POTTSVILLE.

Saturday Morning, April 11

By REMITTANCES BY MAIL. "A postmaster may en-elose money in a letter to the publisher of a newspaper, to pay the subscription of a third person, and frank the letter, if written by himself."—Amos Kendall. Bome of our subscribers may not be sware that they some of our subscriptors may not be aware that they may eave the postage on subscription money, by requesting the postmaster where they reside to frank their letters containing such money, he being able to satisfy Mmself before a letterie sealed, that it contains nothing but what refers to the subscription. [Am. Farmer.] A \$5 current bill, free of postage, in advance, will

payfor three year's subscription to the Miners' Journal Democratic Whis Nominations.

FOR PRESIDENT, GEV. WM. H. HARRISON. OF OHIO.

FOR VICE PRESIDENT. JOHY TYLER. OF VIRGINIA.

Norwegian Iron Company .- A prospectus has been issued by Charles Lawton, Esq., for the formation of a Company, under the provisions of the general law of incorporation for smelting iron with mineral coal. We have heretofore spoken of the many advantages which the location of his land presents. and we refer our readers to the Law, which will be found on our first page. We trust soon to see, not only this, but many similar companies, springing up an our vicinity, where coal and iron are so lavisbly fornished for man's use and benefit. Every circumstance of position and mineral wealth, points out Schuylkill County, as the centre of a great iron market, and we trust the time is not far distant, when the most sanguine hopes of the friends of the region may be realized.

Free Reading Room .- The Pottsville Tippecanoe Club have fitted up a Reading Room, at the "Harrison and Tyler Head Quarters" over Mr. Coatesworth's Watch Store, in Centre Street, next to the Arcade. It will be opened daily from 9 A. M. to 10 P. M., and the attendance of all those who are anxious to obtain correct information on the causes of our present distress, the mismanagement of the public affairs; and to find out the only sure remedy against them, are invited to attend at the above hours, free of all charge.

The Coul Business .- The canal has now been open several weeks, and our neighboring rail roads are all prepared to do business, still but few have the means or energy to commence shipping. A few boats have started with coal dirt or small coal to supply the lime kilns below, but no dealer has commenced his regular business. All is stagnation; and the severest retribution which could befal those who have brought about these evil times, would be to comnet them to witness the misery resulting from their mad schemes of policy, their wild attempts to regulate the currency, and their foolish interferance with matters of political economy, concerning which they have proved themselves completely ignorant. Hundreds of workmen are without employment, and those who do find it, are so cut down in wages, by the Sub-Treasury system of reducing the price of lubor, that their families are almost destitute. When the end will be, and what the intermediate distress, we dare not think: the people only can put the shortest period to the general suffering

Tron Ore. If any further doubt exists, as to the quantity and quality of iron ore developed in our region, let the sceptic visit the St. Clair Tract, owned by Messra. Carey, Hart & Lee, where the most extensive openings have been made under the superintandance of Cent T. J. Buird

We have heretafore had occasion to mention the several places where iron ore has been mined, and shall next week endeavor to give a full account of this. In the mean time we advise visitors to take a merning's walk, embracing the Gate l'eact, Mount Laughee and the St. Clair Tract, and we insure them a view of more iton ofe than weye bath seen, or imagination can conceive."

Disgraceful Fracus. It would seem, by the Legislative proceedings of Saturday last, that Thomas B. McElwee the radical from Bedford, not content with heaping moral obligary upon the budy, which has the misfortune to acknowledge him as a member, has determined to furnish a physical display of depra. vity, on a par with his whole line of political conduct. This redoubtable person is a Colonel, and of course must be a hero: and to prove his claim to that title. made an assault upon Mr. Higgins of Northumberland, who from the effects of a spinal injury, was every way his bodily inferior. During a debate, the Colonel rose from his seat, crossed the entire Hall, called Mr. H. ad-d puppy, and spit in his face. The gentleman from Northumberland, immediately resented it, and though a very small man, not over four feet high. knocked the Herculean bully down! The members then interfered, or there is no knowing how the large souled gentleman would have treated the bully brute A resolution was of necessity offered, and a commit ten appointed to investigate the matter, and here we presume, the matter will slumber until the close of the

Such are some of the evil effects of sending to ou Legislature Halls, persons, who are unable to check their own deprayed passsions, and who walk about smong our law makers, living evidences of moral leprosy and mental degredation persons who could not claim the attentions of private courtesy, and who are about as untit to deliberate on the interest of a great State, as would be a legion of fields to become presiding officers of a temperance society! We fiust, indeed we are positive, the people of Bed ford will reflect for their own credit, and never again send this moral deformity to disgrace our State

It has afforded us more than common pleas ure. to learn, since the above was written, that Thomas B. McElwee HAS BEEN EXPELLED from the House of Assembly by a vote 58 to 26.

Shaving Shop -In these anti-bank times, people do not like baid shaving : we therefore can refer our friends to Mr. Seiders, who will give them a clean and easy shave, at his new shop, having recently moved to the tenement formerly occupied by Mr. Coatsworth as a watch maker's store. If you want the head beautified, he can do it, to a hair,

Tennessee. This state will nobly redeem the reverses of last year, in the approaching contest, with Harrison and Tyler in the field. Reform is called for from every quarter, and a relief from those measures which have been followed only by ruin and distress. One of the most significant signs within our knowledge is, that recently, Thomas J. Campbell, the Whig candidate for elector in the 4th District, and Geo. W. Rice, the loco foco candidate, came in contact upon the stump. The discomfiture of poor Rice was awful. The next day he addressed a letter to the Athens Courier, withdrawing his name from the electoral ticket, on the ground that he had not the necessary documents for defending the Administra-

if Rice waits for documents to prove Martin Van Baren's compelency he will be a long time delayed. husbel! This, however, was a forced sale.

The First Harrison Victory!

Connecticul True lo the Good Cause. The Whigs swept this state on Monday last, by upwards of 4000 majority—the Whig Governor is re-elected, and both branches of the Legislature by increased majorities. Let it be remembered that the electoral vote of Connecticut was given to Van Buren in 1835; this victory therefore has been fought on the territory of the people's enemy, and the people have triumphed! They have 19 out of 21 Senators, and more than two thirds of the House-a glorious sweep truly !

Miners' Bank .- The bill extending the time and apitol stock of this Institution, has passed the Senate on third reading. Its fate now rests with the House.

Temperence .- 820 persons signed the Temperance Pledge in this Borough last Sunday.

Every thing is coming down, but the salaries of the office holders, and they are actually higher than ever. The dollar of the politician can now buy near three times the quantity of produce, it could have done a year ago, consequently the farmer is three times worse off, and the office holder three times as well off. Think of that farmers, when you bring your produce to market!

Ingenuity.-We have heard of the Yankee ma chine, which, if you placed logs of wood in one endwould produce ready made barrels, sausages, wooden clocks, nutmegs and cucumber seeds from the other. But our Legislature beats this-they all went into it anti-bank, immediate resumption men-the wheels and cranks were turned, and out they all drop, real bona fide Bank Men!

More Changes .- Francis W. Lasak, a German, one of the locofoco members of the Legislature from the city of New York, has declared for Harrison, having been elected last fall byothe locos. The Evening Post, referring to this circumstance, admits that ma ny changes are daily taking place, in favor of Harrison and Tyler.

A meeting was held in Philadelphia on Thursevening in favor of a reduction of tolls on the state improvements.

Judge White is dangerously ill, and not expected

New York City Trust.-This concern does no edeem its notes, payable on demand: its post notes therefore are trash.

Rhode I land holds her state election next Tuesday; she will nobly respond to Connecticut.

"General Harrison has done more for his country, with less compensation for it, than any man living. -President Madison. Martin Van Buren, has done less, with more com-

pensation, than any living or dead. New Jersey Convention .- The Whigs of this State held a Convention at Trenton, on Wednesday

Hard Cider, does not set well on loco foco stom achs: they can't swallow it: 🔩

Elwood Yerkes, son of Mr. Harman Yerkes, well known as a stage agent in Philadelphia, was killed on the Rail Road in Broad Street on Monday last. He fell from the driver's seat, off a car; when six wheels passed over him, severing his head from his

New York Rowdy Locos .- The Van Buren party have regularly recognized all those rowdy associations. such as "buttenders, indomitables, hughpaws, O. K. Clubs, soap locks, &c." as adjuncts of their party. The New Era, a Van Buren paper of the first water, speaking of a late procession in that city, says "The associations of the different wards, preceded by the O K fraternity, with music and banners, marched in procession to the Park, and their organized, under the Presidency of Mr. Charles G. Ferris.

If such annunciations as this, do not arouse th quiet and orderly portion of the Administration party, to a sense of their danger, the fault will be against a full knowledge of the evils which must emanate f:om its support.

American and British Navies .- England has 141 ships of war in commission, mounting 4184 guns, hesides 27 steamers; the United States have but 34 ships mounting 868 guns and one steamer.

Great Britain is making encroachment on our territory beyond the Rocky mountains.

More Bloodhounds .- The U. S. Schooner of War Flint" was at Mutanzes, on the 11th ult, obtained a fresh supply of cauine force, and sailed next day. Col. Crockett .- A writer in the Austin Gazette of

Texas, confirms the statement that this gentleman did not perish at the Alamo, but is actually a captive, laboring in a Mexican more

Legislative .- In the House, Mr. Ford of Lancaster offerred a resolution instructing the Committee on Banks to report on the subject of the recharter of the Miners' Bank at Pottsville, the Lancaster and Lebanon Banks. Mr. Snowden said the Committee on Banks had come to the conclusion to report no Bank bills until the principle upon which banking institutions shall be governed shall be settled. Mr. Ford contended that the committee had no right to come to any such conclusion, but consented to a postponement of the resolution.

Loco Foco Banking-The Grand Gulf Advertiser says the Legislature of Alabama have conferred Banking privileges upon the Penilentiary about to be erected in that State.

It is to be a " Manuel Labor " Bank, we presume on the regular Dyott plan!

The Contrast .- The more the people know of Harrison, they more they like him; the more they mow of Van Buren, the more they dislike him.

The Radicals of Philadelphia held a meeting n the State House yard on Monday afternoon to desounce the Resumption Bill. Mr. Lee, one of the oco members from the county, who voted for it, happening to be in the ward, was hissed and hooted off the ground, and compelled to place himself under the protection of Mayor Swift.

The Pilot .- The first number of Duff Green's new paper has been published at Baltimore. The General knows the coalition well, and will expose it.

A Turiff Meeting, has been held in Lewisburg Union County. Spirited resolutions and addresses ecoming lander

Legislature. The resolutions offerred by the Hon C. B. Penrose in Senate in favor of the Tariff, have passed that body, as have also those by Hon. Thomas Williams, instructing our representatives in Congress to advocate the distribution of the proceeds arising from sales of public lands, equally among the States.

Susquehanna Canal.—The Union Star says, "the water has been let into the Susquehanna Division of the state works, and boats have commenced running."

At a sale in Beaver county, some days since, lot of Oats was sold at four cents per bushel! Hay at 50 cents per ton! and Potatoes at six cents per

The Boundary Question .- Among the many runors in connection with the portion which our Sechave assumed, the following from a correspondent of Major Neah, is by far the most pacific and reasonable: "On the Maine difficulties, the Government is not ille. Gen. Scott is charged with a survey of the whole coast, and to report the facilities, of transportation. The most pacific feelings are evinced here, by the President and the whole cal inet on the subject. Nothing will be left undone to settle the difficulty with honor and tranquility; yet it becomes necessary to take precautionary measures to prevent trouble which may arise on the borders from the contiguity

trol may lead to extremities." A General Bankrupt Law, seems to meet universal approbation at Washington.

of hostile agents. Great Britain has the power to

keep her men quiet, and await the orders of Govern-

ment; not so our Government; we are responsible

for the acts of our citizens, and yet cannot control

settled amicably; nevertheless events beyond con-

Reduction of Wages .- Mechanics and working men, are beginning to feel the operation of the Sub-Treasury schemes. In consonance with the views of Buchanan, Walker, and its other supporters, the wages of the night watchmen at the Custom House, New York, and at the Navy Yards, have been reduced wenty-five cents per day.

Thus the laborer has to submit to lower wages, paid in notes, while at the same time, the salaries of the office holders, are increasing in value, as they are paid in specie which is at a premium.

Buchanan's Measures Denounced !- At a recent neeting in Pittsburg, where several hundred persons of all parties were present, including Charles Shaler and many other leaders of that shadow of a party, once the loco focos, the following resolution was carried without a dissenting voice. Nothing can be more convincing proof, of the unpopularity of those destructive doctrines which were advocated by Van Buren Senators, during the disunion of the Sub-Treasury Bill: ,

"Whereas, the design is manifested still further to depress the laboring and productive classes, by legislating them into the condition of the working men of European countries, where labor is from 18 to 30 cents per day; and thus, encourage domestic industry, by reducing the comforts and independence of operatives;' forgetting that under our free institutions, the 'geomanry and operatives' in the non slaveholding States are constituent elements of the government, and not compelled to recieve as law the theories and speculations of politicians and political conomists. "

Harrison in Virginia.-There is no stronger evidence of the desperation of the dominant party, than their attempts to introduce local questions in the several states which they think may militate against the People's Candidates. In the Old Dominion, the most powerful impulses are at work, and every reorded "sign" is in favor of Harrison and Tuler changes are constant, and they are greatest where lackson formerly had the largest majorities. The Virginians find that the "true democratic" candidutes are Harrison and Tyler, and that Van Buren is but the office-holder's tool. In the counties of Bottetout and Fluvanna, the former Van Buren Senator and both representatives are out for Harrison. In the Congressional District of little Tennessee, where Van Buren's majority in 1836 was five to one, the ocos are doubtful whether he will not be defeated. Every part of the State gives the most cheering toens that its electoral vote will be cast for the Peopla's Candidates: that the banner of reform will float triumphantly over the land of Henry, Washington, Jefferson, Madison, Marshall and Monroe, and that the utter extinction of Van Burenism may be confidently anticipated.

Loco Misrepresentation .- The Van Buren paper are quoting from Mr. Davis' speech the following sentence, " Luborers are bought and sold, like merchan dize in the market." We need hardly tell our readers that Mr. Davis never asserted any such thing, and that the garbled version now going the rounds of the depraved loco papers, is intended only to deciove. The words as spoken by the Senator, were "much has been said of luber-what is it? I may say without offence, it is a commodity bought and sold, like merchandize, in the market.

To such shifts have the loco party been reduced in their hoppless endeavors to prop a sinking causethey hesitate at no prevaridation, stick at no falsehood to give a temporary vitality to the corpse-like remains of Van Burenism!

The Third District Case .- The following evidence, being the testimony of Mr. John E. Kean, in the disputed Naylor and Ingersol case, discloses system of intended fraud on which we forbear to comment. The Tory Ingersol is well known, and he who would have opposed the war of the Revolution cannot be supposed to have much patriotism:

John E. Kenn sworn.-I reside at No. 509 north Front street, Seventh ward, Northern Liberties .- I am a tanner; I know Bela Badger; I have known him 8 or 10 years personally; his character is unimpeachable; on the 16th of February last, on a Sunday morning, I recrived a written communication from Bela Badger, requesting me to come to his house that afternoon; he stated in his note that he had seen Mr. Gill, and he had told him he would be there that afternoon, and wished me to be present; I went and staid until candle-light; Mr. G. did not come: I have the note; (not produced;) this is the note, in his hand-writing; I was present at an interview between J. C. Gill and Bela Badger after the date of that note; on the 26th of the same month. at the Waverly House, 7th street, north of Chesnut: on the 26th of February last, I accidentally met Mr. Bela Badger in Chesnut street; he asked are to go with him to see Gill; we went and saw him in the bar room, in a short time he showed us a letter, saying he had received it that day from McGinnity; the asked us to walked up stairs; we did so, and went into a small back room, second story; after being seated, Mr. Badger said: "Gill, you met me some few days ago, and told me you had something to communicate, and said you would be up on Sunday afternoon."-you did not come; he said "yes," and made some excuse for not coming; Mr. Badger asked him what he had to communicate: he said he had seen Mr. Ingersol, and he wanted him to go to Washington; and if he would go there, and state what was said that he had stated here. (that nine hundred votes were put on the registry at Badger's house) he would give him five hundred dollars and a suit of clothes; addressing Mr. Badger, Gill said-you know were given. The call for a protective Tariff is daily it is entirely false; I have already given an affidavit, that I know of no frauds committed in 1838; I have a family, and am poor . I am determined to make all the money I can out of the "bugger," then come forward and tell the truth; he has tried to hire me to perjure myself for his benefit, and the ruin of other people; it's but right and proper that he should be exposed; Mr. Badger remarked, "its immaterial what's between you and Mr. Ingersol; all I ask is the benefit of the truth;" we then separated; Gill showed me a letter from C. J. Ingersol; that is the letter, (produced;) the words "free," and "C. J. Ingersol" were on the outside, and opposite, the word "paid." It was directed to H. W. McDevitt, corner of Sixth and Race street, Philadelphia; the other

words on the outside were, "the Post Office gentle-

men will please deliver this letter immediately with-

out its being called for."

Thomas W. Gilmer, Esq. , was duly installed into the Gubernatorial Chair of Virginia on the 31st ult. retary of State, and the British Minister, Mr. Fox, His predecessor, Gov. Campbell, has won golden opinions from all parties, on account of his untiring devotion to the internal improvement of the State.

> Fire at Louisville.—The loss at the late disasrous conflagration is estimated at \$ 300.000.

A Noble Reply.-Among the many evidences of popular feeling, in relation to Gen. Harrison, we oberve the presentation of the splendid living American Eagle, which was captured on the battle ground of Fort Meigs, and carried by a delegation at the mammoth Columbus Convention. The reply of the old hero was extremely happy, and referring to the captive bird, he remarked, that "if ever the time shall arrive, when the benefits of a government established by common efforts and common sacrifices, shall be them. I am in hopes that all difficulties may yet be the Engle shall be released."

And shall not that "happy time" soon arrive !-It shall—the people have so willed it, and before the year has expired, the nuble bird will be released from his bondage, and the citizens of our republic relieved from their present servility.

Brevity the soul of wit .- We must acknowledge that the following digest of the President's last Message from the Ohio Democrat, is a fine specimen of condensation. It is published as the President's Message toiled down, and translated into plain English, and is as follows:

"Fellow Citizens: You are all crazy. The credit system has made you mad- In Europe, laborors get but sixpence a day. You get \$1,50 for a day's toil. That is entirely too much .-You are becoming extravagant. It will not do. The Sub-Treasury Bill must be passed. In twenty-two out of twenty-seven of the enlightened, free and happy Despotisms of Europe, such as Prussia, Austria, Spain and Turkey, where kings wear crowns, and their people rags-the Sub-Treasury system is all the rage. I am determined to follow their " illustrious " example. I'll pass the Sub-Treasury Bill, and thereby bring your wages down to twenty-five cents a day, so that you may fairly compete with the serfs of Russia and the slaves of John C. Calhoun, my late most bitter enemy, but, now dearly beloved friend and cousin.

Look out for a New Humbug !- The locos during the whole present session of the Legislature, have been political rowers, looking one way and going the other. They met together, at the commencement of the session, breathing destruction against the banks, denduncing the monater and apparently determined to harmonize with the key note struck in Gov. Porter's message, " that it was highly expedient to seperate the concerns of the state from all entagling alliance with the Banks." But this determination was never real-they intended from the first to act exactly as they have done; they intended to fasten the Banking system on our State as part of its financial existence; the constituents of these loco members called out in public "down with the Banks," while they were secretly writing to their representatives begging them in "God's name to spare the Banks!" They accordingly did regalize the suspension, accept a loan from the Monster and compel the other banks to lend money to the State. TNow mark the grand scheme of humbug that is about to

be played off. As soon as the Legislature adjourns, meetings are o be called in every section, by the locos, denouncing their proceedings as not democratic, and resolving to denounce their former members, as traicry of "down with the banks' gain to be used as the watch word of the loco party, and by it, they hope to gain some little extension of political power, or at least break the fall into that vortex down which their own hypocrisy, "want of nerve" and duplicity have hurried them. But no ultimate good can be attained by this double faced procedure. There is not a member of either branch of the Legislature, whose table this season, has not been loaded with letters, expressing the wishes of their constituency, and tijese can be brought up as evidence against those, who will now raise the humbug cry of denun-

The locos are in the toils—the net is spread over their limbs and they hope for even the assistance of the paltry mouse to gnaw a passage for their escape. The expectation is a vain one: our countrymen, with that confidence which is ever characteristic of a young nation, have heretofore left the management of their affinirs to stewards, and gone off into the fields of speculation and improvement, thinking all would be well. But they have returned in time, to prove their stewards false, their talents misspent, and will now dismiss them from their confidence. It is in vain to recriminate—the time is past to gull the neople—the age of humbug has exploded, for knowledge with her falcon flight, has visited every corner of our land. The people in future will be their own rulers, and hold their servants in strict accountability; they have drawn sad experience from the errors of the past, and they will repair those errors ere it be too late; they will rescue our country from the arbitrary and licentious rule of demagegues who are never appeared, but like the leeches still cry out for more! The verdict has been passed-the knell is sounded, and the executioners await the traitor culprits!

Gentleman's Magazine. - The April number is as full of excellent reading matter as any of its predeces sors, but the plate is a perfect " April Fool." Whethr friend Burton places his "exchanges" on a par with delinquent subscribers, we do not know, but certain we are, no mezzotent was recieved in our copy.

Registry Law - The commissioners have performed their duty and the city of New York is divided into sevenly three voting districts under the new law. Theleighth ward has eight districts.

Glories of Tazation .- Sheep have been sold for one shilling a head in the town of Bristol, Ontario County, New York, and wheat for three shillings per bushel in the town of Richmond, to pay taxes.

Hon, Thaddeus Betts, U.S. Senator from Connecticut, is dangerously ill at Washington. Since the above was written, we regret that our worse fears are confirmed, and the Honorable Senator is ho more. The customary resolutions and honors were awarded in both houses of Congress.

The Standard - It has been a blamcable inadvertence in us, not to have mentioned the valuable accession to the People's cause, which this paper has brought into the field. It is conducted with great ability, and will take rank among the most prominent of the penny publications of the day.

The Lancaster Union - This spirited paper, fullowing the impulse of the cause of Horrison and Tyler, which it advocates, has been improved, enlarged, and made many changes. The whole Harrison press as well as party must continue to enlarge to receive the accessions of new material for commendation of their candidates and recruits to their ranks.

Tippecanoe Victory.-In Mobile, the friends of Harrison, Tyler and Reform, were elected at a recent charter contest, by a majority of 144. Last year the locos had 353 majority, making a whig gain of near 500 !

the Benefit of the Insolvent Laws, and the Court appointed the 18th inst. for a hearing. As this is a matter in which a large number in this region are interested, they ought to be made acquainted with the A CREDITOR.

COAL COMPANIES.

In publishing the numbers of X, and in our remarks on Coal Companies generally, we wish it distinctly understood that we are not opposed to those improvements which connect the coal fields with the markets; but for the purpose of ensuring the utility of incorporated Companies, they should confine themselve strictly to such objects, and leave the mining and the support of their improvements to individual enterprize. When the transportation and mining business are connected, they cannot be profitable attainable by all, without regard to political opinions, they are a clog to each other, and must result in fai-

In No. 2. X, says that every Company engaged in the Coal Trade but two, have sustained loss. We go further, and proclaim boldly, that no chartered | for 25 cents per ton, the coal-leave (or the privilege Company has ever made one dollar in the coal business-In making this assertion, we view the Delawere Coal Company in the light of an individual operator, for reasons mentioned in our last. We firmly believe that every Coal Company, which has been in operation for several years, has sunk all their Capital Stock. This is doubtless the case with the Lehigh Company: their capital has been thrown away, and it is questionable whether all their improvements and lands, if sold under favorable circumstances, would liquidate their loans. The Company themselves seem to think that mining is a losing business, and that it is lietter for them to discontinue it.

In No. 3, estimates are made of the prices of Coal; | Coal-leave (for the nearest mines to the cathese are generally placed too low by X-lower than actual outlay-there are only two or three collieries n this coal region, which can furnish Coal at X's estimate, and it is a well known fact, that loss has been sustained by putting red ash coal in the boats here at \$2 25. Such being the case, any one acquainted with the Lehigh region, the position of its coal, and the manner of mining, must be aware that they cannot put their produce in boats, ready for transhipnent, as cheap as the Schuylkill Region.

If the Lehigh Co. had confined themselves to the naking of their improvements solely, and left the mining to individuals, their canal would no doubt have been profitable and their stock productive .-But the grasping disposition which induced their endeavors to monopolize all the business, which for years fought against all rival improvements, and ought to exclude all competition from the market, has worked its own ruin, and in its fall it cannot expect any commiseration: .

[Advertisement.] No. II. TO JOSIAH WHITE, ESQ., Director of the Lehigh Coal and Navigation Com-

pany. In my No. 1, I showed that the interest on loans, and a fair allowance for repairs, locktenders' wages, salaries of officers, &c., made the annual cost of the Lehigh Canal amount to \$244,924,59, while the whole receipts for tolls during the dear 1839, were only \$141,300,11, thus showing an annual loss on the canal of \$103,624,48, even allowing that portion of the capital stock expended in its construction (say all the old stock, or one million of dollars) to be entirely sunk, or in other words, to be wholly unproductive.

In addition to this, it is well established and acknowledged in the Reports of the Lehigh Company, tors to the party, and seducers from the true faith. that they are engaged in mining and selling coal. Now, it is notorious, that every Company, (with at most two exceptions) engaged in the coal trade, either in the Lehigh or Schuylkill Coal regions, have sustained loss by their business for the last two years; and, that it has not proved veny profitable to the Lehigh Coal and Navigation Company, may, I think, be fairly inferred from their desire to discontinue the business. Thus they say-

"The managers believe that the time is fast approaching, when it will be the interest of the Company to discontinue the business of bringing coal to market, and vending it on their own account. This change in their operations will simplify the transactions of the Company, by divesting them of all business which is of a mencantile character. It is believed, too, that the exertions of numerous companies and individuals, furnishing so many separate venders of coal, will, on the well understood principle of a division of labor, insure much greater and more rapid success in sales, t than could be expected from the exertions of a single company, or any one vender."

That the coal business is not "their great preponderating interest" we have their own testimonythus in their last report they say-

"Although our company are themselves the owners of extensive and very productive coal mines, yet as the navigation is now their great preponderating interest, it is obviously their policy to promote, by a liberal course, the utmost possible amount of business on the canal, and on its feeder, the railroad." Whence then, are derived the profits that are re-

nuired to enable this company. First, to pay the annual loss on the \$103,624 48 canal,

Secondly, Interest on about \$800,000. of additional loans; at 6 per cent, 48.000 00 Thirdly, the 10 per cent dividends on \$1,600,000 of capital stock,

\$311,624 48

Three hundred and eleven thousand, six hundred and twenty-four dollars and forty-eighth cents.

Philadelphia, March 1840.

. Even to make up this sum, the Lehigh Company are obliged to charge a toll of 11 cents per mile on their own Coal, which for 46 miles (from Mauch Chunk to Easton) is 571 cents per ton; and as the quantity of Coal shipped by them at Mauch Chunk during 1839, was 140,760 tons, it would amount to \$80,937 00, or within \$60,363 11 of the whole tolls credited to the Canal.

The toll on the State Canal which connects with the Lehigh Canal, is for Coal & cents per ton per mile The toll on the Schuylkill Navigation is about the same, being 90 cents per ton for 108 miles. Coal Region, (whose comparatively small means -Why then do the Lebigh Coal and Navigation might soon be exhausted,) to secure to themselves a Company charge on their own Coal a toll of 14 cents | monopoly of the Coal Trade? AND HAVE THEY per ton per mile? Does it not simply swell the amount of tolls on the Canal at the expense of their own coul trade, and is not that already burthened beyond its power of endurance? That it is, will, I think, hereaster be fully shown.

The Lehigh Company's stock of Coal remaining on hand, unsold, laid over from last year, per their late report, was 60,000 tons.—The value of this coal nay be stated at \$300,000, upon which there may be sustained in interest, wastage, wharlage, labor, &c. a loss of 20 per cent, or one dollar per ton.

This amount, \$800,000 00, together with that stated in No. 1, \$2,707,188 00, makes the total amount of loans \$3,507,188 00, which appears to be what is generally acknowledged to be owing by the Company, independent of their capital atock, \$1,600, 090 00. Their whole loans may, and probably do, exceed that amount.

No. III. TO JOSIAH WHITE, ESQ. Director of the Lehigh Coal and Navigation Company. The Lehigh Coal and Navigation Company are

Mr. BANNAN: - Will you be good enough to state | the owners of about 6,000 acres of land, which "com to the public that Nathan Nathans has applied for prise the whole of the East end of the first or Southern Anthracite Coal Field, beginning on the top of the mountain, about half a mile from the Lehigh River, and near Mauch Chunk, and extending without interruption to Tamaqua, on the Little Schuylkill, a distance of from 13 to 14 miles."

If, then, we estimate these Coal Lands at the value of Fifty Dollars per acre, they would amount to \$300,000, the annual interest on which, at 6 per cent., would be \$18.000.

As Coal is not reproductive, allowance must be made for the value of the Coal taken from the Lands: that is to say, the Coal, being of a given value unminned, when mined and taken away, the value of the Coal taken should remain in money or its equivalent; otherwise, when the whole Coal is taken out and sold, the invested capital would be sunk.

The value of Coallin the mine is dependent upon quality, quantity and locality. Thus, in the same Red Ash Coal Vein, where at a giving point from the canal, the Coal could be transported from the Coal Bank, outside the mine, into the canal boat, to mine the Coal) would be worth 56 cents per ton; at another point, where it would cost 50 cent per ton to transport it into the canal boat, the coal-leave. would be worth only 31 cents per ton; and at a more distant point, if the cost of transporting it into the canal boat reached or exceed 81 cents per ton, (although in the same vein) the Coal could not be worked at all, as the increased cost of transportation would equal or exceed the value of the Coal in the

This coal-leave is independent of the cost of mining the coal, &c. The whole cost may be thus stated .:

nal,)

Driving gangways, mining, labor, wastage, superintendence, &c. Expense of transporting from mine and discharging into canal boat,

Cost of a ton of Red Ash coal at Pottsville

\$2 06 delivered into a canal host. The Rail Roads and Branches constructed by the Lehigh Company from their landings to the Old mines and to the Room Run mines, including the branches in the mines, for the accommodation of their Coal trade, equal, in the whole, 25 miles in

If, then, we estimate for interest and repairs on twenty-five miles of Rail Roads and Branches at, say, \$2,000 per mile, it gives an annual cost

\$50,000 00 To which add expense of freighting with mules and horses, including wear and tear of cars, on 140,760 tons of Coal

35,190 00 at 25 cents per ton \$85,190 00 This sum, divided by 140,760, the number of tons transported from their mines to Mauch Chunk, dur-

ing 1839, would make the cost of transportation 61 cents per ton. If, then, we take the Coal-leave at the same price as the Red Ash Coal at Pottsville, at a point where the cost of transporting it from the Coal Bank into the canal boats, would be equal to 61 cents, it gives 20 cents per ton for the Coal-leave on the Lehigh Company's Lands. And as the total quantity mined during 1839 was 140,760 tons, it would amount

\$28,152 00 From which deduct interest 6 per cent on \$300,000, the value of the coal lands,

18,000 00

This sum would give about 71 cents per ton for the coal taken out of the company's lands Thus we have for coal leave, Driving gangways, mining, labor, wastage, superintendence, &c. 1 20 Expense of transporting from mines, and discharging into canal boat, Cost of a ton of White Ash Coal at Maur Chunk, delivered into a canal boat,

Add to this cost, of freighting from Mauch Chunk to Bristol, 106 miles, including pplanding hast Toll on Lehigh canal, 46 miles, at 11 cts. per mile. 571 Toll on State canal, 60 miles, at 1 cts. 45 Wasting in handling.

25 Whart charges, piling, &c. 20 Shipping on board vessels at Bristol. Cost of a top of White Ash coal delivered on board a vessel at Bristol, **\$4 47**} To which add freight to New York.

The expenses in New York are as follows. Cartage from the vessel to the coal yard, Piling the coal in the yard. 18 Yard rent, equal to per ton, 15 Delivering coal to consumers, including charge for weighing, &c.

Cost of a ton of Lehigh coal at N. York.

\$\$6 77j The total cost per ton for Lehigh Coal delivered to consumers in New York, exclusive of any profit or allowance for bad debts, &c., Six Dollars, seventy-seven and a half cents.

The retail price of Lehigh Coal in New York is Six Dollars and fifty cents per ton. The retail price of Schuylkill Red Ash Coal in

New York, is Eight Dollars per ton. The retail price of Schuylkill White Ash Coal in New York, is seven dollars per ton, at which price all the Schuylkill White Ash Coal Dealers have sustained loss. Where then is the profits of the Lehigh Coal and Navigation Company on their Coal operations, when the actual cost of their Coal delivered to consumers in New York is \$6 771, and the

selling price is \$6 50 per ton. Did not the Lehigh Coal and Navigation Compa ny hope, by low prices, and by playing a loosing game, for a given time, to supplant the Schuylkill Red Ash Coal, the high reputation of which in the Eastern markets, had commanded for it a price much beyond their own! and did they not hope, by destroying the individual operators of the Schuvlkill NOT MOST SIGNALLY FAILED ? Phtladelphia, March, 1840.

* From Tamaqua, Lehigh Coal can be transported over a continuous line of Rail Roads of 99 miles in length, to the River Delaware at Kensington, instead of being carried over the mountain on the Lehigh Cempany's Rail Road of 9 miles to Mauch Chunk, and unloaded into the Canal boats, and thence 106 miles by Lehigh and State Canals to Bris-

+When the Lehigh Company sell the coal-leave of any of their mines, they get a price much beyond this but as they give the use of their rail roads. mules, horses, cars, &c., without any charge, although the nominal coal-leave appears higher, this is perhaps about the actual amount received.

#In the New York charges no allowance is made for waste, the ton of coal here being 2240 lbs. while in New York they sell by the ton of 2000 lbs.; the difference 11 2-5 per cent. is about sufficient to cover the wastage.