OWN AND COUNTRY'S JOURNAL—POTTSVILLE, SCHUYLKILL COUNTY, PENNSYLVANIA. DECEMBER, 1870

FORTY-SIXTH YEAR.

IT IS pernicious to read by a flickering light. The rapid vibrations cause the optic nerve to become inflamed. You may not notice any pain at first, but after a few years your eyes are diseased, in general, upon the retina, a nervous expansion of the optic nerve, which corresponds to the collodion used by the photographer in taking pictures. At a point on this retina, where the optic nerve comes through the several coatings of the eye, to spread itself over the inside of the eye for vision, is a perfectly blind spot. And, if your eyes or your eyelids have any of the characteristics of the above, such a manner as to cause the reflection of the object fall upon this particular spot, you will be unable to see the object. To convince you of this fact, we will ask you to close your right eye, and look steadily at the spot to your right, as here represented:

■ ■

Hold the journal from twelve to fifteen inches from your face, keeping your eye steadily affixed upon the dot; bring the paper slowly nearer your eye, when you will find at a certain distance—about six or seven inches from the eye—that the *left* spot will entirely disappear; but as you bring the paper nearer to you, or carry it further off, it will become instantly visible again.

It has been found experimentally, that the reason of this blindness, is the image in the example given, falls directly upon the spot where the optic nerve enters the eye, and this point being "blind," no image is formed there. The optic nerve is considered, by most people, to be the seat of vision, whereas it is only used in transmitting a knowledge of what has been photographed upon the brain, where the mind takes cognizance of it, and we are said to see.—*Bitsburg.*

STRONG COFFEE.—A lady being very particular in having the coffee for breakfast made in a particular way, on engaging a new Irish servant, gave her a lesson.

"Now, then," said the lady, "pour the ground coffee into the pot, then pour in the hot water, and, after a few minutes' boiling, break in the shell of an egg—so," and the lady elucidated such demonstration by illustration. "You understand, don't you?" said the lady.

"Indade I do, mum," was the response.—"Bile the coffee, grind in the water, and dhrap in the shell of an egg. Isn't that it, mum?"

"All right," replied the lady. "To-morrow morning we will see how well you can remember."

To-morrow morning came, and the coffee was as good as could be expected. The third morning came, and to the astonishment of the wife the coffee was undrinkable and nauseating: even the odor of it was sickening. Bridget was called, and questioned as follows:

"Bridget, did you first put the ground coffee into the pot?"

"Indade I did, mum."

"Did you then put in the hot water?"

"Shure I did."

"How long did you let it boil?"

"Five minutes, mum."

"What did you then?"

"I put in the egg, mum."

"Just as I showed you the other morning?"

"Well, to tell the thruth, mum," says Bridget, giving her garment a twitch with her brawny hand, "to tell the thruth, I would not put in the half of the egg, as ye towld me, for the egg was a bad one, and I thought ye wouldn't want to kape the half of it, so I dropped the erather as it was."

USE FOR BALLOONS.—Mr. Ferguson of Front street, goes home drunk for the fortieth time, and his wife holds up her hands with vexation and indignation.

"Don't say word, 'Liza (hic)—don' say word! I'm goin' to buy a balloon (hic), b'loon."

"What on earth are you going to buy a balloon for, Mr. Ferguson!"

"I'll tell you (hic) 'Liza. 'Cause they've gossamany (chic), got many ram shops long Chesnut street, a feller can't get home without gettin' drunk. I can get away with balloon (hic) you know. You can come to the store an' draw it up, an' (hic)—and then you won't have to blow me up."

THE meanest reason for getting married that was ever heard, was from a man who said he wanted some one to partake his back hair with him.

HE is a fool who imagines that the chief power of wealth is to supply wants. In ninety-nine cases out of a hundred it creates more wants than it supplies.

"As we are one," said a wife to her husband, "when I beat you, I beat half of myself." "Well," said the wife, "then beat your own half, not mine."

IF you become surety at a police court for the reappearance of prisoners, why are you like the most extraordinary ass that ever lived? Because you act the part of a donkey to bail 'em.

WHY should painters never allow children to go into their studios? Because of them easles (the measels) which are there.

WHY is it not extraordinary to find a painter's studio as hot as an oven? Because it is there he makes his brend.

Railroad Advertisements.

PHILADELPHIA & READING R. R.
WINTER ARRANGEMENT.

Monday, Nov. 21st, 1870.

Great Trunk line from the North and Northwest for Philadelphia, New York, Reading, Pottsville, Harrisburg, Ashland, Ransom, Lebanon, Allentown, Easton, Ephrata, Lititz, Lancaster, Columbia, &c.

Trains leave Harrisburg for New York as follows: At 3.10, 5.30, and 9.30 A. M., and 2.30 P. M., connecting with similar trains on the Pennsylvania Railroad and arriving at New York at 10.10 A. M., 3.50, 7.30 and 10.30 P. M. respectively. Sleeping cars accompany the 3.10 A. M. train without change.

Returning, leave New York at 9.00 A. M., 12.00 noon and 5.00 P. M., Philadelphia at 8.15 A. M. and 3.20 P. M. Sleeping cars accompany the 5.00 P. M. train from New York without change.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia, at 8.30 A. M., 3.30 and 10.2 P. M., stopping at Lebanon and principal way stations; the 4.05 P. M. train connecting for Pottsville, Tottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad, leave Harrisburg at 8.45 P. M.

East Pennsylvania Railroad Trains leave Reading for Allentown, Easton and New York at 5.40, 10.20 a. m., 12.45 noon, and 4.45 p. m. Returning, leave New York at 9.00 a. m., 12.00, noon, and 3.00 p. m., and Allentown at 7.20 a. m., 12.25, noon, 2.55, 4.20 and 8.25 p. m.

Way Passenger Train leaves Philadelphia at 7.35 A. M., connecting with similar train on East Penn. Railroad, returning from Reading at 2.25 P. M., stopping at all stations.

Leave Pottsville at 9.00 A. M. and 2.10 P. M. Reading 10.15 A. M., Shamokin 8.40 and 11.25 A. M., Ashland 8.50 A. M., and 12.35 noon, Mahanoy City at 7.25 A. M. and 1.25 P. M., Tamaqua at 8.33 A. M. and 2.40 P. M., for Philadelphia, N. York, Reading, Harrisburg, &c.

Leave Pottsville, via Schuylkill and Susquehanna Railroad at 8.45 A. M. for Harrisburg, and 4.45 noon for Philadelphia and Tremont.

Reading Accommodation Train, leaves Pottsville at 5.30 A. M., passes Reading at 7.25 A. M., arriving at Philadelphia 10.30 A. M., returning leaves Philadelphia at 4.45 P. M., passes Reading at 7.55 P. M., arriving at Pottsville at 9.50 P. M.

Pottstown Accommodation Train leaves Pottstown at 7.00 A. M., returning leaves Philadelphia at 4.30 P. M.

Columbia Railroad trains leave Reading at 7.30 A. M. and 6.15 P. M. for Ephrata, Lititz, Lancaster, Columbia, &c.

Perkiomen Railroad trains leave Perkiomen Junction at 7.45, 9.05 A. M., 3.00 and 5.50 P. M.; returning, leave Schwenksville at 7.00, 8.20 A. M., 12.30 noon, and 4.50 P. M., connecting with similar trains on Reading Railroad.

Chester Valley Railroad trains leave Bridgeport at 8.30 A. M., 2.55 and 5.05 P. M.; returning, leave Downingtown at 6.55 A. M., 12.45 noon and 4.15 P. M., connecting with similar trains on Reading Railroad.

On Sundays: Leave New York at 5.00 P. M., Philadelphia 8.30 A. M. and 4.15 P. M., the latter train running only to Reading; leave Pottsville at 8.00 A. M., leave Harrisburg at 8.10 A. M. and 4.05 P. M. leave Reading at 10.55 A. M. and 7.15 P. M., arriving at 10.05 P. M., for Harrisburg, at 5.00 A. M. for New York, at 9.40 A. M. and 4.25 P. M., for Philadelphia.

Commutation Mileage Tickets, between any Excursion Tickets to and from all points, at reduced rates. Baggage checked through; 100 pounds allowed each passenger. G. NICOLLS,
Nov. 12, '70—[Jan. 11-6-12w] General Superintendent

LEHIGH VALLEY RAILROAD COM'Y.

Time Table, showing connections of the L. V. R. R. Co. with those of the Phila. & Reading R. R. Co. to and from Pottsville and intermediate points between Reading and Pottsville:

	A. M.	A. M.	P. M.
Leave Pottsville	6.30	9.00	4.30
" Reading	7.30	10.05	5.35
" East Penna. Junction	8.37	11.05	6.30
Arrive at Plainfield	10.45	12.50	8.30
" New York	12.15	3.45	10.00
	P. M.	P. M.	P. M.

RETURNING.	A. M.	P. M.
Leave New York	8.30	3.00
" Plainfield	9.45	3.25
" East Penna. Junction	7.30	4.30
" Reading	8.30	6.00
Arrive at Pottsville	12.30	7.35
	P. M.	P. M.

For MAUCH CHUNK and intermediate points leave Pottsville, 5.40 and 9.00 A. M., and 2.45 P. M., arrive at Mauch Chunk 12.00 M., 5.45 and 8.50 P. M.

Returning leave Mauch Chunk 8.00 and 11.37 A. M. arrive at Pottsville, 1.25 and 7.35 P. M.

For all points in the Lehigh Coal Regions and for Canada, Wavery and Buffalo leave Pottsville, 4.30 A. M.

ROBERT H. SAYEN,
Superintendent and Engineer.
Bethlehem, Dec. 20, '69 1-1y

INDIAN POWDER MILLS.—All orders for the above POWDER can be left at the office, 128 Centre Street, with ROBERT B. BEATH or with WALLACE P. RYON, Esq., at the Pennsylvania National Bank, and will be promptly attended to.
June 2, '70—[Jan. 25-1y] THOMAS MIKEN & CO.

$100 ADDITIONAL BOUNTY.—By Act of July 14, 1870, the time of claiming this bounty was extended six months from that date. Only those will obtain it who apply before said limit expire. The following are entitled, if they have not already collected it:

All soldiers who enlisted for three or two years in the army, and were honorably discharged from the country and no more; and all such as were wounded or injured of any kind, including those who died of disease, are entitled, though they have any receiving any bounty; these last are their widows or the lineal heirs of such soldiers.

The widows, children under 21 and heirs of deceased soldiers, and where such widow has remarried, and is single again, such widow, also, if living, and where such widow is dead, the children of such widow, by any husband, if under 21 years of age, and where such children are married, the husband of such married daughter, if living, and where such husband is dead, the children of such married daughter, if under 21 years of age, are entitled to the bounty of such deceased soldier.

Blank forms and full information may be had at the office of the undersigned, Room No. 3, Second floor, Merchants' Exchange, Philadelphia. Call personally or address by letter.

JOHN A. WOOD,
Late Capt. and A. A. G. U. S. V.
Nov. 5, '70—[Jan. 4-6m]

Iron Works.

SEE & CHRISTIAN,

Machinists, Founders & Car Builders.

Pinegrove, Schuylkill County, Pa.

☞ DRY SAND PIPE cast on end, and self-oiling Drift Car Wheels a speciality. Aug. 13, '70-3m-6m*

GLOUCESTER IRON WORKS, GLOUCESTER CITY, N. J.—OFFICE, No. 8, North Seventh Street, PHILADELPHIA, manufacturer of CAST IRON GAS and WATER PIPES, Cast Iron Fittings, Pumping, Heating and Steam Pipes, Stop Valves, Water or Gas, all sizes. Fire Plugs, Hydrants, Lamp Posts, Gas Holders, Telescopic or Single, Castings and Wrought iron Work, of all kinds, for the Works. All Pipes proved by Hydrostatic Pressure. April 16, '70-1y

PIONEER CAR WORKS,
JOSEPH DELANEY, PROPRIETOR
Ashland, Schuylkill County, Pa.

Having enlarged his Car shop, is now prepared to build all kinds of Cars for mining purposes. Being a practical mechanic and having for years devoted himself entirely to this branch of the business, and building of COAL BREAKERS. Also, the patentee of two celebrated Self-Dumping Cars, which can be seen working at the works of Messrs. Bangert, Lewis & Co., and Patterson, Eltringham & Co., Ashland, and at Messrs. H. A. Moodie & Co.'s Mahanoy Colleries, Girardville. Coal Breakers built at the shortest notice. Orders solicited.
April 2, '70—1y-[1] JOSEPH DELANEY.

SHENANDOAH IRON WORKS.

The subscriber is now prepared to build Steam Engines, Pumps, Coal Breakers, and Drift Cars. All kinds of castings and forgings made to order. Especial attention paid to the manufacture of Car wheels. JOHN CATHER.
Shenandoah City, Jan. 1, '70—1

FOUNDRY AND MACHINE SHOP, STEAM CAR FACTORY, &C.

The subscriber would call attention to the superior facilities possessed by him for the various branches of Steam Engine building, Iron Founding, and the manufacturing of all kinds of machinery for Rolling Mills, Blast Furnaces, Railroad Cars, &c., &c.

He will also continue the business of mining and selling the celebrated Pine Forest White Ash Coal, being the sole proprietor of this colliery.
Sep. 1, '69—1yd Jan. 1, '69 GEO. W. SNYDER.

POTTSVILLE ROLLING MILL.

ATKINS BROTHERS, PROPRIETORS,
Pottsville, Schuylkill County, Pa.,

Manufacturers of Railroad Iron (both T and Street Railsgare prepared to receive and execute orders at shortnotice, for any and all the ordinary sizes in use.

Making our own pig metal, we are careful to select suitable ores; buyers, can therefore rely upon receiving in all cases first class rails. The smaller sizes of T Rails, 27, 25, 28, 32, and 40 pounds to the yard, always on hand, and supplied in small lots as wanted. Jan. 1, '70—1y

TO COAL OPERATORS AND MINERS.

PIONEER BOILER WORKS.

The subscribers respectfully invite the attention of the business community to their Boiler Works, on Railroad st., below the Passenger Depot, Pottsville, where they are prepared to manufacture

BOILERS OF EVERY DESCRIPTION,
Smoke Stacks Air Stacks, Blast Pipes, Gasometers Drift Cars, &c., &c. Boilers on hand.

Being practical mechanics, and having for years devoted themselves entirely to this branch of the business, flatter themselves that work done at their establishment will give satisfaction to all who may favor them with a call. Individuals and Companies will find it greatly to their advantage to examine their work before engaging elsewhere.
JOHN T. NOBLE,
MATHEW RHODA.
Jan. 1, '70—1-

ORCHARD IRON WORKS,
POTTSVILLE, PENNA.

The subscribers are prepared to furnish STEAM ENGINES, and all kinds of MACHINERY and CASTINGS for Mines; Blast Furnaces and Rolling Mills, and have a full assortment of the most approved patterns for VERTICAL ROLLING MILL ENGINES, SQUEEZERS, SHEARS, PUNCHING MACHINES, and all other Machinery required in the manufacture of Railroad Iron and Bars.

The following Steam Engines are now on hand and ready for delivery:

1 Eng'e 14 in cyl. 6 in stroke		2 Eng'e 12 in cyl. 18 in stroke			
1 " 10 "	24 "	11	10½ "	15 "	
1 " 14 "	24 "	11	12 "	12 "	
1 " 12 "	24 "	12	6 "	6 "	

The above Engines are all new, and built upon the most approved principles, and can be seen at the works of the subscribers. Also, a full assortment of Pickard & Davis' Steam Engine Governors on hand, which have given universal satisfaction.
Sept. 1, '69—1-1y BOTT & VASTINE.

WASHINGTON IRON WORKS.

NOTICE.—The works of the late firm of Wren & Brother, Known as the "WASHINGTON IRON WORKS," located on Coal street, in the borough of Pottsville, will be continued by the subscriber in all its various branches, viz: Steam Engine building, and all kinds of machinery for mining either coal or ore; blast furnaces of hot or cold blast; all kinds of railroad castings and railroad stores; wrought and cast iron in all kinds of bridgings; all kinds of smithwork, and all sizes of the latest improved pumps, single and double acting. Repairing promptly attended to and neatly executed.

By careful attention to business the subscriber trusts he will receive a share of the public patronage, and will be governed on the said basis.
Jan. 1, '70—1- JAMES WREN.

ASHLAND IRON WORKS.

The subscribers are now fully prepared to furnish, at the Ashland Iron Works, Steam Engines and Pumps for any purpose, for mining, for iron and other purposes; Coal Breakers of every size and pattern now in use, together with Castings and Forgings of every description. Coal and Drift cars of all sizes and patterns, large Truck and Horse Cars, all furnished at the lowest cash notice. The subscribers are satisfied that, inasmuch as every member of the firm is a practical mechanic, they will be able to furnish the machinery that will compare favorably with any in the Region. All orders directed to J. & M. GARNER, Ashland, Schuylkill County, Pa., will receive prompt attention. J. & M. GARNER.
Ashland, Jan. 1, '70—1-

EAGLE IRON WORKS.

HENRY WALTERS, Proprietor,
TAMAQUA, SCHUYLKILL COUNTY, PA.

Having enlarged his foundry and machine shop, at the Eagle Iron Works, Tamaqua, are now very materially increased their capacity for turning out work in its line of business, he is confident he can contract 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 the most satisfactory work.

All orders addressed to HENRY WALTERS, Eagle Iron Works, Tamaqua, Schuylkill County, Pa., will receive prompt attention. June 25, '69—1yr

THE PALO ALTO IRON WORKS.

Are prepared to furnish T RAILROAD IRON, weighing from 20 to 70 pounds per yard—STREET RAILS from 18 to 60 pounds per yard.

MERCHANT BAR IRON, Rounds, Rods, Squares, Oval, Half-Round and Grooved, HOOP AND BAND IRON, CAR AXLES—RAILROAD SPIKES, FISH PLATES AND HORSESHOES, for mills. BOLLS made of the best brands of coal, charcoal iron, ready for use, either for T rails, street rails or bar iron, also, all kinds of CASTINGS FOR ROLLING MILLS. We now in process of construction to our DIFFERENT PATTERNS OF WHEELS, for rolling old rails, puddled iron, &c., &c.
Sept. 1, '69—1yd BENJ. HAYWOOD, Proprietor.
Palo Alto Works, Oswald and Mifflin Sts., Philadelphia, Pa.

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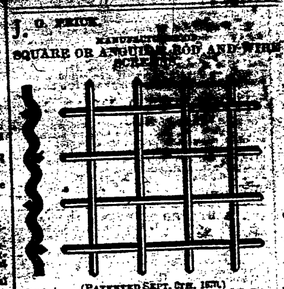
Sept. 1, '69—1yd BENJ. HAYWOOD, Proprietor.
Palo Alto Works, Oswald and Mifflin Sts., Philadelphia, Pa.

Coal Stove, &c.

J. G. PRICE,

KEEPS ON HAND A LARGE ASSORTMENT OF SQUARE OR ANNULAR ROD AND WIRE



(PATENTED SEPT. 6TH, 1870.)

No. 18 Norwegian Street, POTTSVILLE, PA.
Sept. 17, '70—3m-6m

L. LAUBENSTEIN & CO.,
SUCCESSORS TO JOHN B. DIEHM,

Manufacturer of Coal Screens,

Of the Latest and Most Approved Styles.

Second-hand Screens and segments always on hand.

We respectfully solicit a continuance of the patronage heretofore so liberally bestowed.

L. LAUBENSTEIN & CO.,
Railroad St., rear of Esterly's Hardware Store,
Pottsville, Pa
Jan 1, '70—1-

SQUARE ROD AND WIRE SCREENS.

J. LAUBENSTEIN,
MANUFACTURER OF
SQUARE ROD AND WIRE SCREENS.
PATENTED FEBRUARY 4, 1862.

MINERSVILLE, SCHUYLKILL CO., PA.

The SQUARE ROD SCREENS, on account of their superior strength and durability, are preferred to all others where Wire Screen Bolts, all sizes always on hand. Orders promptly filled at moderate prices. May 21, '70—2y

Ladies' Furs.

LADIES' FANCY FURS.

JOHN FAREIRA
718 ARCH STREET,
Middle of the block, between 7th and 8th streets, South side,
PHILADELPHIA,

Importer, Manufacturer and Dealer in all kinds and quality of FANCY FURS for Ladies and Childrens' Wear. Having enlarged, remodeled and improved my old and favorably known FUR EMPORIUM, and having imported a very large and splendid assortment of all the different kinds of Furs in fashion, for first hands in Europe, and have had them made up by the most skillful workmen, I would respectfully invite my friends of Schuylkill and adjacent Counties, to call and examine my very large and beautiful assortment of Fancy Furs, for Ladies and Children. I am determined to sell at as low prices as any other respectable House in this city. All Furs warranted. No misrepresentations to effect sales. JOHN FAREIRA,
718 Arch street, Phila.
Nov. 12, '70—6-e o w-3m

FURS. 820. FURS.

JOHN A. STAMBACH & CO.,
826 Arch Street.
MANUFACTURER OF
LADIES' FANCY FURS.

Consisting of Russian Sable, Hudson Bay Sable, Mink Sable, Royal Ermine, Grebe, Seal, Astracans, Squirrel, Fitch, &c. Children's Sets. Gentlemen's Collars and Gloves, Carriage and Sleigh Robes.

The latest styles at lowest prices.
All Furs guaranteed as represented.

JOHN A. STAMBACH & CO.
826 *Arch Street, 5 doors below Ninth, south side,*
PHILADELPHIA.
Nov. 5, '70 4t-3m

FALL AND WINTER DRY GOODS.

FOX & BROTHER,

276 CENTRE STREET, POTTSVILLE,

Desire to call attention to their extensive assortment of

FALL AND WINTER

DRY GOODS

Consisting of the Latest Styles of the

Foreign & Domestic Markets

INCLUDING AMONG THE COLLECTIONS

BLACK AND COLORED SILKS,
LACES AND EMBROIDERIES,
LINENS,
WHITE GOODS and DOMESTICS,
HOSIERY,
GLOVES OF ALL KINDS,
CLOAKS, &c., &c., &c

SHAWLS OF ALL KINDS.

We also call attention to our Stock of

GROCERIES, QUEENSWARE &c.,

Which is very large and selected with the utmost care for this market. We do not consider it necessary to enumerate what we have, but everything in a first-class Dry Goods and Grocery Store, can be had at our establishment.
April 17, '69 22—1f

1870. CHRISTMAS. 1870.

WINDOW ORNAMENTATIONS.

RICH DRAPERIES. FLOWING HEAVY CURTAINS, LAMBREQUINS, WITH SUITABLE LACE CURTAINS,
AND
LACE SHADES,
TAPESTRY, TABLE AND PIANO COVERS.

Attention is invented to the above for

Holiday Presents.

I. E. WALRAVEN,
MASONIC HALL, No. 719 CHESTNUT STREET,
PHILADELPHIA.
May 7, '70 19-1y

The Sun.

CHARLES A. DANA, Editor.

The Dollar Weekly Sun.

A Newspaper of the Present Times.

Intended for People Newspaper Earth.

Including Farmers, Mechanics, Merchants, Professional Men, Workers, Thinkers, and all Manner of Honest Folks, and the Wives, Sons, and Daughters of all such.

ONLY ONE DOLLAR A YEAR!

OR ONE HUNDRED COPIES FOR $50.

Or less than One Dollar a Copy. Let there be a $50 Club at every Post Office.

THE SEMI-WEEKLY SUN, $2 A YEAR,

Of the same size and general character as the WEEKLY, but with a greater variety of miscellaneous reading, and containing the news up to the latest moment, because it is printed twice a week instead of once only.

THE DAILY SUN,

A preliminarily readable sheet, with a large circulation in the world. Price, mailing edition, 55 cents a month, or seven dollars a year; by mail, postage paid.

For Terms to Clubs, address

L. W. ENGLAND, Business Manager.
Dec 14, '70—7-1t

STEPHENSON SAFETY LAMPS.—As a machinery that will compare favorably with any in the Region. All orders directed to J. & M. GARNER, Ashland, Schuylkill County, Pa., will receive prompt attention. J. & M. GARNER.
Ashland, Jan. 1, '70—1-

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THE PALO ALTO IRON WORKS.

Are prepared to furnish T RAILROAD IRON, weighing from 20 to 70 pounds per yard—STREET RAILS from 18 to 60 pounds per yard.

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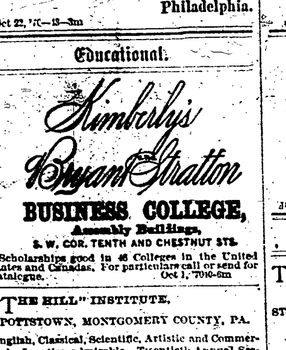

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1871. DAILY, SEMI-WEEKLY AND WEEKLY. 1871.

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