes, and leaving no cinder whatever. It is liked equally, both for steam engines and for dwellings. Loaded upon the cars, it costs the company about $4 per ton. They cannot yet deliver it at Omaha for less than $11, while Iowa coal, though of an inferior quality, is sold there for $8. But this discovery was a Godsend—the best product of fortune that has happened to them. Not only does it supply their long line, but it will also have to supply the Central Pacific, which is awfully short of fuel. In mining purposes, it is a better thing than the rich gold or precious silver veins of the Sweetwater gold places.

It would seem that this immense bed of coal had been placed there by some over-ruling power to supply this country with fuel, and aid in its development. It will be of immense value to this road, not only as fuel for its own locomotives, but to increase its tonnage. That portion of the letter which particularly refers to the construction of the road is as follows:

A third night in the sleeping car and at 2 A. M. we awake at Promontory, 1,085 miles west of Omaha. We have passed over the entire Union Pacific road.—The journey leaves these conclusions:—1. From Omaha to Piedmont, 950 miles, it is without exception one of the very best roads in the United States—smoother than from New York to Chicago, or those from Chicago to Omaha, and capable of being run forty miles an hour without the least difficulty. 2. Between Piedmont and Promontory, 125 miles, there is some very rough track—30 or 40 miles in all—which was laid during the Winter. But the Company have a heavy force putting in Howe trusses where there were temporary bridges, replacing trestle-work with masonry, removing abutments built of a sandstone which was taken from the ground, but which softened and crumbled after a few months in the open air, and substituting a quality which plays no such pranks, leveling rough spots, and smoothing irregular grades.

3. One taking the sleeping car will find the road entirely comfortable, and, in spite of rough places passenger trains run 22 to 25 miles per hour, from end to end, including all stoppages—a rate of speed which is very high.

4. It is as safe to travel upon as any road in the United States. Up to May 1 it had carried in all 143,586 passengers, equal to 23,800,000 for one mile, and yet in spite of the confusion arising from construction trains, and the piling up of material to the end of the track, not one passenger has been maimed, and not one killed through any fault in the road or its employees.

The operating is directed by Webster Snyder, a man only thirty four years old, who has risen step by step, to his present position, by no help but his own industry and energy. He has been charged with a lack of courtesy. Pressed with care and labor, I fancy that he has not always been so gracious to visitors who were justly entitled to special attentions. Older men have outgrown curer faults. He seems to me a marvel of energy, thoroughly devoted to his work and thoroughly equal to it. The prevailing system; the tone of subordinates, the general condition of things along the line, all indicate a man at the head who "knows his business."

The difficulties of his position have been great.—Perhaps the road has received Government aid, he says, "everybody seems to think himself entitled to a free ride over it. It is impossible to have passengers play upon a line where the fare is 10c. if we did, every train would be filled with dead-heads. We have had everything to do, and to do in a hurry. If we needed a station keeper, we must send a house for him to live in. It has been almost impossible to get good railroad men. Anybody discharged from any eastern line as incapable, or a thief, was sure to get here. Many of them stay but three weeks having a letter from his late President or directors, indorsing him as the most honest and efficient man ever employed upon their road. Even when we sent capable, steady men out into new towns where there were no homes and no organized society, they would frequently get to gambling and drinking. But the hardest part is over now. We are trying to put the road in order, and to run it as it should be; and we want to have it criticized intelligently and frankly. If you see anything to praise, give us the credit; if you see anything to condemn, don't spare us."

Our rarely, Lieut. Ber. Reilly, of the Army, now on duty in Washington as the escort of General Sherman, promised us when last in Pottsville, that he would, when he had an opportunity, visit Fort Washington and give a description of its present appearance. He lately had that opportunity, and we have the fulfillment of his promise in the following letter, which coming as it does from a member of Company H., will we know, be read with interest by every surviving member of that Company; under whose eye it may come:

FORT WASHINGTON, MARYLAND.
1861——1869.

Last Monday I took occasion to company with a few friends to avail myself of the kind invitation extended to me by Capt. Stackpole, of the steamer Arrow, and once more tread the soil [illegible] ... rode to the ... [illegible] ... while my friends amused themselves ... the cabin. I took the opportunity to look out for a milar land marks, so well known to many Pottsville boys. As we steamed passed Alexandria, I could not but remember the circumstances under which we passed that town eight years ago. Then if you remember, there was a company of rebels with a couple of light guns on the wharf, threatening to blockade our progress. I wonder if any of the members recollect how nimbly a great number of us suddenly disappeared below decks, or to the opposite side of the vessel? As we proceeded down the river we passed Fort Foot and numerous other works, built since our departure from Fort Washington. As we neared the Fort, the old fishing ground and "shebang" (or shebang) came in view, where some of us were wont to visit, but only to procure fish. I could not refrain from looking at the position of the shebang, when I remembered the ... expedition of "Sapper" ... of the Company will remember ... with the fish for Capt. Smith. We arrived at the Fort at 10, A. M. The wharf is being enlarged, and the first thing in view was the old pile driver at work.—My friends with their ladies crossed over to Mt. Vernon on a small steamer, whilst I furnished to inspect the old place. I walked up and entered the water battery at the gate where "No. 7" once did stand. My attention was first drawn to the dilapidated and neglected appearance of the place. The buildings are still there, but the place is overgrown with weeds and grass, the grass being nearly two feet in height. I first visited our original cook house, where we indulged in the extreme luxury of square hunks of fat, which we mainly used as missiles to throw at mark with. It is not used at present. Our new cook-house where Charley Potts, Geo. Hartman and Vanhorn used to do us to fried potatoes and all the delicacies of the season, is also vacant. The officers quarters, (the little brick) is more or less used as a magazine. No more will we see the soldierly figure of Capt. Smith, followed by Lieuts. Wallace, Nagle and Russel, and preceded by our efficient Company clerk, O. C. Bosbyshell,—who [illegible] ... in as quickly as he did—dating there from. Upon the ... I gradually proceeded to the temporary home the Severn boys, assisted by our other carpenters, built for us. The shell is still there, but the "hearse," the life of the place, is departed. Half of it is now used as a Quartermaster's office, the remaining half for laundress' quarters. Think of it, ye men of Company H, women running around and babies squalling in our very sanctum sanctorum! As I moved through the quarters I could almost place my comrades of the ... [illegible] ... Here was Sergt. Russel, ... [illegible] ... John-son and other ... [illegible] ... lofty rambling ... Underneath ... [illegible] ... Over there, Dr. ... Underneath, the Orwigsburg ... baby is yelling. Frank Myers ... [illegible] ... Farther down, Ed. Shippen was wont to dwell. Then the Christian boys. Over in the corner, Val. Stichter and Stilzer. Across the way, the Severns; and as we reach the end and look up, the "Lazy Club," with Ridgway, Potts, Lesser, Bartholomew, Patterson, Evans, Snyder, etc., as occupants. I left the quarters feeling sad, when I thought of the number of those whom no more will we meet on this earth. I have no doubt the graves of Gilmour, Pollock, Johnson, Ship, pen, Sillyman, Stern, Potts, and the numerous others, were bountifully decorated on decoration day.

I left the quarters and mounted the parapet where Johnny Engle with his comb-band amused themselves discoursing delightful music, and brushing away shad flies. I wended my way through the tall grass (past No. 6, where the fatigue party had the famous pull, which they at first refused to accomplish until L. Reynolds also took hold), to the "Ride Battery." It is in the same, miserable condition as when we used to smoke ourselves blind looking at nothing. I went back and entered the main Fort in the same manner as of yore, the steps being in a good state of preservation. As I arrived on top and glanced around, the scene was quite familiar, the Fort being in about the same condition as when we left, with the exception of, 1. Barber stared, off it being overrun with grass, the grass even encroaching on the parade ground. The guns we mounted, the "barbettes" are still there, very few if any, being added. There is one company of artillery, in the Fort and one company in a large barrack, which is quite new. The citizens have one house built on the hill outside the Fort, and have spacious gardens. The old quarters for officers inside the Fort are now used as offices, court-martial, billiard rooms, etc. It seemed strange, my playing billiards in the room Major Haskin formerly used as a parlor. Gen. Howe is in command of the Fort, and lives in the stone house where we passed our first nights, and where afterwards Captain Wren had his Company quarters. Major Throckmorton of the 4th Artillery, is second in command. As he is an old acquaintance, he extended me many facilities. The commissary store, where the sutler shop was, where we procured all with large quantities of pepper, and cheese who fell in after our laborious duties, for our whisky rations, are now closed, being stored with ordnance. The sutler shop is now outside the Fort, and the sutler is as large a personage than Lieut. Thomas. I introduced myself, and he was very kind.—He harnessed his team and drove me over to Pierrepont via the route we were wont to go after an old wood, shell, &c. We returned to the Fort at 4, P. M., in a heavy shower of rain. As I looked over the water battery during the rain, the famous ride of Charley Evans came to my mind, when he, as Mazeppa, rode the untamed pathose through the Fort in a storm. The rain ceased about 5, when in company with some of the officers and their ladies, I crossed over to Mt. Vernon. About three miles from Mt. Vernon I found my friends from Washington in the midst of the merry mazes of the dance. We returned here about 5, A. M., Tuesday, having danced most all the evening, some of the parties dancing all the way up the river.

For the information of those visiting Washington, I will state that you can leave here daily at 10, A. M. and return at 4 P. M., stopping at Alexandria, Fort Washington and Mt. Vernon. Fare, $1 round trip. You have a short time at each place. The little steamer Gypsey that carried our mails is no more, having been sunk during the war.

I hope the project of organizing an Association of the first five companies will succeed. I see you have started it.

As my letter has gone beyond the limits originally intended, I must apologize for its length, and immediately "douse the glim in the 'Lazy Club.'"

A Member of Co. H.

Washington, June 19, 1869.

The organization of the first five companies is a fixed fact. All of the preliminary steps have been taken; constitution and by-laws adopted, and Order No. 1 issued by Commander James Wren, calling the boys, "Lazy Club" and all, to participate in the Fourth of July procession, which will come off in this Borough on Monday next.

Write again, Ber., when you have time and inclination.

Progressing.—The New York World advises its party to give up the dead issues of the past, and especially to abandon its habitual hostility to the "nigger." The World asserts that the Fifteenth Amendment is certain to be ratified and become a part of the Federal Constitution, and under it the blacks will vote at the Presidential election of 1872. It is therefore useless and foolish to harness a dead horse to the Democratic coach. The World is shrewd. Are its Democratic cotemporaries in this State as much so? It don't look so, the way they are pitching into the "nigger" already in this campaign. The political matter in the Democratic newspapers consists of little else than demonstrations of the ignorance, brutality, ferocity, degradation and general worthlessness of the "nigger." Now if it be true, as the World confesses, that these "niggers" are to vote in a year or two, would it not be prudent for the party organs to shut off the current of abuse? There are enough blacks of proper age in Pennsylvania to hold the balance of power, and they have sense enough to use it where it will count for something.

In speaking of the National Convention of Irishmen to be held in Chicago on the 5th, the Irish Republic, a well edited organ of the Irishmen of this country, says:

"We are sure that this Convention will astonish the whole nation. From it shall spring the best results. In less than two years every intelligent Irishman in America will be in the ranks of Republicanism—thenceforth we shall take part in the formation of the politics of the nation. We shall vote, but shall prudently pass on the issues. Too long have we allowed manipulators to print the 'straight ticket,' and then order us to vote it without criticism."

Irishmen are rapidly losing the taste for swallowing English free trade doctrines and modern Democracy together. They are becoming sensible.

The Wilmington and Reading Railroad.—The work of laying the rails on the Wilmington and Reading Railroad was commenced on Monday, at Coatesville, and it is expected that the road will be completed to Springfield, Chester county, by the close of the year. Contracts have been made for rails, sills, &c., for the whole line, also for cars and locomotives.

An ill-advised thing done lately was to take the former Indian names from our vessels of war in order to christen them with the hackneyed names of the English navy, some of which, moreover, were wiped out by Americans during the war of 1812. Let Congress at its next session restore the old and appropriate American names to the vessels.

At the late Copperhead Convention in Maine, the only resolution, of any account adopted, was one in favor of free trade. Yet workingmen throughout the country support this party, and hope to keep wages up. What folly.

The Republican party of this State feels aggrieved that Snowden, the Prothonotary of the Supreme Court, who is known to have issued thousands of illegal naturalization papers in the interest of the Democratic party, should be retained in his position. Judge Williams has been blamed for his retention, but his friends say that the change can only be made at the expiration of the term for which Snowden has been appointed.

At Staunton, Va., there is a model Fire Department. There is a thoroughly organized Fire Brigade, in a high state of efficiency, whose members are under strict obligations not to speak while engaged in extinguishing fires. By a code of signals, the director gives his various orders, and they are obeyed with a most intelligent energy but in perfect silence. Every man's mind is intent upon the particular duty to which he is assigned, and experience has proved that fires in Staunton are quickly extinguished.

The Democratic County ticket nominated this week in Philadelphia amid scenes of drunkenness and disorder, which would disgrace a brothel, has so disgusted the decent members of that party, in the City, that they have resolved to run an independent ticket.

Certain insurance agents have been endeavoring to give out the impression that "The American Life Insurance Company of Philadelphia," ... of $500,000 in cash capital, retains all its ... does not share them with its policy holders. The Company, once and for all, brand ... It insures at the lowest rates consistent with safety, rates lower than those of any other companies, and on every plan that is approved and used by first class companies, and declares dividends of 50 per cent. is available to all who are insured in it on the mutual plan. C. [illegible] Agent for this County.

Our friends who go to Philadelphia, are all so much in the habit of visiting Rockhill & Wilson's Brown Stone Hall, that it seems hardly necessary to urge them to do that which they so naturally do of their own accord. It is a pleasure to be waited on with the prompt and courteous attention which visitors receive at Rockhill & Wilson's. And it is exceedingly delightful to deal at an establishment where you are certain that you get the worth of your money in well-fitting clothes, that are not likely to tear, break or ... We may safely advise everybody to try the clothing of Rockhill & Wilson.

A great many side hits are being made at the Plantation Bitters by a score or two of dishonest pretended friends, who are endeavoring to imitate or counterfeit them. It is all of no use. The people won't be imposed upon. Plantation Bitters are increasing in use and popularity every day. They are in the same sized bottle, and made just as they were at first. They make the weak strong, the languid brilliant and are exhausted nature's great restorer. The recipe and circular are around each bottle. Clergymen, merchants, and persons whose sedentary habits induce weakness, lassitude, palpitation of the heart, lack of appetite, liver complaint, &c., will find immediate and permanent relief in these Bitters. But, above all, they are recommended to weak and delicate females and mothers.

Magnolia Water.—Superior to the best imported German Cologne, and sold at half the price.

LOCAL NOTICES.

See the advertisement of Bradbury Piano in another column.

... Lawns, Delaines, a beautiful article, at D. A. Smith's, Centre street.

... will be properly suited with ... by JOS. DEREE, Optician and Watchmaker, 325 Centre Street, Pottsville. October 24, '68—43-1f

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

A ... Man Leaveth an Inheritance ... family, is free from ... if his life is not insured. See Sharpe & Lowery's advertisement, Fourth Page.

A good 6½ Octave Piano for sale cheap at Leinmer's, 133 Centre St., Pottsville, Pa. 47-tf

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

Reduction in Prices of Cabinet Organs.—The new style of the celebrated Mason & Hamlin Cabinet Organs, the best manufactured, are now offered at prices to suit the times. The one stop Organ is manufactured at $100, (a reduction of one-fourth,) and the five stop Organ for $125. Every purchaser of an instrument will receive a guarantee for five years. The well known superiority of these instruments over all others is sufficient to commend them to every lover of good music. ... sole agents for Schuylkill County, ... BROS. (Leinmeyer), Jewelry Store, 133 Centre Street, Pottsville. Feb 6, '69.—6

THE COAL TRADE.

[illegible]

Pottsville, July 2, 1869.

The quantity sent by Railroad this week is 97,797 09 tons—by Canal 37,923 00 tons—for the week 134,620 09—against 104,377 tons for the corresponding week last year.

The Reading Railroad has taken off all the drawbacks on coal shipped East of Philadelphia, commencing from the 1st inst., and the Canal Company have also advanced their rates to correspond, which will be found under the proper head corrected.

The collieries are all in operation in Schuylkill County except one or two in the western end, where there still exists some difficulty in arranging wages. In the Lehigh Region a number of the collieries have started, and we presume they will all be in operation in a few days. In that Region they found it necessary to regulate the rate of wages on a different basis, which led to some delay; but we understood yesterday, that all the miners would be at work next week. In the Wyoming and Lackawanna Regions all are at work as far as we could learn, except the Delaware and Hudson and the Delaware, Lackawanna and Western Companies. These companies seem determined to refuse the basis, and the men will not yield. These two companies mine about 70,000 tons per week. The first named company continues to send to market from the supply piled at Honesdale during the winter season.

Coal has advanced since the first about 75 cents to $1 per ton, which, together with the advance of tolls, &c., will make the advance about $1 50 per ton. If all the collieries in the different regions should resume next week, except the Delaware and Hudson, and Delaware, Lackawanna and Western companies, and we believe they will, the market can still be supplied with coal without any trouble, unless further difficulties should occur hereafter. Consumers abroad who have the means can greatly aid the trade by laying in their stocks now, so that the demand for this kind of fuel can be kept regular, and it will also tend to keep down prices as the season advances.

We see some tendency to run up the prices of coal beyond what they ought to be.—There is really no necessity to do so, and we hope it will not be done, because it would materially diminish the consumption, and would cause another break down in prices, which would only tend to increase difficulties. The supply of Bituminous coal thrown into the market this year, shows an increase of nearly three hundred thousand tons so far, which will be materially increased for the balance of the season. This must be taken into consideration by the Anthracite trade.—The increase for the Cumberland Region alone is upwards of two hundred thousand tons so far.

Our Philadelphia correspondent writes as follows:

We have little to note in the trade save the announcement of all drawbacks being taken off the shipments both by railroad and canal. It has caused a busy week, getting off as much coal as possible on orders already taken. The report that all the Lehigh miners have started has quieted the market. Schuylkill coal has advanced at the mines, for July from 75 cents to $1 00 per ton. Operators can afford to pay high wages so as the production can be largely increased.—The advance in coal and tolls is from $1 25 @ $1.50 per ton, and the market is firmer. We quote coal at $6 50 on board for all sizes except Chestnut.

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

	1868. Week.	1868. Total.	1869. Week.	1869. Total.	In & D
P. & R. R. R.	89,086	1,674,898	97,797	1,446,143	d190,659
Sch. Canal	33,821	453,676	37,923	232,594	d221 082
L. Val. R. R.	[illegible]	1,823,160	30,259	1,611,798	d211.353
L. Canal	[illegible]	317,[illegible]	4,078	118,760	d189 155
L. B. & S. R. R.	[illegible]	173,715	10,[illegible]	377,851	164,639
Scranton RR	22,111	396,952		387,631	69,269
do RR	14,159	227,963		205,857	d 22,104
Penn C C By R. R.	23,090	461,688	23,584	449,532	d 47,594
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

"The total quantity sent by Lehigh & Susquehanna R. R. for the week was 14,761 tons, and for the year, [illegible]. The balance is contained in the Lehigh Canal Report.

The shipments for the week fall short of the corresponding week last year only 83,316 tons, and the supply so far this year, from all the regions, is only 490,222 tons short to same period last year. This deficiency will all be overcome in the course of the ensuing six weeks, during which time last year there was almost a total suspension in the Schuylkill Region, and a partial one in the Lehigh Region. We are safe in stating that the supply of coal from all the regions will be increased full 800,000 tons over the supply of last year, during the ensuing six weeks, if no further trouble should occur, which it is to be hoped, may be avoided. For the balance of the year after August the increase will not be so large, as the collieries were worked up to almost their full capacity to the close of the shipping season last year.

The Pennsylvania Coal Company, we learn, have made arrangements with the men to continue to work, and they agree to pay them the same wages from the first of June, that the other two mining and transporting companies agree to pay the men when they start again. It is rumored that these companies have sent to Scotland for miners to take the place of those who have stopped work.

The Scranton "Republican" seems to speak for the mining and transporting companies in the Lackawanna coal basin. In reply to an article from a paper published in the interior of New York, about the supply of coal, it makes the following significant remarks:

"Now, as to the operators having instigated the strike. There is true as to a part of the coal fields—quite the reverse of true as to the large companies of which we have spoken. Their policy is, and has always been, cheap coal. They have desired to keep coal down for two reasons—1st, to increase the demand for it and enlarge the market; and, 2d, to drive out of the New York market those operators who, not controlling lines of transportation, could not sell at so low prices as do these large Companies, which combine the business of mining and carrying trade in a single corporation.—The interests of consumers of coal are more decidedly with these large companies, and when the Central New York people fail to discern them, they are guilty of ingratitude as well as injustice."

This language is to the point, and ought to attract the attention of not only individual operators, but the people of the whole State who conferred the charters on these New York companies.

If the editor alludes to the coal operators in Schuylkill County as having organized the strike, he is entirely mistaken; they had nothing to do with it—it was done entirely by the workingmen.

We have not received the new rates of tolls &c., going to New York, nor the quotations of prices of Schuylkill coal in the New York market. They have not yet been fixed as but little coal from either the Schuylkill or Lehigh regions have arrived there since the resumption of business. We hope our correspondent will send this information in full for the Journal next week.

If the press should advise the rich to lay in their stocks of coal in the months of July and August, so as to keep the business regular throughout these months, it may be the means of preventing any further advance in the price of coal this year. During these months there are so many absent from the cities, that they are generally considered the two dullest months in the year for the coal trade. Last year the trade was partially suspended during these two months, and this year there will be shown into the market under this period, an increase of not less than 800,000 tons over the supply of last year. If this coal is taken by consumers, as it arrives, the market can be fully supplied this year—if not taken, the prices will rule very high during the fall and winter, and those who can only buy in small quantities as they require it will suffer severely.

We learn that the men at a colliery in the Schuylkill Valley knocked off work, and stopped the works on Thursday, because four men were employed on the outside who were not members of the Miners' Union. We think that an association which approves of this tyrannical proceeding, as well as the men who combine to thus stop a colliery, are liable to be prosecuted. The only way to meet a difficulty of this kind, is to have all the parties arrested and tried for conspiracy. Operators would have no legal right to combine in a conspiracy against the men because they belong to a lawful Association, and the men have no right to stop an operator's works because he employs good men who do not happen to belong to the Miners' Union. The sooner this matter is clearly understood, the better it will be for the real interests of the miners.

PHILADELPHIA, SUNBURY AND ERIE.

We stated some time ago that the distance from Sunbury to Philadelphia through Schuylkill County was.......133 miles.
Sunbury to Baltimore.......139 "
Sunbury to Philada. via Harrisburg 160 "

It will be seen that the road from Sunbury via Harrisburg, goes from Philadelphia towards Baltimore. A new Through Traffic Road from the Coal Region to Philadelphia, which could be built with a single track to transport 2,500,000 tons annually of merchandise and coal, the latter at a cost of 80 cents per ton, and pay ten per cent. on the investment, for a sum not exceeding $6,500,000. Such a road would draw a very large portion of this trade through Schuylkill County to Philadelphia, independent of securing fuel to her manufacturers and other consumers, at a cost of transportation of only 80 cents a ton instead of $2 18 and $2 43 per ton, on a descending grade of only 93 miles, now charged by the Reading Railroad Company. This road should be built and owned by the consumers of coal at Philadelphia and vicinity, and on the line; it would be a fuel saving corporation, and the stockholders ought to be the manufacturers and the holders of the city, on the line, and those interested in Schuylkill County, as they would save from ten to fifteen per cent on every hundred dollars invested in fuel, while the investment in the road would pay the stockholders not less than ten per cent. annually. The road ought to be built for cash, the same as the Pennsylvania road was built, which would keep its capital very low to pay upon, and in about three years the whole sum required for its construction would be saved in the price of fuel alone, besides the great advantages Philadelphia would derive in her manufacturing industry, and the increase in population, business and wealth that would necessarily follow.

The city of Cincinnati has just voted $10,000,000 to secure a railroad to her city from Chattanooga. The city of Philadelphia owns from 18 to 20,000 acres of coal land in this County, which land would nearly double in value, and the coal lands now owned in Philadelphia and vicinity would increase in value from 25 to 200 per cent. if the road were built. The city of Philadelphia would make a splendid operation by taking at least $3,000,000 of the stock. She could borrow the money at 6 or 7 per cent., and besides the increased business, &c., it would pay her 10 per cent. on the investment, and it would secure the great bulk of the coal trade to that city which now goes to New York. With this road coal could be put on board vessels at Philadelphia from Schuylkill County at $1 per ton, including landing expenses, and with steamers carrying it to New England at $1 75, it would make only $2 75 per ton transportation from Pottsville to Boston, about 55 cents a ton more than what the Reading Road now charges the citizens of Philadelphia for a distance of 93 miles descending grade.

If this road is built the population of Schuylkill County will increase in a double ratio, and the valley of the Schuylkill will become almost a continuous manufacturing town from Pottsville to Philadelphia, and in a very few years Philadelphia will outstrip New York in population.

If it is not built, the great bulk of the coal trade from all the regions will go to New York, and she will attract the location of all kinds of factories in that vicinity, drawing them from the East and from Philadelphia, and other sections, as she now is doing to a very great extent, and make her not only the commercial, but the great manufacturing mart of the country.

If it is not built, all the operators who can, will surrender up their leases when they expire, unless the landholders will advance the money to make all the necessary improvements for further mining, and in many instances they will find the collieries in a situation that will require nearly double the expense to sink to greater depths. With this road, these lands would not only be enhanced largely in price, but they would produce more largely even at the present royalty than they now do, with the enormous charges of the Reading road, which not only eat out the substance of the landholder, but the operator and laborer.

With this road shafts would be sunk in the southern portion of the coal basin, and lands which would not now sell for $200, and are being eaten up by taxes, would be worth from $800 to $1000 per acre; but with the present road no sane person will touch them to make any improvements whatever.

If the landholders were to unite, and put their property in a trust, say 20 per cent. on a fair valuation, and then sell bonds for this trust, which would bring par at a fair rate of interest, the road could be built without the property-holders advancing a single dollar. This trust would be different from a mortgage, it would be only loaning their credit to the company to that amount.—When the road is built, property holders, in many instances, if they desire to sell, could obtain double with the trust on, than they could now without the trust. If they desire to sell before it is finished, the trust will be no obstacle, because the owner of the land will have stock issued to him to the amount of the 20 per cent., which can be handed to the purchaser. Those who should prefer to take stock instead of putting the lands in the trust, can do so. This would be the most effectual way for landholders to enhance the value of their property, and we will be greatly surprised if they do not take hold of this project at once. After the road is built and stocked, the lien can be removed from the land, by mortgaging the road to the amount of the trust fund, and the bonds on the land cancelled and transferred to the road.

We will continue our remarks next week, and we hope that those interested in Philadelphia, and all the consumers of coal, are interested, will fully discuss and investigate the subject. Don't hold back, until it is too late.

[From the Upper Dauphin Register of June 25.]

Williams Valley.—The coal developments being made on North Mountain are attracting attention to this sparsely settled region, and with the advance of railroad, the forests are being leveled and yielding to the influences of civilization. From Williamstown to Broad Mountain, a distance of about eight miles, the work of clearing the country and building is progressing rapidly. Two town plots are laid out and lots are meeting with a ready sale; in "Tower City," a short distance from Williamstown, seventeen lots were sold last week, we learn, to one person, and the demand is increasing as the coal operations promise success. Messrs. Savage, Brother & Kaufman, of this place, whose works are near Tower City, will soon be ready to ship coal by a lateral of the Reading Railroad, already completed to their breaker; and the Alltoose colliery, two miles west, on the line of the railroad, is also about ready to commence shipping. A large steam saw mill was erected by the former company, and is busily employed in sawing timber for the works. Mr. Cyrus Mark, of Wiconisco, also established a store on Grand Avenue, Tower City, last week.

Further on to "Rainer City," where old Mr. Rainer, the round and jolly proprietor, may be found, "hard at it," but ready and anxious to demonstrate the superior advantages of his location to the purchaser of building lots. He is engaged in building some, himself to help the "city" along, and is reaping a rich harvest from his property, the poorest and roughest portion of which is embraced in the town plot. Reorganized post-office, Schuylkill County, is close by this track.

Ten or fifteen years ago, we are informed, land in this valley was almost given away, and stories that now seem almost incredible are told of exchanges of timber land (for at that time it was almost entirely uncultivated) by those who were so unfortunate as to own it, for the necessaries of life. The miner had not then penetrated the mountain, in search of the ore which lies imbedded in its bowels, and is rapidly enhancing the value of contiguous property, destined to amass wealth to the proprietor and increase the mineral resources of the Commonwealth.

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POTTSVILLE, PENN'A.
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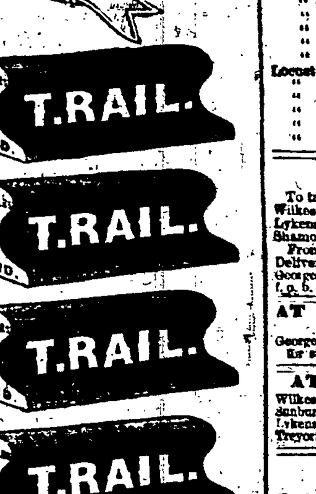

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For strength, size and cost see circular, which will be sent on application.
May 16, '68. 20-1y

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P. O. Address—Pottsville and Mahanoy City. Office with James Langan, 154 Centre Street.
March 13, '69 11-

Original "Henry Clay Coal."
The undersigned are the Sole Miners and Shippers of the above celebrated Coal from the
HENRY CLAY COLLIERY
(Operated for the past nine years by John B. Douty and others), having leased the same Sept. 1st, 1868, for a term of years. This coal can only be obtained through our agents,
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All orders through them will meet with prompt attention. ROBERTSON, GUITERMAN & CO.,
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AGENTS for the sale of the celebrated SHENANDOAH CITY, WIGGAN & TRIEBEL'S Locust Mountain and Burnside Shamokin
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The best varieties of Lehigh, and BOYLAN'S CELEBRATED FAMILY COAL.
Also BITUMINOUS and CUMBERLAND COALS of well established reputation.
Offices—PHILADELPHIA, 217 Walnut Street.
NEW YORK, Room F, Trinity Building.
PROVIDENCE, 76 Weybosset Street.
BOSTON, 25 Doane St.
February 23, 1869 8-1y

CUMBERLAND COAL TRADE.—'68

Quantity of Coal transported over the Cumberland and Pennsylvania Railroad up to Saturday last.

	Sent by Canal.	By B. & O. R. R.	Total.
For week	13,154	31,545	40,559
For Year	182,432	412,111	575,543
For 1867	139,620	260,150	399,771
Increase in 1868	43,812	151,961	215,773

THE COAL MARKETS.
PRICES OF COAL BY THE CARGO.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA.

FOR SHIPMENTS EAST OF NEW BRUNSWICK, AND SOUTH OF CAPE HENRY.

June 25, 1869.

Schuylkill Red Ash Prepared	6 75@	
" Chestnut		
" White Ash Lump	6 50@	
" St. Boat	6 50@	
" Broken	6 50@	
" Egg	6 50@	
" Stove	6 50@	
" Chestnut	5 50@	
Locust Mt. Lump	6 50@	
" St. Boat	6 50@	
" Broken	6 50@	
" Egg	6 50@	
" Stove	6 50@	
" Chestnut	5 50@	5 75

AT BALTIMORE.

June 25, 1868.

To trade by cargo or car load.

Wilkesbarre & Pittston W. Ash	7 65@	
Lykens Val. R. Ash	6 65@	
Shamokin, white or R. Ash	5 40@	
From yard or wharf, 50 @ 75 cents additional.		
Delivered to consumers	7 75@	5 50
Georges' creek and Cumberland Coal f. o. b. at Locust Point for shipping	At [illegible]	

AT GEORGETOWN D. C., and ALEXANDRIA, VA.

Georges' Creek & Cumberland, f. o. b., for shipping ... $4 75@

AT HAVRE DE GRACE, MD.

Wilkesbarre & Pittston on board	$5 00@	
Sunbury & Shamokin	4 75@	
Lykens' Valley	5 50@	
Trevorton	5 00@	5 25

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a.)

Portland	2 [illegible]	Salisbury	2 90
Amesbury	2 [illegible]	Salem	2 50
Boston	2 15@2 [illegible]	Providence	1 75@
Chelsea	2 [illegible]	Norwich	1 80@1 90
Charlestown	2 [illegible]	New Haven	1 75
East Cambridge 2 50 and 2 cents per bridge.		New York	1 80@1 85
Fall River	2 [illegible]	Cambridge 2 50 and 2 cts. per bridge.	
Lynn	2 00 and dis	Davenport 2 50 and dis	
New Bedford	2 00	New Buryport	2 75
Rockport	2 00	New London	1 90

133 vessels. 89 boats arrived for week.

Freights from Elizabethport & Port Johnston.

Boston	$1 [illegible]	New Haven	1 00
Salem	[illegible]	Bridgeport	1 00
Newburyport	[illegible]	Norwalk	1 00
Portland	1 [illegible]	New Port	@
Providence	1 [illegible]	New York	60
Fall River	1 [illegible]	Middletown	1 25
New London	[illegible]	Hudson	1 00
Norwich			

Rates of Transportation to Tide Water
[BY RAILROADS.]
Reading Railroad Company.
(Prices of Tolls, &c., for the present.)

	L.	St. B.	B.	Egg.	S.	C.
To Port Richmond	$2 00	$2 00	$2 00	$2 00	$2 00	$2 00
To Philadelphia	2 19	2 19	2 19	2 19	2 19	2 [illegible]

*$2 19 if released from losses on the road.

The rates from Schuylkill Haven are 7 cents per ton less, and from Tamaqua 3 cents per ton higher.

Expenses on coal from Mauch Chunk via Railroad shipped from the following points:

[BY CANALS.]

Tolls and Freights by Canal.

From	Pt Carbon	Pottsville	S Haven	Pt Clinton
Tolls	$1 43	$1 43	$1 40	1 [illegible]
Freights to N Y	2 00	2 00	1 95	1 90
	$3 43	$3 43	$3 35	$3 30
Freights to Phil	92	92	87	82
Total to Phil	2 35	2 34	2 27	2 [illegible]

On coal that has paid $1 40 or more per ton tolls delivered at Philadelphia or its vicinity a drawback of 27 cents per ton will be allowed.

NEW ADVERTISEMENTS.

STOLEN—$100 REWARD.

Stolen from Dr. J. Shope, June 23d, a Falling Top Buggy, straight iron axles, a little round, below, shaft nearly straight, top lined blue, open seat, leather cushions, lazy back, a continued cushion all around, body old fashioned, sloping down behind, butt corner, round with raised panels over the corners, small grayhound on each side, the Makers' name Kaufman & Wagner on the plate, the right hind hub had an odd band. Also the harness with green web at the line and an odd hook for the rein—all very good but not bright. $50 will be given for the recovery of the property, and $50 for the thief. Address Dr. J. SHOPE, Lower Mahantongo P. O., Schuylkill Co., Pa.

NORNY'S TASTELESS
FRUIT
PRESERVING POWDER.
IS WARRANTED to keep all kinds of Fruit, Preparations of Fruit and Tomatoes, without being air tight, for a penny a quart. It is a patented article to prepare food, and unless healthy. No patent would be granted. Price 50 Cents a Package. For sale by all the principal grocers, and manufactured only by ZANE, NORNY & CO., 136 N. Second St., Phila. July 3, 1869 27-3m

ORPHAN'S COURT SALE.—Pursuant to an order of the Orphans' Court of the County of Schuylkill, in the Commonwealth of Pennsylvania, the subscriber, administrator of ANNA MARIA HEISLER, late of the Borough of Pottsville, in the County of Schuylkill, deceased, will expose to sale by public vendue, on
Saturday, July 24th, 1869,
At 1 o'clock in the afternoon, at the premises, in the Borough of Pottsville, in the County of Schuylkill aforesaid, all that certain lot or piece of ground situate in the Borough of Pottsville, Schuylkill County, Pa., bounded eastwardly by Courtland St. southward by a two feet wide alley, westwardly by Coal St. Matter, northwardly by Lyon street, containing in width 40 feet, and in depth 90 feet, with the appurtenances, consisting of a two story frame kitchen house with a one and a half story frame kitchen thereto, and a frame stable, late the estate of said deceased.
Terms and conditions made known at the time and place of sale by JOSEPH HEISLER, Administrator.
By order of the Orphans' Court, CHAS. McGEE, Clerk.
Pottsville, July 3, 1869 27-3t

PRIVATE SALE OF VALUABLE REAL ESTATE.—The subscriber offers at Private Sale all or part of the property known as CASTLE FIN IRON WORKS, situated in Lower Chanceford Township, York County, Pennsylvania.
This property contains some four hundred acres of good land, about one half in a high state of cultivation, the balance covered with timber and chestnut sprouts. There is on the property a first-class six-fire forge, all in excellent repair, large stone coal house, stone blacksmith and carpenter shop, and also a good large saw mill.
There is also on the property a large new grist mill, with four run of burrs, and finished with all the modern improvements. There is a good new store house on the premises at present occupied by a good country store, with a large trade custom. There is fourteen good dwelling houses on the premises, all convenient to the works, one of them being the mansion house, which is a large stone building furnished in the best manner, and supplied with a large barn and two large hay houses. A large stream of water called Muddy Creek passes through the property; the stream is one of the best water powers in the State, being affected but little by dry weather. There is a good dam on the stream to keep up the water, and supplying plenty of water to drive the mill and forge in midsummer.
I offer this property at private sale until the middle of August. I will sell a half or two-thirds interest if desired.
For further information call on or address the subscriber residing on the property.
This property is within three miles of tide-water canal. JOSEPH LONGNECKER,
July 27 '69—27-3t Castle Fin, York Co., Pa.

THE MOST SUCCESSFUL
LIFE INSURANCE COMPANY
OF THE WORLD,
THE NATIONAL
LIFE INSURANCE COMPANY
OF THE
UNITED STATES OF AMERICA,
Chartered by Special Act of Congress.
Cash Capital......$1,000,000
BRANCH OFFICE,
PHILADELPHIA,
Officers.
C. H. CLARK, Philadelphia, President.
JAY COOKE, Phila., Chairman Finance and Executive Committee.
HENRY D. COOKE, Washington, Vice President.
EMERSON W. PEET, Phila., Sec'y and Actuary.
FRANCIS G. SMITH, M. D., Philada., Medical Director.
This Company issued, in the first TEN MONTHS of its existence,
5,395 Policies
INSURING
$15,142,800.
This Company offers to its Policy-Holders
PERFECT SECURITY
by its Cash paid up Capital of One Million Dollars, and guarantees to the insured, by its
Low Rates of Premium
LARGE DIVIDENDS IN ADVANCE,
Or a Reversionary Dividend of 100 per cent. by its
Return Premium Plan.
GENERAL AGENTS.
E. W. CLARK & CO., Bankers, No. 35 South Third Street, Philadelphia, General Agents for Pennsylvania and Southern New Jersey. B. S. RUSSELL, Manager.
F. B. WALLACE,
Local Agent, Pottsville, Pa.
Nov. 28, '68 47-1ylf

Annie Boland,
NO. 11,
Market St., Pottsville, Penna.,
Respectfully announces to the Ladies of Pottsville and vicinity, that she has opened a
NEW CLOAK & TRIMMING STORE
at the above place. The following articles, with a variety of Notions, &c., will be kept for sale, and are offered at GREATLY REDUCED PRICES.
Ladies & Misses' Silk Sacks, Cloth Sacks, Black Silks, Cloaking Cloth, a great variety of Buttons, Guipure Laces, Fringes, Handkerchiefs, Gloves, Hosiery and Hoop-skirts.
June 19, '69 25-1yif

E. W. CLARK & CO.
BANKERS,
No. 35 SOUTH THIRD STREET,
PHILADELPHIA.
GENERAL AGENTS,
FOR
PENNSYLVANIA
AND
SOUTHERN NEW JERSEY,
OF THE
NATIONAL LIFE INSURANCE CO.
OF THE
UNITED STATES OF AMERICA.
The NATIONAL LIFE INSURANCE COMPANY is a corporation chartered by special Act of Congress, approved July 25, 1868, with a
CASH CAPITAL, $1,000,000, FULL PAID.
Liberal terms offered to Agents and Solicitors, who are invited to apply at our office.
Full particulars to be had on application at our office, located in the second story of our Banking House, where Circulars and Pamphlets, fully describing the advantages offered by the Company, may be had.
E. W. CLARK & CO., No. 35 South Third St.
CHAS. H. YOUTZ & CO., Agents for Berks, Lebanon and Schuylkill Counties. F. B. WALLACE Local Agent, Pottsville. August 15, '68—33-1ytf

NEW
BOOKS, BOOKS,
AT
BANNAN & RAMSEY'S.
STORIES FROM THE MOORLAND, by Miss Lizzie Bates.
THE STORY OF A SUMMER, by Mary E. Bradley.
DARKNESS TO LIGHT—a Christmas Carol.
BILL RIGGS, JR., by Oliver A. Wadsworth.
THE CHANGED BRIDE, by Mrs Southworth.
THE LAST ATHENIAN, by Victor Rydberg.
THE CURSE OF GOLD.
THE MORRISONS, by Mrs. Hosmer.
TWO YEARS BEFORE THE MAST, by Dana.
STUDIES IN SHAKSPEARE, by Preston.
MISTRESS MARGERY—a Tale of Lollards.
OUR CHATHAM STREET UNCLE.
LIFE OF AUDUBON, THE NATURALIST.
OUR NEW WAY ROUND THE WORLD, by Carlton.
SPRINGDALE ABBEY, by Jos. Parker, D. D.
GLENNAIR, OR LIFE IN SCOTLAND.
MABEL CLIFTON—a Novel—Briarwood.
WASHED ASHORE.
THE STORY OF WILLIAM THE SILENT.
MAROONERS ISLAND, by Goulding.
THE NEW WEST.
SHINING HOURS.
ANDY LUTTRELL.
EIGHT YEARS WANDERING IN CEYLON.
THE WEDDING DAY IN ALL AGES AND COUNTRIES.
ECCE HOMO.
QUEER DISCOURSES ON QUEER PROVERBS.
WONDERS OF HEAT—Illustrated.
THE BOAT BUILDER'S FAMILY.
FOXE'S BOOK OF MARTYRS.
THE FLOWER AND THE STAR.
MALBONE—an Old Port Romance.
THE SON OF MAN, by Frank Conlin.
WATERLOO—a Sequel to "The Conscript."
TWILIGHT STORIES.
TOM BOSSER.
PALACE AND COTTAGE.
HANS BREITMAN ABOUT TOWN.

MR. E. T. TAYLOR,
LATE OF THE FIRM OF CHAS. STOKES & CO.
824 Chestnut St., Philada.
Announces to his friends and business acquaintances that he has this day, April 19th, 1869, associated himself with the
New Chestnut St. Establishment
FOR
Finest Ready-Made Clothing & Fashionable Tailoring,
JUST OPENED AT
818 and 820 Chestnut Street,
BY
MR. JOHN WANAMAKER.
Here he invites all his former patrons with the assurance that he now commands better facilities than ever before for giving them entire satisfaction, being able to submit to them for selection the largest and finest stock of goods, much of it imported, ever offered in any Tailoring House in Philadelphia, and a corps of Cutters whose names are sufficient guarantee for the perfection of their work.
Note.—MR. E. T. TAYLOR is so well known to the Clothing Trade of Philadelphia, and the public generally, as a man of good taste and quick appreciation of the ways of fashion in the way of Fine Garments, that it is only necessary for me to say that all the resources of our large and extensive establishment will be brought to his aid in his endeavors to please his friends and customers.
JOHN WANAMAKER,
818 and 820 Chestnut Street, Philada.
May 8, '69 19 tf

THE NEW
CHESTNUT STREET
ESTABLISHMENT,
FOR
FINEST READY-MADE
CLOTHING
AND
FASHIONABLE TAILORING.
CUSTOM DEPARTMENT.
HEAD OF DEPARTMENT,
Mr. E. T. TAYLOR.
ANNOUNCEMENT.
Mr. E. T. Taylor, late of the firm of Chas Stokes & Co., 824 Chestnut street, announces to his friends and business acquaintances that he has this day (April 19) associated himself with this new enterprise of Mr. JOHN WANAMAKER, at 818 and 820 CHESTNUT STREET, and that he will take great pleasure in meeting there all his former patrons, having now at his command better facilities than ever before for satisfying and pleasing them in the matter of clothing.
FURTHER ANNOUNCEMENT.
Mr. Wm. Hughes, late with Edward P. Kelly, and formerly with Andriot, Magoch & Co., is co operating in this department, and earnestly solicits the patronage of his friends and acquaintances.
CORPS OF CUTTERS.
JEAN BERNARD, from Paris, recommended by Sarguinetta, of Crouy & Lent, Broadway, N. Y.
P. ANDRIOT, formerly Andriot, Magoch & Co.
J. ZACKEY, formerly with Emlicher.
G. R. AYRES, formerly with Brown & Powers, Broadway, N. Y.
P. KELLY, of Chestnut street, Philada.
The Patronage and Influence of the People of Philadelphia and Vicinity is earnestly solicited.
JOHN WANAMAKER,
818 & 820 Chestnut St.,
April 17, 1869 16 tf

WANAMAKER AND BROWN
Clothing
6th & Market Sts.
OAK HALL
PHILADELPHIA.
Samples sent by mail when written for
January 2, '69 1-

Wire Railing, Wire Guards, for Store Fronts, Factories, &c. Heavy Crimped Wire Cloth for cleaning coal, &c. Heavy Screen Cloths and Coal Screens. Wire Webbing for sheep and poultry yards. Paper Makers' Wires, Brass and Iron Wire Cloth, Sieves, Painted Screens, Ornamental Wire work, Every information by addressing the manufacturers, M. WALKER & SONS, No. 11 North 6th Street, Philadelphia.
Feb 6, '69 6-1yif

SCHUYLKILL COAL TRADE.

Coal Trade by Railroad, & Canal 1869.

The quantity sent by Railroad, for the week ending Thursday last:

	Railroad.	Canal.
St. Clair	33,914 19	
Port Carbon	8,757 11	14,091 00
Pottsville	5,354 09	2,436 00
Schuylkill Haven	29,714 01	19,236 00
Auburn		
Port Clinton	14,500 07	1,350 00
Total paying freight	95,181 07	
Coal for Company's use	2,616 02	
Total for Week	97,797 09	37,923 00
Previously this year	1,348,345 19	190,570 15
Total	1,446,143 07	232,593 15
To same time last year	1,626,903 16	453,675 19
Increase		
Decrease	180,659 09	221,082 04

Schuylkill Co Railroads for 1869.

The following is the quantity shipped last week:

	Week.	Total.
Mine Hill & S. H. R. R.	40,069 03	698,413 18
Schuylkill Valley	4,890 18	77,496 12
Mill Creek	2,416 00	146,406 13
Mt. Carbon	5,235 19	72,065 00

PINEGROVE COAL TRADE—'69.

Amount transported during the last month:

	Month.	Total.
Lorberry Creek	1,905 16	12,457 01
Good Spring	2,461 11	12,941 00
Union Railroad	4,277 07	35,299 01

LEHIGH COAL TRADE—1869.

LEHIGH VALLEY RAILROAD.

Quantity sent by Lehigh Valley Railroad for the week ending on Saturday last and for the year:

	Week.	Total.
From Mahanoy	12,842	142,899
" Beaver Meadow	2,360	173,320
" M. Chunk		124
" U. Lehigh		7,507
" Hazleton	1,014	428,318
" Wyoming	4,043	190,690
Grand Total	20,259	1,611,798
Same time last year	52,130	1,824,238
Increase		
Decrease	31,871	211,332

LEHIGH COAL & NAVIGATION CO.

The following is the quantity of coal transported by the Canal and Railroad of the Lehigh Coal & Nav Co. for the week ending on Saturday evening last:

	Week.	Total.
Total by Canal	4,078	178,965
" R. R.	10,938	445,383
The coal was derived as follows:	Week.	Total.
From Wyoming Region	14,261	271,858
" Upper Lehigh Region		34,678
" Hazleton Region		86,707
" Beaver Meadow	754	24,722
" Lehigh C. & Nav. Co's mines		119,467
" Mahanoy		878
	15,016	578,457
		19,456
Total	15,016	598,963

EAGLE IRON WORKS,
HENRY WALTERS, Proprietor,
TAMAQUA, SCHUYLKILL COUNTY, PENNA.
Having enlarged his foundry and machine shop, at the Eagle Iron Works, Tamaqua, and also very materially increased their capacity for turning out work in his line of business, he is now prepared to make Steam Engines and Pumps of any power and capacity, for mines; Machinery for Breakers, Rolling and other Mills, and for Furnaces; all kinds of castings and forgings, &c., &c.
An experience of many years in the business, with the facilities which these Works now possess, enable the proprietor to turn out the very best and most satisfactory work.
All orders addressed to HENRY WALTERS, Eagle Iron Works, Tamaqua, Schuylkill County, Pa., will receive prompt attention. June 24, '69—25-tf

PATENT HAY FORKS for loading and unloading Hay by horse power—a two horse load of hay may be unloaded into the mow in five minutes. Three different kinds with pulleys and rope complete, at L. C. THOMPSON & CO.'S

HAY RAKES, made of the very best hickory, light and strong. Hay Forks with two and three prongs, with and without strapped handles, at L. C. THOMPSON & CO.'S.

Postscript.

THE LATEST NEWS.

Saturday, July 3, 1869.

Government Policy Regarding Cuba—Frightful Disaster in Wales—Miscellany.

A Washington correspondent of yesterday's Press, says:

"The Administration has finally settled upon a definite policy regarding the difficulties in Cuba, which is summed up in the authoritative declaration that it will recognize neither the belligerency nor the independence of the Republic. This course has been adopted after mature consideration. The negotiations, which will soon be revived, between our Government and Great Britain regarding the Alabama difficulties, have had much to do with this result, for the reason that a compliance with the wishes of the Cubans would detract from the justice and consistency of our demands against England. I have good reason to believe, however, that the Administration will embrace the opportunity of the present disturbance for the purchase of Cuba."

London, July 1.—A frightful disaster occurred at Caernarvon, Wales, to-day. During the cartage of some packages of nitro-glycerine from the harbor to the quarries, the material exploded and the carts, horses and men attending them were blown to atoms. The railway station was blown to pieces, and the village, a quarter of a mile distant, was much damaged by the shock, which caused great consternation among the inhabitants. Four men were killed.

The Treasury on Thursday commenced its new programme of buying one million dollars of bonds, and on Thursday next, July 8, of selling one million dollars of gold. After that date it will alternate weekly with the purchase of one million dollars of bonds in one week, and the sale of one million dollars of gold the succeeding week.

Additional advices from Kansas show that the rise of the floods was so sudden as to cause considerable loss of life in the valleys. At Chapman's Creek, near Junction City, thirteen persons were known to have been drowned. At Manhattan, fourteen bodies were seen floating down the Blue river.

"Stating briefly the result of the elections," says the London Spectator, "France has begun to weary of the government of Napoleon."

The National Monument at Gettysburg was dedicated on Thursday. Rev. Henry Ward Beecher delivered a prayer, and Gen. Meade and Senator Morton made addresses. A large concourse of people from various parts of the country was present.

Ex-President Johnson spoke in Washington on Thursday evening, in response to a serenade.—He denounced Congress as tyrannical, hinted at a design to imperialize our institutions, and ventilated his ideas about the public debt.

The next election occurs in Virginia on the 6th of July. It is for State officers and Congressmen.

Gold closed on Thursday at 136½. Government securities were weak, but the May and November issues were a fraction higher, as were the January and July, coupons off. The general stock market was without material change—closing strong.

The Republican majority at the recent Charter Election in Washington City averaged 4,500, in a poll of about 15,600 votes.

Another Stock Dividend.—The Philadelphia "Press" of yesterday states that the July dividend of the Reading Road will be 5 per cent. in stock again. Just as we expected. At the present high rates of transportation they ought to earn a cash dividend every six months.

Chairman of the State Central Committee.—Hon. John Covode, from the Westmoreland Congressional District, has been appointed Chairman of the Republican State Central Committee. A capital selection.—Honest John Covode is just the man to put after the fellows who hope to carry Pennsylvania next October by means of fraud.—He'll unearth their sly plots.

Fruits of Gen. Grant's Economical Administration.—The public debt statement for July 1st shows a total, less cash in the Treasury, of $2,489,002,480, a decrease of $16,410,182 during the month. The total debt, principal and interest, is $2,645,170,294 16, against $2,663,670,055 10 on the 1st of June. According to the figures furnished, the debt less cash in Treasury and sinking fund, has been decreased since the 1st of March last, $33,460,779 46 or at the rate of $100,000,000 per annum. So much for Republican rule.

BEAUTIFUL WOMAN.—If you would be beautiful, use Hagan's Magnolia Balm.
It gives a pure Blooming Complexion, and restores Youthful Beauty.
Its effects are gradual, natural and perfect.
It Removes Redness, Blotches and Pimples, cures Tan, Sunburn and Freckles, and makes a lady of thirty appear but twenty.
The Magnolia Balm makes the Skin Smooth and Pearly; the Eye bright and clear; the Cheek glow with the Bloom of Youth, and imparts a fresh, plump appearance to the Countenance. No Lady need complain of her Complexion when 75 cents will purchase this delightful article.
The best thing to dress the Hair with is Lyon's Kathairon. 24-41

POTTSVILLE MARKETS.

Corrected Weekly for the Miners' Journal by GLENN & BELL.

Wheat Flour, extra family, per barrel	$ 8 00	$9 00
do do do per cwt	4 00	4 50
do do extra per barrel	7 50	8 00
do do superfine, do	7 00	7 50
Rye Flour,	7 50	8 00
do per cwt	3 50	4 00
Buckwheat Flour,	5 25	6 00
Wheat, prime white per bushel	1 75	1 80
do do red do	1 60	1 70
Dried Peaches, pared, per pound	18	25
do do unpared do	12	18
Dried Apples, do	10	12

	Whl'le	Ret'l.		Wh.	Rt.
Rye, $ bu.	$1 45	$1 75	Eggs, $ doz.	22	25
Corn, "	1 00	1 10	Butter, "	35	40
Oats, "	80	85	Cheese, "	22	25
Soap beans	3 50	4 00	Lard, "	22	25
Peas, "	2 50	2 75	Hams, "	20	25
Rye Chop, "	1 60	1 75	Shoulders, "	17	20
Corn Meal	1 00	1 10	Beef hind qr.	12	15
Middlings	1 00	1 10	" front "	10	12
Potatoes,	1 00	1 10	Mutton,	15	18
Hay, $ ton	18 00	20 00	Pork,	18	20
" bale cwt	1 00	1 10	Veal,	15	18
Straw, $ ton	18 00	20 00	Sugar, Cuba,	15	17
Plaster,			" House,	17	20
Salt, $ sack	2 75	3 00	Porto Rico,	15	17
Tim Seed, bu.			White,	17	20
Clover "			Crushed,	18	20
flax "			N. O. Syrup,	1 00	1 20

CHERRY STONERS, that will stone two bushels in an hour; any child can operate it. One will pay for itself in a day. For sale by the dozen or piece by L. C. THOMPSON & CO.

NOTICE.—Assessor's Office, Internal Revenue, Tenth District, Penn'a, Lebanon, Penn'a.—The Tax Payers of the 10th Collection District, are hereby notified that on the
6th and 7th days of July, 1869,
APPEALS will be received and determined relative to any erroneous or excessive valuations, assessments, or enumerations by the Assessor or Assistant Assessors of Lebanon County, at the OFFICE IN LEBANON; and on the
8th and 9th days of July, 1869,
FOR SCHUYLKILL COUNTY, at the OFFICE IN POTTSVILLE.
That the Office of the Assessor will be open for the hearing of APPEALS by parties who shall voluntarily appear, during which time the proceedings of the Assessor and the Assistant Assessors, and the annual lists taken and returned, will be submitted to the inspection of any and all persons who may apply for the purpose. ALL APPEALS are required to be made to the Assessor in writing, and shall specify the particular cause, matter, or thing respecting which a decision is requested, and shall, moreover, state the ground of principle of error complained of.
NOTICE is also given that every person, firm, company, or corporation, engaged in carrying on any trade, business, or profession, on which a Special Tax is imposed by law, is subject to a fine or penalty for carrying on the same without having paid the Tax.
D. M. KARMANY, Assessor.
Tenth District Pennsylvania.
Lebanon, Pa., June 26, '69 26 2t

THE
WILMINGTON & READING R. R. CO.
Which connects Wilmington, Delaware, and Reading, Pa., running through a thickly settled and rich manufacturing district in both States, are now
OFFERING FOR SALE THEIR
FIRST MORTGAGE BONDS
Bearing SEVEN PER CENT. INTEREST, payable first days of April and October.
Free of State and United State Tax.
For the present a limited amount is offered at
85 CENTS AND ACCRUED INTEREST.
At this price it is the CHEAPEST FIRST CLASS INVESTMENT now offered on the market.
For the convenience of investors the bonds are issued in
$1000, $500 & $100
Apply to
WILLIAM PAINTER & CO.,
Bankers and Dealers in Governments,
No. 36 South Third St., Philadelphia.
Or to THE MINERS' LIFE INS. & TRUST CO., or GOVERNMENT NATIONAL BANK, or PENNA. NATIONAL BANK. June 26—26 3m

GRASS SCYTHES AND GRAIN SCYTHES of all kinds, Scythe Stones, Rifles, Grain Cradels, Harvest Rockets. Call and make a selection from our extensive assortment. For sale cheap by L. C. THOMPSON & CO.

1115 HOOP SKIRTS. 1115
WM. T. HOPKINS
Has removed his Manufactory and Salesrooms to
No. 1115 CHESTNUT ST., PHILADELPHIA,
Where his "Own Make" of Champion Hoop Skirts, especially adapted to First-class Wholesale and Retail Trade, will be found to embrace the most extensive assortment in the Union, and all the latest and most desirable Styles, Shapes, Lengths and Sizes, 2, 2½, 2¾, 3½ yards round, of Plain and Gored Panniers, Walking Skirts, Reception, Trails, &c., together with over ninety different varieties of Misses and Children's Skirts, all of which for symmetry of style, finish, lightness, elasticity, durability and real Cheapness, are unequalled by any other goods in the market, and are warranted in every respect. Skirts made to order, Altered and Repaired, Wholesale and Retail.
Full lines of low priced Eastern Made Skirts, 15 Springs, 35 cents; 20 Springs, 45 cents; 25 Springs, 50 cents; 30 Springs, 55 cents; and 40 Springs, 75 cents.
CORSETS! CORSETS!! CORSETS!!! 37 different Styles and prices, from 75 cents to $7, embracing the Worley, "Beckel," "Glove Fitting," Madam Foy's Corset Skirt Supporters, Mrs Moody's Patent Self Adjusting Abdominal Corsets, French, English and Domestic Hand-made Corsets, and superior French Patterns of Corset Covers, "Our Own Make," to which we invite especial attention.
Complete assortment of Ladies' Under Garments at very low prices.
GENERAL AGENT for the BARTRAM & FANTON FAMILY SEWING MACHINES, superior to any other before the public. Fifty-two of these No. 1 Machines, price $45 each, are being given away to our customers, in order to get them introduced. Every person in want of articles in our line, should examine our goods before purchasing elsewhere. Call or send for circulars, at our manufactory and Salesrooms, No. 1115 Chestnut St., Philadelphia. WM. T. HOPKINS.
April 3, '69 14-3m—e.o.w.

DISSOLUTION OF CO-PARTNERSHIP.—The partnership heretofore existing between the undersigned, under the firm name of D. HOCH & CO., Miners and Shippers of Forestville Coal, is this day dissolved by mutual consent. The business of the late firm will be continued by DANIEL HOCH, FREDERICK VONDERHEITEN and JOHN SHELLENBERGER, under the firm name of D. HOCH & CO.
DANIEL HOCH.
ADAM COMPAIR.
FREDERICK VONDERHEITEN.
THOMAS W. JONES.
DAVID DAVIS.
JOHN SHELLENBERGER.
Minersville, June 17th, 1869. 25 3t

REMOVAL.
JAMES MOORE has removed his Truck Stand from No. 233, to No. 390 Centre Street. Also, Albright's Express to the same place. Thankful for liberal patronage in the past, he hopes for a continuance of the same.
Pottsville, April 3, 1869. 14-3m