

He staggered out of the place, and was found soon after by the neighbors, and lived long after...

Bliss, that's enough, interrupted Jerry. I have heard enough - the two proofs are enough without words...

POTTSVILLE. Saturday Morning, Sept. 28.

To Our Subscribers. - We earnestly entreat all persons indebted to us, especially for subscription...

Our Paper. - Readers will perceive that we have furnished them with a new and superior quality of paper...

A Subscriber complains of the quality of the original poetry, sent to us for publication. So do we, but a subscriber is not aware of the pertinacity...

We are desired to announce John T. Werner as a candidate for the office of Prothonotary of Schuylkill County...

The Legislature will take place next Friday, when a Judge and two inspectors, are to be chosen. Each party will vote for one person for Judge...

Let every one make himself conversant with the provisions of the new election law.

The locos seem quite madd, about the split in their party. We laugh whoever wins or loses.

Tribe of Respect. - The Pennsylvania says that the funeral of the late venerable M. Carey was attended by an immense concourse of citizens...

Lyceum is to be established at Mauch Chunk. Addison, the Naturalist, having accomplished more than any other man ever attempted in ornithological researches...

Swartwout, has expressed a wish to return to this country, if the government will not proceed against him. Perhaps Mr. Van Buren can give him an appointment abroad to keep him quiet.

Weehawken. - This spot, which is situated on the New Jersey side of the Hudson, opposite New York city, and at the commencement of the Palisades, has been invested with peculiar interest...

Our happy days of youth were passed at Weehawken: we have stood on the brow of its noble hill, which overlooks the bay of New York...

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The following paragraph has appeared in several newspapers: - Mr. James G. Birney recently associated at Louisville a deed of manumission to twenty slaves, which descended to him from his father, recently deceased.

Mr. James E. Burney, recently hung at Louisville, gave a deed of manumission to twenty slaves, which descended to him from his father, recently deceased.

Van Buren's Consistency. - In 1812, he opposed the war; in 1814, he had turned a convert, and then said in the N. Y. Legislature, that an immission selected for its wisdom and virtues will promote our rights secured.

Cheslerfield Coal Mines. - The Mul Lothian Colliery has struck coal in a new shaft, at a depth of 720 feet. The vein has not as yet been proved beyond eleven feet.

More Consistency. - The Globe speaks like a Daniel come to judgement: it says the Tennessee Senators must resign, because the Legislature of that State is Van Buren.

The Electoral vote of 1836. At the late Presidential Election, it is notorious that Martin Van Buren did not receive a majority of the popular vote. The following was the result of the electoral vote:

Table with 4 columns: State, Locos, Whigs, and Electoral Votes. Includes Maine (22,900), Vermont (14,037), Rhode Island (2,964), Connecticut (19,285), New York (166,816), New Jersey (25,575), Pennsylvania (91,475), Delaware (4,152), Maryland (22,268), Kentucky (36,687), Ohio (96,238), Indiana (41,281), Virginia (30,261), North Carolina (24,878), Georgia (22,014), Alabama (19,188), Louisiana (3,658), Mississippi (9,971), Tennessee (26,120), Illinois (17,275), Missouri (10,310), Arkansas (2,073), New Hampshire (18,922), Massachusetts (22,237), South Carolina (5,200).

The National Theatre in New York, was entirely consumed by fire on Monday afternoon. Three churches, and several private dwellings were also destroyed.

Good Out of Bedford. - A portion of the locos of this county, has come out against the reelection of Guy F. McKelvey; they say he is a disgrace to the county, and to the state.

Government Influence. - There are upwards of Forty Thousand agents of the Post Office department, nearly all holding their situations at the will of Amos Kendall, who having been bought and sold himself, knows well how to render such power profitable.

To the Editor of the Miners' Journal. - These appeared in the 'Miners' Journal of September 7th, an article under the caption, 'The Schuylkill Navigation Company and the Coal Trade.' which is presumed to have been sent from the Editor of that paper, and from the peculiar character of the language employed in this accented attack...

The author does us great injustice in accusing us of 'challenging the integrity' of the Company; neither have we arranged their motives - we simply gave the effect of their defective policy and the evils originating in a want of proper fostering and protecting care, towards the Schuylkill Region.

The Editor remarks, 'Had they (the Navigation Co.) used proper and necessary exertions to give the Shippers true weight, and reduced their Tolls, the Canal might have passed last year between 6 and 700,000 tons, instead of only 431,000 tons, and an increased quantity this season.'

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only made; for a long time our editorial table has been loaded with communications on this subject, but we studiously avoided the insertion of any article, until forcible measures were taken to bring a general paralysis of our business, rendered it imperative on us to inquire into, and expose the causes, of that stagnation of our energies, which has been ruinous to all, either directly or indirectly interested in our country.

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of toll: we have rather contended, that the capacity of the canal should be increased, and thus a reduction be effected in the actual cost of transshipment. Let us look at the comparative cost of carrying a ton of coal from the Lehigh mines, as compared with the Schuylkill trade. We will assume \$2.25 as the selling price of white ash coal at both places, although it is well known that many sales have necessarily been made here at \$2 and even less. This was a compulsory loss and was a last resort instead of stopping operations.

On the Lehigh Navigation. The cost of the coal is per ton, \$2.25. Toll on canal, 84. Average price of freight, 80. Cost of transshipment at Bristol, 30.

On the Schuylkill Navigation. The cost of coal is \$2.25. Toll, including back toll, ferrisges &c., 95. Average freight this year, 110. Total loss, being difference of weight, 25. Cost of transshipment at Philadelphia, 49.

Making a difference of 80 cents in favor of Lehigh on a navigation of the same length with ours, and possessed of no advantages. Now had the capacity of the canal been enlarged to pass 80 or 100 tons boats as on the Lehigh, our freights would average not more than 80 cents per ton: were a tidal lock erected, the whole loss of 25 cents would be saved, and a difference of 20 cents would be effected in the wharf expenses at Schuylkill, as the coal might be sold at boat weight, instead of the loss of time, money and wastage in re-weighting it. But it is contended, that the Lehigh carries on a loosing business: this is undoubtedly true; they have been brought into existence by the policy we complain of, and now they must be supported - the coal must be sold, and money must be raised at any sacrifice. We assert boldly, and without the fear of contradiction, that no company with the exception of the 'Delaware,' which provides the general rule, has ever made and shipped coal without being subjected to an actual loss; and further that no company can engage in the business to make it profitable. It may have a concentration of agency - officers and Boards of Directors, generally are unacquainted with the business; in-pair the utility of operations, and the prospect of success of the Delaware Co. is that their business is conducted by two or three persons, and in all respects as an individual concern. We will show in the course of a few weeks, by facts and figures, that this assertion is true, that from their own reports, coal Companies have lost on every ton sold, and have been compelled in some instances to create additional capital stock to support the loss.

The Managers of the Schuylkill Navigation are aware of this - they know that the vigorous operations of individual exertions are the safeguard of their success - that bolstered corporations have no chance with the elastic and untrammelled operators of Schuylkill, and yet they refuse to give them that assistance, which will place them beyond competition, and open the road to success. Again, we repeat, that the policy of the Company must be changed before next year, or the most disastrous results will accrue both to them, and to the coal interest. Their stock will fall to par, and the collars will be ruined, and they may rest assured that no person will be found to supply their places and produce their revenue. But if a liberal course is pursued, if the prayers and entreaties of Schuylkill County are regarded, business will resume its former prosperity. Stockholders should bear this in mind, as of vital importance; impress upon your managers the true course, and there will be no need of sacrificing your stock; all parties will be benefited, your investments will be profitable, your income certain, and a large class of community be relieved from a full scale weight, which has oppressed them beyond endurance, and made a business, which should be profitable, the fruitful source of ruin to all connected with it. If the completion of the rail road should and the Company still deal to the interests of the colliers, the business must be diverted into a new channel, and the canal cannot be supported, when superior facilities are offered by a rival institution.

We regret the necessity of these remarks - but our duty is imperative - as imperative to point out to the Navigation company, their false policy, as to guard our region from its effects. We must claim to ourselves the opportunity of understanding the wants of the colliers; our location, our experience, and our situation as their organ, make it evident; and what advantage can accrue from misrepresentation on our part? Would we not be injuring the cause, we would foster, should we permit ourselves to be biased, or should we descend to preparation? Are not all our hopes, our anxieties, and our prospects of success equally identified with the policy of the Navigation Company, and the health of the coal trade? It is then preposterous to accuse us of drawing false issues; to attempt by special pleading to invalidate sound facts, or to assert that the 'Miners' Journal, has ever been actuated by personal prejudice or provocation, when pursuing that course, which has ever characterized it, as the protector of the Coal interest of Schuylkill County.

ARRIVAL OF THE BRITISH QUEEN. The steampacket British Queen arrived at New York on Friday afternoon at about two o'clock. She brought Liverpool and London dates to the 2d instant. In consequence of her arrival, the departure of the Great Western was delayed till 3 o'clock on Saturday; at which time she sailed for Bristol.

The Queen brought about 800 passengers. The intelligence is not particularly important, though of much interest. We formed numerous expectations of the late Liverpool date, was selling freely, but at a decline of 1 1/2 per lb. on American.

The weather had been fine, and the crops were coming on well. Wheat had declined 2 1/2 per quarter. It was confidently expected that the harvest would be abundant in quantity, and excellent in quality.

Her Majesty prorogued Parliament in person on the 27th ult. by a speech from the throne. No improvement had been experienced in the money market; discounts were high, and money scarce. Rates on private Bankers Bills have been 1/2 to 5 per cent; and Joint Stock Bank Bills 6 to 7 per cent among the Bill Brokers.