

THE MINERS' JOURNAL,

AND POTTSVILLE GENERAL ADVERTISER.

I WILL TEACH YOU TO PIERCE THE BOWELS OF THE EARTH AND BRING OUT FROM THE CAVERNS OF THE MOUNTAINS, METALS WHICH WILL GIVE STRENGTH TO YOUR HANDS AND SUBJECT ALL NATURE TO OUR USE AND PLEASURE.—DE SOULIERS

VOL. I.

POTTSVILLE, PA., WEDNESDAY MORNING JULY 25, 1838.

NO. 57.

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BY HENRY BANNAN.

SEMI-WEEKLY.
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WEEKLY.
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From the Pennsylvania Intelligencer.

Editorial Correspondence.

SCHUYLKILL HAVEN, Schuylkill county, June 12, 1838.

PORT CLINTON is a small village and harbor at the junction of the great, and little Schuylkill rivers, about eleven miles below this place. A railroad, some twenty miles in length, constructed by the Little Schuylkill company, runs along that branch to the Tamaqua, and excludes all individual operators from its road, and also, I believe, from the Tamaqua district; but only sends between thirty and forty thousand tons of coal to market annually, a quantity equalled by that sent by some individual operators in the other districts. The only coal shipped at Port Clinton is that of the Little Schuylkill company.

Port Clinton is located among the hills, and the situation has the charm of wildness in its scenery; but there are many places I would prefer as a residence. It is quite a small village—three taverns, one or two stores, and a few houses.

This place, Schuylkill Haven, is more pleasantly situated. Some one hundred and seventy thousand tons of coal are annually shipped, and all by individuals, who are not harassed by any incorporated companies. The coal is brought on a railroad about ten miles, from the Minersville mines. The railroad has been constructed and is owned by an incorporated company, which is without mining privileges; and this fact accounts for the great excess of coal shipped here over that of Port Clinton, where individual enterprise is cramped and paralyzed by a chartered monopoly.

I wish you to observe, the above statement particularly. It is one of the strongest arguments in favor of the course Gov. RITZER has always taken to regard to coal companies; a course which, I rejoice to say, has met my warmest sanction. Nor is the argument sound, that the stock of railroad outlets to coal shipping ports will not compensate unless mining privileges are connected with them. The railroad from this place to Minersville proves its fallacy; for the stock of the road, as I understand, divides twelve per cent., and is considered here a safe and profitable investment.

The people in Schuylkill county are generally hostile to the incorporation of coal companies for mining purposes. They are an outgrowth on the rights of individual operators, who have opened the principle coal districts; and are not necessary to the supply of the market. Their operations can not be fully explained in the limits I allow myself for a letter, but when I get home occasion may call for some remarks on their manner of proceeding, in certain cases. In the mean time let me assure you, that from all appearances, the course of Mr. KEES in the House of Representatives last winter, in urging a certain coal company, has "killed him up." I do not believe he can be re-elected. CHARLES FRAYLEY is gone too. He is generally believed here to have had an interest in a certain bill that passed irregularly through his exertions. Those men both betrayed the interests of their constituents, and took a course directly conflicting with their own opinions, as avowed on former occasions. They will meet their reward.

Schuylkill county I think may be set down for Porter. The majority will be very small. I do not believe that at the farthest it can exceed three hundred. I wish to be candid and state the truth, not wishing to deceive opponents, and determined not to deceive our friends. The Locomotives may not beat us here so much; but eight hundred votes, their majority in 1835, are not easily levelled down. Our gain, however, is great, showing at least two hundred and fifty votes changed from the enemy to the friends of the people, in three years.

I am within five miles of Pottsville, and will write you to-morrow from that place.

Yours, &c. R. S. E.

POTTSVILLE, June 13, 1838.

Yesterday brought me to Pottsville—in-describable Pottsville. Giving you a de-

nite or adequate idea of the place and things around it, is entirely out of the question. One does not know where to begin a description, in detail, and if one begins there is no telling where it would end. But here goes for a feeble attempt.

Pottsville is located among the hills, near the head waters of the great Schuylkill, in a region certainly never intended by Nature for the site of a town, but softened down by the powerful hand of industry and enterprise, which have found an incentive to vigorous action in the treasures buried beneath the surface of the earth, in inexhaustible quantities. The population of Pottsville is about five thousand souls. Business of all kinds flourishes, even in the dull seasons. There are in the town about thirty stores, a number of which do business to the amount of \$60,000 per annum. There are three hotels of the largest class, capable of accommodating in the best manner upwards of one hundred persons each, with reading rooms, &c. &c.; and a number of smaller taverns well kept and affording excellent accommodations.

Pottsville now presents a lively appearance, but is dull compared with former seasons, and with what it will be next. This town has a business-like air, and the pleasure to deal on the despatch principle—prompt, liberal and punctual. This is the centre of the Schuylkill coal region, and is a market for a great deal of the produce of Berks, Lebanon, Dauphin, Northumberland and Columbia counties. It is then a pretty fair estimate that the coal interest of Schuylkill county is nearly as much important to the State at large as the Agricultural interests of the counties above mentioned; but I do not know that every writer on political economy would so estimate it.

Pottsville has suffered considerably from the pressure in the money market and derangement of the exchanges, produced by the madness of the General Government. But she appreciates her situation, and has been convinced by severe experience of the ruinous tendency of Loco-focoism. She will show this at the October poll, by giving, out of 600 votes at least 275 or 300 majority for Gov. RITZER. The borough is one of the strongest districts in the State; and the township around is also true. The colliers and miners all remember Gov. RITZER, who had the independence to defend their interests.

The mines, to a stranger, are the most interesting of the town and about Pottsville. You can see railroads, and hills and canals in almost any part of the State; but the Schuylkill coal mines are as satisfactory as they are attractive. The colliers are going on at all parts of the town, and some six or eight within the limits of the borough. There is one opposite the "Pennsylvania Hall" (an excellent House by the way) where I am now writing, which penetrates under the canal basin and one of the principal streets. It is worked by Mr. SAMUEL LEWIS. The boats lying in the basin are laden with coal raised from a distance of some 250 feet directly beneath them. Mr. L. is burrowing under the basin and several houses, and if he should feel inclined for a "Gun Powder Plot," by way of pastime, could blow a goodly portion of Pottsville "sky high." The basin referred to is part of the Schuylkill Navigation, and is all life and bustle, railroads running around in all directions to the "landings" where the coal is slid down by means of scutes into the boats; an operation which loads a boat very expeditiously, I assure you. At any time you can see a swarm of small coal cars in the vicinity of the basin.

Naturally inclined to delving into strange places, I to-day visited the lower regions, in company with an agreeable acquaintance, Mr. L., of this place. We descended the mine of Messrs. POTTS & BANNAN, and explored some of the subterranean passages. The mine is entered on an angle of about forty degrees, and the shaft is two hundred and fifty feet in length, below the water level. A railroad is laid down this plane, and the cars (full of coal) are drawn up on one track, and let down empty on another, by means of a powerful engine on the earth's surface. We took our seats in an empty car, with a lighted lamp, and went down by steam. On reaching the bottom, the first sight was a miner in full dress, with a lamp in front of his hat, their usual place of carrying light in the mines. He looked the knight of the flaming cockade to the life, but proved a gentleman in his manners, and politely pointed out to us the various horizontal passages, some of which are 70 yards in extent. We explored two or three. There are railroads laid along them on which the small cars are wheeled from the extremities of the mine to the place of ascending. Horses are used for this purpose, and are kept under ground from the commencement to the end of the season. We looked into their stable car in the solid rock, and altogether a comfortable looking place for the buried alive animals. It forcibly reminded me of the city of Petra, so graphically described in Mr. Steven's late work on "Egypt, Arabia Petraea, and the Holy Land." The dark-

ness in the tunnels or passages was "thick darkness" indeed, the flare of a large lamp wick having but little effect upon it.

It is necessary to ventilate the mines by means of air holes ascending to the surface at various points. These are made from below, by working upward. When a workman has progressed some yards upward, the air, having no circulation and becoming corrupted by breathing, is found very oppressive; and a pipe is laid up the avenue from the bottom, where a fan is turned by a boy, and a current thus formed upward within the pipe and downward outside. While groping along one of the passages to day, L. and I heard a rumbling noise ahead, which it seemed to us was caused by an approaching car. What was to be done? There we were—the passage too narrow for the car to pass without crushing us—and no means of escape but a precipitate retreat. No doubt, if our countenances could have been seen, they would have shown a color very different from that of the mineral around us. We had no time for thought but gave one or two halloo's, and then by listening found the noise either stationary or receding; so we plucked up courage, and on advancing were not a little relieved when we saw a boy turning the air fan, and ascertained the cause of our fright. This incident, however unimportant it may be to others, was interesting to us. We soon after seated ourselves on the front of a loaded car, and rode out to daylight, much gratified with our subterranean visit. When we reached the surface the atmosphere was quite oppressive, so cool had we been in the mine.

I have endeavored to give an idea of a coal mine to those of our readers who have never done themselves the pleasure of a visit to a coal region. The engines generally used are of great power. In this place there are two manufactories which make and repair them.

Immediately in the vicinity of Pottsville ten mines have been opened below the water level, and all but two by individual enterprise. The cost of getting them ready for working has been about one hundred and forty thousand dollars.—There are two more in a state of forwardness. Who will after this, doubt the competency of individual enterprise and perseverance? And I would remark here too that one half of the individual colliers whose genius for the coal business has done so much, came here as laborers, or "miners" as they are termed in the parlance of the coal districts. They had no capital but honesty and a knowledge of their business to start upon; and all circumstances considered, their success has been truly astonishing. One individual came here in 1830 with five dollars in his pocket; and last season sent down 35,000 tons of coal to market; more than was sent by the Little Schuylkill Railroad and Mining Company! Another assumed me this evening, that when he came here five years ago he commenced as a "miner," and last year sent to market 17,000 tons! And these are the men our Legislature would put down by the incorporation of companies, to do what their individual means, with no protection but honest hearts and willing hands, have been found fully able to accomplish.

But I must stop. This letter has already run out too long. It will still take another before I will get done with Pottsville and the Lions of the Coal Region.

Yours, &c. R. S. E.

POTTSVILLE, July 14, 1838.

A stranger could spend a fortnight among the new scenes and clever people of the coal region here, and think it but a day. I speak of course of a stranger who would feel an interest in the great Schuylkill coal trade. And he would meet, at every turn the most convincing proofs of the superiority of individual over corporate enterprise. To an observer nothing more is necessary to establish the conviction that companies with mining privileges will retard and wither the coal business, than to look at Port Clinton and contrast the appearance of the place with Schuylkill Haven. The former has a dull, deserted look, occasionally a solitary car load being tilted into one of the few boats in the Port; while the latter has two or three brick streets, a basin crowded with boats, and each of the fifteen or twenty landings full of life and motion.—In my letter from Schuylkill Haven I noticed the difference in the amount of coal sent to market annually, which is about 140,000 tons in favor of the railroad whose company has mining privileges, but which depends on individual operators to bring out the mineral wealth.

Minersville, from whence the coal is taken to Schuylkill Haven, on the railroad, is a smart village, containing several stores, taverns, &c. The buildings are all new, some of them having sprung up in the "magic" described to town-making in the famous but overrated western country. Its population is about eight hundred—perhaps one thousand; the men are active, industrious and enterprising, with that intelligence and liberality pecu-

liar to a population among whom are found no idlers and Jrones. I have not been at Tamaqua, the head of the Little Schuylkill railroad, but am told that it presents the same contrast to Minersville that Port Clinton does to Schuylkill Haven. But Minersville is now threatened by companies too. The Osborn Company will operate, (if it ever operates at all) in its vicinity; and we cannot feel at all certain, after the outrageous and irregular passage of that bill, that the whole Schuylkill region will not be laid waste by the Legislature, which seems on the subject of coal corporations to be deaf to all remonstrances of common sense and common justice.

Port Carbon is about two miles up the Schuylkill from Pottsville, and is the head of the Schuylkill Navigation. Its population may be estimated at 1000. There are a branch of the Schuylkill Bank, several hotels and stores, with the shops incident to a coal shipping Port. Several railroads have their terminations at Port Carbon, and a heavy quantity of coal is annually shipped from the landings, some of which are reached by tunnels hundreds of feet through a hill, the excavation all solid rock. The location, like that of Pottsville and Minersville, was not intended for a town, but nature here yields the palm to art. There is a good deal of business done in this place.

Mount Carbon may be considered part of the lower outskirts of Pottsville. It is on the Schuylkill, has some warehouses, coal landings, and one of the finest hotels in the State—the building I mean, not having been in it to test the accommodations, which I have been told are excellent. There is a fine pleasure garden attached to the hotel.

This morning I rode out through part of the region northwest of this town, and visited the tunnel being driven by Messrs. Mann and Morris into Mine Hill. They have already penetrated upwards of four hundred and sixty feet and will go nine hundred more. Three coal veins have already been cut, and they expect daily to strike one of about thirty feet in thickness, those before alluded to only being from four to eight. These veins dip about forty-five degrees from a horizontal line, as do almost all the veins in the anthracite region. The coal is always found beneath a floor and roof of slate, and is best illustrated by the description of a practical collier, who compares it to the leaves within the cover of a book—a very comprehensive and just comparison, to which I would add that it will be long before it will be said of the coal books, as Franklin's epitaph said of himself—the contents are all torn out; for I verily believe the Anthracite coal to be inexhaustible, in which opinion the most intelligent colliers of the region fully concur.

I forgot yesterday to tell you that Pottsville has two Presbyterian churches, one Catholic, one Protestant Episcopal and one Methodist; besides three Welsh churches in which there is regular service in that language, and to which Sunday Schools are attached. There are also in the neighborhood of Pottsville several more Welsh churches. Welsh parents here have their children taught their own language, in order that they may be better able to converse with them, and remark very justly that they will learn the English fast enough from their neighbors.

In the coal region within ten miles of Pottsville there are a number of small villages which have all sprung up in the roughest country from the influence of the coal trade; a trade which has been unusually dull this season, owing in the first place to the infamous folly of the General Government, and next to the sapient action of the State Legislature. Last year Schuylkill county sent to market upwards of five hundred and twenty thousand tons of coal, at an expense of upwards of two million of dollars. This season she will not exceed four hundred thousand tons; but if business should revive and the manufactories to the eastward open in vigor again, we may safely calculate on shipments next season to the amount of six hundred thousand tons. In a month or two, however, things here will present a different appearance from what they do now, though Pottsville now does a business which in any other place would be considered brisk in the extreme.

Yours, &c. R. S. E.

Rare Occurrences.—The wife of a fisherman in New York—Mr. William Tinker—presented him, not long since, with three little female tinkers!

Mr. Mrs. Dunn, of Detroit, recently presented her loved lord with three little Dunks! These are not the worst kind of duns.

Mrs. B. F. Cannon, of New Salem, has presented her husband with four small cannons! This fine little park of artillery is said to be in excellent condition.

Beneficence is daily more and more generally acknowledged as the true rule of conduct. The maxim "Live and let live," will soon be superseded by a still nobler principle of action—"Live and help to live."

The small pox is raging in London to a alarming extent, among adults as well as among children.

ENGLAND.

Exchanged at New York, on London 84 per cent. premium.

The foot race between Drinkwater, of Sheffield and Kersworth, of Coatesborough, for £130 came off on the Doncaster race-course on Thursday. The friends of the former staked £70 to the other £60. The distance was six miles, the men starting at a part of the course between the four mile starting post and of the race. The number of persons assembled was estimated at not less than 10,000. About half past 1 the men prepared themselves for the race. On stripping, Drinkwater appeared to be in the best condition, being more muscular, and in much better spirits than his youthful competitor. They were started by Mr. Lockwood, when Kersworth took the lead, he had the running until coming to the hill in the last round. Here Drinkwater, who it was evident had the race in his own hand advanced, and gained on his opponent at almost every step, eventually winning by about 100 yards. The distance was run in 34 minutes 55 seconds, and the last two miles in 11 minutes.—May 30.

By the Brighton Improvement act, no person can go out in his own pleasure boat without being accompanied by two watermen, under a penalty of 40s., and cost of information.—Brighton Guardian.

Newspapers.—Since the reduction of the duty the annual consumption of stamps has risen in London from 19,000,000 to 29,000,000; in the English provincial towns from 8,000,000; in Scotland from 2,500,000 to 4,000,000; and in Ireland from 5,100,000 to 5,200,000.

Curious Suicide.—An inquest was held on Thursday (says the Chelmsford Chronicle) on the body of a girl of sixteen, named Eliza Bacon, who, it appeared, had thrown herself into a fish-pond, and was drowned. The mother of deceased stated that she had struck her for dressing herself in boy's clothes, and going round the village of Loughton; and from the accounts of other witnesses, it seemed deceased had told another girl that she had been turned out doors by her mother, and they had mutually agreed to drown themselves, and it was arranged that the deceased should place her apron by the pond to indicate the spot where the other girl should jump in.—The latter, however, did not do so. The jury returned a verdict of *felix sit* on May 30.

Railway Speed—Sixty Miles in the Hour.—The extreme rapidity of railroad traveling was, perhaps, never so strikingly exemplified as on Saturday, on the London and Southampton line. An engine was appointed to follow the train which conveyed the directors and their friends, and in going, as it went almost immediately after the train, of course it could not go faster than the train; but in returning it was found that this engine would not be wanted, and it remained at the end of the line, so far as it is at present opened. Two hours after the carriage, with the directors, &c., had started. This engine then proceeded to London, and it accomplished the entire distance of twenty-three miles in no longer a time than twenty five minutes. Stopping once by the way to take up a passenger, so that it may be said to have travelled at the rate of very nearly sixty miles per hour. We do not believe that an instance of greater rapidity is on record.

A Warning.—Dr. Thomas Jarrold, of Manchester, who, about two years ago, was worth £2,000 has just been declared bankrupt. He was a member of the House of Commons, and had lost all his property by railroads and other speculations.

Humour.—A short time ago, one of the Irish laborers on the Sheffield and Rotherham railway, was very severely hurt by a fall of earth. However he complained not, but desired he might have a wife of tobacco. He was then laid on a board, and hoisted on four men's shoulders for the purpose of being conveyed to the infirmary. Upon moving, "Arrah, my honey," he exclaimed, with all the characteristic humor of his country, "little did I expect to live to see my own funeral!"

The importation of French wines into England has been—370,446 gallons in 1835; 593,241 gallons in 1836; and 725,140 in 1837. Thus the importation of French wines into England, has increased in two years, whilst that of Portugal wines has diminished in the same proportion.

On Monday, May 21st, a purse, containing one hundred sovereigns, and a silver inkstand, value £15, was presented by the inhabitants of Gool and neighborhood, to the Rev. John Wilson, on the termination of his duties as minister of the Episcopal Chapel in that place, and for the Christian benevolence which he has at all times manifested to the poor during his residence of seven years among them.—Leeds Mercury.

The state bed in the York Mansion house, which was bought for the purpose of lodging Lord Brougham on his being invested with the freedom of that city in 1830, in which his lordship slept two nights, and which cost £300, was put up to auction last week, and sold for £25.—Hall Packet.

Lord Suffolk's Hounds.—This splendid pack of hounds which Lord Suffolk has lately purchased of Mr. Lambton for £3,300, arrived at the kennels at Gordon, on Thursday last. We understand that it is his lordship's intention to hunt twice a week on the Harborough side, and three times in the Loughborough country.—Leicester Merc.

IRELAND.

Death of the Marquess of Ormonde.—The Marquess of Ormonde expired early on Tuesday morning, at O'Donoghue's Hotel, after an illness of thirteen days, produced by a severe cold. His lordship succeeded to the Earldoms of Ormonde and Ossory, and the inferior Irish dignities, at the death of his brother, 10th August 1830, and was created a Baron of the United Kingdom, 17th July, 1835. His successor is John Earl of Ossory, The Marquess of Ormonde was Hereditary Chief Butler of Ireland, a Knight of St. Patrick, Lord Lieutenant of the county, and Colonel of the King's Own Militia. He was in his 63rd year, and his successor is in his 30th. Lord Gosford, it is said will succeed to the ribbon of St. Patrick.—Dublin Reg. May 28.

Tribute to the Memory of John Philip Curran.—It has been determined that £30 of the sum at present subscribed, shall be applied to erect a monument over the vault in the cemetery at Free-street, near Glasnevin, where the remains of this eminent Irishman, having been removed from England, are now interred; and that the surplus of the subscription fund beyond that sum shall be applied to erect a memorial in some conspicuous place in Dublin.

WALES.

Previously to the late general rains, the wheat in this county generally presented a more unfavorable appearance than had ever been witnessed before; in fact, such was the condition of some species of wheat, owing to the remarkable severity of the winter, and the unpropitious spring that have been ploughed up, and other crops exhausted. The refreshing showers, however, have literally renewed the verdure of the earth, and both grain and meadows present a more cheering aspect. In the hop yard the young bines look strong and healthy, and present a promising appearance. The harvest which has only just partially commenced in this year quite as late as last, when May was far advanced before it became general. The orchards presenting a full blossom, and the cherry and plum trees never exhibited a finer bloom than at present.—[Hereford Journal.]

We understand the sum of £2,000 had been paid to Capt. Rees, of the Star steam packet, as a reward to himself and crew for the manly and perilous exertions they made in saving the Extraordinary Greenock, and towing her in safety into Kingstown harbour, of which we took notice some time since. The cargo saved is said to have been worth upwards of £100,000.—Bristol Mercury.

The unpublished Bardic remains of Welsh literature are now in a fair way to be brought to light. His Grace the Duke of Newcastle is said to be deeply interested in the progress of the Ancient British MSS. Society; and, together with the Marquess of Bute, Lords Dyngor and Moyn, Sir Charles Morgan, Bart, and several other patrons of the Institution, have commenced such inquiry as are likely to lead to most interesting results. A great body of historical knowledge, from the 13th to the 15th centuries, is known to be contained in the unpublished writings of Wales during the wars of the Rival Princes, and at least as far down as the year 1500. From these documents, a very intimate acquaintance with the state of society during the above period may be confidently expected to be gained.

As the English and Welsh representations exist, the number of members returned for cities, and boroughs, exceeds in fearful proportion, those who represent counties, for which a comparatively small number of electors, with a constituency of 510,000, returns but 159 members; a borough population, of not quite 5,000,000, with 288,000 electors, returns 341 Representatives.

New Church, Glasbury, Breconshire.—This neat and substantial building, through the exertions of J. W. Morgan, Esq. we understand was opened for divine service on the 23d May. A fine peal of six musical bells, weighing about 50 cwt., cast at the foundry of Messrs. Jeffries & Price of this city, together with a powerful eight day clock, will be fixed in the tower, and opened at the same date.—Bristol Mercury.

Philip Hoffa, COACHMAKER.

RESPECTFULLY announces to his friends and the public in general, that he has again commenced the Coach-Making Business in Norwegian Street, three doors below the Arcade in the borough of Pottsville, where he is ready to manufacture to order all kinds of coaches at the shortest notice, of the best materials, and at the lowest rates. He has also on hand, ready made, Barouches, Carriages, Phaetons, Charioteers, Coaches, Buggies, &c. which he invites the public to call and examine for themselves. The articles are all manufactured under his personal inspection, and he will warrant them to be equal to any manufactured elsewhere. Repairs of every description done at the shortest notice, and on the most reasonable terms. N. B. Coal taken in payment for vehicles. April 18.

Country Flannels and Linens.

500 YARDS Plaid and White County Flannel—Also, a quantity of Country Flax Linens, for sale at reduced prices by SAMUEL HARTZ, Pottsville, July 14, 1838.

CALL AND SEE!!

JUST RECEIVED a splendid assortment of Spring and Summer Goods, consisting in part of

Dry Goods, Groceries, Queensware, Liquors, &c.

which I am prepared to sell cheaper than ever offered in this market for cash, or in exchange for country produce, at the highest market price. J. C. KERN.

THE PAMPHLET LAWS of the last session of the Legislature, have been received at the Probatory Office of Schuylkill county, and are ready to be delivered to those entitled to them. E. ADENRIED, Clerk. Pottsville, July 21, 1838.

THE JOURNALS of the last session of the Legislature of Pennsylvania, have been received at the Commissioner's Office of Schuylkill county, and are ready to be delivered to those entitled to receive them. JACOB HAMMER, Clerk. Pottsville, July 21, 1838.

Administrator's Notice.

Is granted upon the estate of John George Gaschlich, deceased, late of Pottsville, notice is hereby given to all those indebted to said estate to make immediate payment, and all those having claims against said estate will please present them for settlement on or before Monday the 31st day of September at the house of D. G. Youngling in Pottsville, at which time and place the Administrator will settle all accounts properly authenticated. FREDERICK BECK, D. G. YOUNGLING, Administrators. Pottsville, July 16, 1838.