he evinced no disinclimation to meet my social ad- ! vances. On the contrary, we soon occupied the whis box, sitting opposite to each other, and chatting with the frankness and familiarity of old companion-

There are some men with whom on the instan we seem to get acquainted. An hour's accidental essociation in a stage coach, or a steam packet, does more towards banishing reserve and restrains than many months of daily communication with beings less congenial. They seem to suit-we part from them with regret, and long afterward, when their names are forgotten, we remember a pleasant fellow and a happy follow. It is not then that friendships can be made; but we learn from this advantage of unpretending good humor and frank benevolence.

Lalrealy felt deeply interested for my unhappy companion, and I every instant dreaded insdvertently touching some chord which might arouse the terrors of his now slumbering malady; still I was facinsted by his own sungular manner, and at all risks prolonged the conversation.

. You sre in the navy, sir?" said I, inquiringly. "I have been a sailor," he replied.

" Have been!"

"Yes," said he, with a deep sigh, " I have been lientenant, not in the British service-in a merchant whip, the China trade. I ought never to have been permitted to assume command of any kind, I was afflicted with a malady which sught to have prevented it."

At this allusion to a malady, I looked down and changed color.

"The malady I speak of," he calmily continued wis not which I believe you last night witnessed that is the dreadful result of my having been entrusted with power. The cause of my misery-the malady which ought to have precluded me from all responsibilitica-was an absence of mind to which from my very hoyhood I have been subject."

I said nothing; but secretly I could not help sur mising that the absence of mind afflicted, the boy might have been the germ of that insanity which af terwards bowed down the spirit of the man.

" If you will have patience to listen to a sad story, I will sell you mine," said my companion. "Do not agitate yourself unnecessarily," I replied,

. by recalling the past." "Recalling the past !" he mournfully exclaimed "what an unmeaning praise that is To me, and to all who have thus suffered, the past is the present! Listen .-- I was a lieutenant when I became acquainted with a young widow, who with one child, then two years old, resided at Bompton. My old malady had increased upon me, and a consciousness of my failing frequently occasioned me deep depression of epirits. The widow was kind to me,-- I loved her and her infant boy, and before a year was gone she. became my wife; and the child, who had never known his father, learned to call me by that endearing name. No father ever loved a child as I did that boy Frank. Whenever I returned from my voyage, he was mypet, my constant companion; and, never having been bleased with a child of my own, all my paternal affections were laviabled upon him. As he grew bigger, he learned to watch me in my absent fits; and, dearly as my poor wife loved me, I do think that the

boy's attachment to me was greater. "At length nothing would satisfy him but to be permitted to accompany me to sea. I heard the proposition with delight; and though his mother wept bitterly, she could not censure his very natural bias towards my profession. She gave her reluctant consent, and the boy went with me.

" Often when my malady oppressed me most heav-

"You will not wonder now at what you saw last night. I left the ship, but where was I to go ? had lost my poor wife, and my boy, my merry boy -and now at times I lose myself .-- No wonder. Can you tell me where I am, sir! My senses-my brain-where can I be !"

The poor lieutenant took a caudle, and after anxiously searching every part of the room, he left me, and I saw him no more.

Kind reader, this is a frue story.



POTTSVILLE.

Saturday Morning, May 2.

SALETET CLUEY STATES of CLUEY STATES STATES

FOR PRESIDENT, GEN. WM. H. HARRISON, OF OHIO. FOR VICE PRESIDENT. JOHN TYLEB,

OF VIRGINIA.

The Mining Journal.-In answer to numerous enquiries, when it is intended to commence this contemplated periodical, we would state, that the present dull aspect of the business world, offers a bar to our wish for its immediate undertaking. We live in hopes however, that the coming year, will produce some advantageous change, and that with the reviving action of trade, we can carry out our long cherished plans. In the mean time, the friends of the enter prize, will best secure its success, by using their endeavors to procure subscribers, and give circulation to the prospectuses which have been sent them. The first of next January, will, we trust, oe the utmost extent of the period for its appearance.

Our Turnpike .- We are gratified to learn that luring the week, a Commutee of the Turnpike Company, consisting of Messrs. John Toggurt, Lewis Rees, Charles Witman and Martin Weaver, have deermined on a new location, east of the Schuylkill. The route will cross the river at Mount Carbon, and intersect the old road at the Schuylkill Bridge. This arrangement will conduce materially to the comfort and safety of our citizens, and its early completion be a source of general satisfaction.

Harrison's Aids .- We finish to day the testimony of the gentlemen formerly attached to Gen. Harrison's staff. In our view, they must forever close the door to the circulation of those slanders concern ing his military abilities and bravery, which have been such favorite themes with Van Buren men .-After their perusal, no one with the sentiments of a patriot, the feelings of a man, or the consideration for minent services which should actuate every free man, can dare to brand the name of a veteran warrior with any such reproach, as has already disgraced and recoiled upon their original propagators.

Tide Water Canal-We are pleased to learn that done by him before the omission was detected. How this improvement is completed-and in good naviga-I doted on that doar boy ! it is not to be told !-- You ble order. Our friends at Pinegrove and Shamokir Baltimore Convention .- About twenty delegates left this County for Baltimore yesterday. It is be- villified one so deservedly popular throughout Tenlieved this will be the greatest assemblage of freemen, ever convened on any occasion in the Unied States.

THE MINER'S JOURNAL.

VIRGINIA ELECTIONS. The returns from the Old Dominich are all that the most sanguine friends of Harrison and Tyler. have hoped for, We have heard of 101 delegates elected 63 whigs, to 38 locos, which is a gain of 4 to the Whigs since last year, not counting Mr. Bayley of Accomack, an impracticable Whig. 82 more delegates are to be heard from, which stood last year 12 Anti-Van Buren to 20 locos. If no change takes place, we shall have a majority of 18. Of the eight Senatorial districts to be filled, 7 were last loco, and we have gained S, four yet to be heard from; conce ding them all to the locos, they will only have 2 majority in Senate, leaving the whig strength on joint ballot 16. This secures the election of two Whig Senators. The popular vote has increased largely in favor of the Harrison cause, and we may fearlessly predict that next fall, Virginia will give her electoral vote to the People's candidates.

Since the Virginia news, the locos have looked as rour as " hard cider; " the LOS CABINS sgainst the White House, is the cry which leads to victorythe people against their oppressors !

> · Connecticut! Rhode Island !! Virginia!!!

the first links in the grand chain of Reform,-that take 70 electoral votes frum Van Buren's former majority !!!

The Richmond Defaulter .- The deficit of Dahney the teller of the Bank of Va. as far as ascertained i \$ 549,000. Numerous arrests have taken place, of persons supposed to have been connected with the defalcation If the President of the Bank, Dr. Brocken-Sorough, had maintained a proper supervision over his officers, instead of occupying his time as Chairman of the Van Buren Central Committee, such an immense amount could never have been abstracted.

A second Columbus !- Senator Allen of Ohio has found out that Alexander Hamilton was "a secon rate man of no genius."

To us it appears passing strange, that a federal Van Buren Senator should abuse the great champion of his party; perhaps he means he was a second rate federalist, compared with Van Buren.

The whig doctrine regards bank reform or any attempt to control the unlimited issue of paper promises to pay, as something too diabolical to be named. -Pennsylvanian.

The above remark appears to us to be a complete placing of the saddle on the wrong home. Unlimited paper issues follow the path of loco ascendancy as surely as light does sun rise, and every attempt to limit or control them has emanated from, and recieved the support of the Whigs. But look at the Bank Bills and Improvement Bills, reported by our present democratic Legislature : they advocate an unlimited issue of bank rags, provided the state can have enough. of them to serve for bandages to her rained honor, and bleeding credit. With the State of New York, filled with Van Buren Safety fund banks, Ohio and Michigan deluged with wild cat money, with Mississippi a prey to the evils of the banking system, all under loco ascendancy, they have the most laughable effiontery to charge the opposition with concert in their schemes. The records of our legislature must be expunged, before the people can be made to believe such folly, by the unsupported assertions of a party ridden-bank ridden and sub-treasury ridden press. We want the proof, and not empty allega-

tion.

plan of marking checks " good."

From the Log Cubin. A Protective Tariff: its Friends and Opponents. The official Globe, recently published, among ot er reasons, why Gen. Harrison, could not obtain the electoral vote for President, that - he silvocates a high Fariff, and in 1827-28 opposed all reduction of it in the U. S. Senate. Now this is the very issue we would jom with the present Destructive Party, headed by Van Buren, Benton, Buchanan and Calhoun. This is the very point to which we shall strive to bring the attention of our community : this is the ground we shall combat on, as friends of Pennsylvanis, and the advocates of Pennsylvanian interests. We can

show that the present dominant parties, both in the general and State administrations, are opposed to a protective Tariff, and of course to the true welfare of Dr. Bonner.

our nation. The stand which Van Buren Sensters have taken on this subject sufficiently demonstrates the opinions of their leaders, and recent circumstances in our State Legislature, show as glaring instances of a proper want of attachment to the true and vital interests of these United States. It will be recollected, among the first actions of the present Legislature, was the introduction by the Hon. Charles B. Penrose, of a series of resolutions in favor of a Protective Tariff, and urging our Representatives in Congress to use their best endeavors to facilitate its voting for it, and most of the locos absenting themselves from the chamber, not daring to vote against it, and without the nerve to oppose a measure, which they knew was acceptable to a large majority of their constituents. / Instead of boldly standing up for the protection of our manufactories and mineral wealth, instead of denouncing the attempts to make a party question of a matter of great national expediency, they dodged the question, and suffered truth to triumph, in default of opposition. But when the resolution went to the lower House, where the locos have a larger majority, it was voted down ! the false democracy all opposed it, and the Whigs supported it. To argue as a ground for opposition to Gen. Harrison, that he is in favor of a Tariff, appears to us to be the same thing as to say, "Pennsylvanians, do not vote for Harrison, for he is about to offer means Toll to pay your State debt-do not support him, for he will give a new impulse to your manufactures-do not join his adherents, for they will protect American Industry, will revive lusiness, make glad the heart of the working men by assurances of employment, give a market to the produce of the farmer, and prepare for our Country's security in peace and resources in

war!" And on the contrary, the locos, the opponents of a Taniff, will say " support Martin Van Bu. ren, he will continue, aye increase the present difficulties in which your state is involved-he will shut up all your manufacturies, not already stopped-he will offer a premium to foreign fabrics and staples, in order that they may undersell our own countrymen -he will let the canvass of your commerce be furled in port, your ships its idle, and all business stagnate -he will reduce the wages of labor to six pence a day-keep wheat and flour down to prices that will not defray the tillage of the soil, render our country a picture of equallid misery in peace, and dependent on our enemies for military munitions and the

ecessaries of life, in time of war !" Divest the arguments for and against a high tariff of all superfluous ornament, and do they not resolve themselves into language similar to the above ! Is it not self-evident that the opponents of a Tarifi are blinded to the true interests of their country's pros-

Carrol, of Tennessee, who recently made an infamous and false attack on the courage and goneralship of William Henry Harrison, has withdrawn his name from the loco electoral ticket. The force of public opinion has doubtless compelled this step ; the party being afraid to support a man, who has nessee, as Gen. Harrison,

The Philadelphia Basks are discontinuing the | band by teaching music. Gen. Harrison having | cannot raise the money; their whole stock is already beard of the peculiar distressing circumstances above sunk, and the loan holders will succep the balance related, became warmly interested in behalf of the of their property. And when this does happen, and it is inevitable,

family, with whose touching and somewhat romantic history, he sympathised with that benevolence of heart which has ever been characteristic of his noble and chivalrous disposition, There was the berth of a clerkship in his office vacant. It was worth five hundred dollars a year. Many personal friends of the General solicited it of him in behalf of their sons. He reluctantly refused them all, and gave the place to the poor young Irishman, Hanley. And let in full operation, not one of these Companies will all true hearted Irishmen remember, and what Irish- be in existence. The same difficulties which bear man has not a warm and true heart I that Hanley held the office to the hour of nis death, and was paid up to that moment, though for the last six months of market, and their present resources as much, if not his hife be had been ill and unable to perform the more crippled by folly and mismanagement. duties of his station. The authorities for the above statements are three following persons at Cincinnati viz-Bishop Purcell, the Rev. Mr. Montgomery, and

Coal Companies.

" Honestas" again !- In one of the recent urades of Honestas, levelled against the masterly expositions of X. he says that the Lehigh Company delivered Coal in New York, at \$4 46 per ton, and adduces in support of this assertion the certificate of two persons, whose names are unknown to the general community as dealets in coal. This low calculation of the cost of delivery is calculated to deceive the pubpassage. This was passed in Senate, all the Whigs lic: it is not in their power to deliver coal at \$4,46 in New York, and make it a business rate. We defy them to publish the items which make up this sum, and support them by proof; the assertion is a a most gross attempt to strengthen a position by figures, which are not predicated on correct data. Why does not the Company, instead of bringing forward unknown, and irresponsible persons show this computation to be correct by their own books ! From the practical knowledge we have of the Coal Business; we are positive that White Ash Schuylkill Coal can be put into boats at Pottsville chesper than from any workings on the Lehigh, and we are equally certain that Schuylkill Coal cannot even be put on board vessels at Philadelphia for \$4 46, without loosing money. This we support by the following calculation: Ton White Ash Coal in boat at Pottsville, \$2 00 Freight to Philadelphia 1 00 90 85

Handling and shipping at Philadelphia Wastage

25

\$4.50 The calculation of \$2 for a ton of White Ash Coal so considerable, placed in boat here, is the lowest rate at which it can be done, and even at that price it does not afford a sufficient profit to protect the miner against the many contingencies of the business. The freight at one dollar, is lower than the average price for the last nine years. The toll on the Lehigh and Delaware Canals is 971 cents, and as the length of the navigation is about the same as the Schuylkill, and both subjected to the same accidents and wasteage, it is vident the entire cast of transhipment can be no less. If any advantage is possessed by the Lehigh Company over the Schuylkill, it is in a triffing less ost attending transhipment at Bristol, than on the Schuylkill; but this does not near make up the difference in favor of Schuylkill as to the actual cost of Coal in boats at Pottsville and Mauch Chunk.

It has been argued that Lehigh Coal can be taken o New York through the Morris Canal, and delivered in New York at less rates than Schuylkill, but the mere fact that the capacity of that canal is only for boats of from 20 to 25 tons burden, must necesperity? And yet we have the Globe telling us that sarily disprove the assertion, to say nothing of the

there will be no other sources of trade to support the Lehigh navigation, as all the other Companies which now lie contiguous to it, and essist to give it a scanty revenue, must follow in the general course of de. struction. We feel confident of this, and boldly bazard the prediction, that in one year from the time the Reading Rail Road is fairly completed and upon the Lehigh Co. will be aggravated upon them inasmuch as their locations are more distant from a If was a wise movement on the part of the Lehigh Company in offerring to sell their Canal to the State a few years ago.

From the Courier and Inquiret.

No. 6. TO JOSIAH WHITE, Esq.

Director of the Lehigh Coal and Navigation Com

pany. As, upon the quantity of coal mined and profitably sold, depends the value of the Lehigh Company's ands, and as upon the amount of business transacted at Mauch Chunk, depends the value of her town lots. &c. so also, are the Railroads and branches and the canal mainly dependent upon the coal trade for their support.

It is therefore of importance to inquire what would be the course of intelligent coal operators, who should own the Lehigh coal lands, or a body of coal lands aimilarly situated, and they totally unconnected with the Railroads and branches, Lehigh town lots, or Lehigh Canal.

Their first object would be to open their mines, at such points as would enable them to have their coal mined at the lowest possible prices and from which they would be able at the least cost of transportation, wastage, &cc. to reach the most favorable point at tide water for shipment.

The Lehigh Coal is at present carried from the nines, over a Rail Road, of nine miles in langth, to Mauch Chunk, and there unloaded into the Canal Boats, and thence 106 miles by the Lehigh and State Canals to Bristol, where it is unloaded from the boats on to the wharves, and piled to await the arrival of vessels to carry it off.

These repeated loadings and unloadings cause yery considerable costs for labor, and the wastage is al-

At Tamaqua, the Lebigh Company's coal can be mined, and by a branch rail road of about a half a mile in length, (for the accommodation of the Coal Cars) connecting with toe Little Schuylkill Rail Road, it can be transferred from the coal bank outside the mines, into the coal cars, and thence 99 miles by the Little Schuylkill and Reading Rail Roads, to Kensington, on the river Delaware; where the cars. instead of being emptied into the boat as at Mauch Chunk by the present mede, can be unloaded directly into the vessel.

If then we take the cost of mining a ton of Coal, the same as in No. 8, \$1 20 To which add for increased cost at mines to put the coal in good shipping order, 0 12 As the charge in No. 8, for transporting from the coal mine, over the rail road, and unloading into the Canal boat was 61 cents. thus reducing the Coal leave to 20 cents: and the charge for increased care here stated is only 12 cents, it leaves for the coal 0 96 leave 69 cents per ton, say

ilv, his WE others; and that which I had neglected to do was could scarcely credit it ; yet, when you hear the se- will profit by this improvement. quel, you'll say I must have hated him. "His that mother" health declined; and latterly,

at the close of every voyage, she came on deck when we lay in the river to welcome us both, and to embrace and bless her child, but she idulized that Frank. spirited, amiable, beautiful boy !

"The last time we sailed away together, how wildly she clung to him ! He was then 16 years old .-A merry midshipmane. There was not a handsome fellow in the ship, nor a better heart in the world. My wife by insensible when we were forced to leave her; the hope which on former occasions had sustained her seemed utterly to have foreaken her. -she would have roused herself to gaze once again on dear, dear Frank.

"The shin sailed, and we had a prosperous voyage. The captain, for reasons I forget, nor do they affect my story, was anxious at a particular period to make observations of the position of some island, respecting which and indeed of its very existence there was uncertainty.

" One bright and beautiful night the captain had gone to his rest, the watch was with me, and finding myself in the very latitude indicated by my orders, I gave directions for a boat to be manned, ordered Frank to take the command of her, and briefly intimated to him the observations which he was expected to make.

"Lightly he descended the ship's side, took his place in the boat, waved his hand to me, and away they went-a merry boat's crew, commanded by happy youth of sixteen.

"How beeutifully calm was the sea !- The huge vessel seemed to rest motionless on the tide, as if con scious that she was to await the return of that frail pin nace-a mother lingering for the coming of her infant I never saw the deep blue sky so full of stars before I gezal upward. I know not how long, till a dream dizzy feeling oppressed my brain. I still leant over the side of the vessel, and my thoughts were of my life, and of the home where we had often been s

happy ! Another sose to take my place---my night's watch was over. I left my orders with my successors, and with my weary tellow watchers I descended to m rest.

an He who succeeded me had not long been on deck when a fresh and fair treeze atose. We had gone on sluggishly for usveral days, often quite becalmed end now that the wished for impetus was giving, every white wing was quickly spread, and we flew over the foaming waters. The breeze increased almost to a gale, and for hours we had pursued our rapid course, when suddenly be who had the watch, the man who had taken my place, missed the boat! a Inquity instantly betrayed the truth !- They came to me-to me!-the father of that boy-his sworn father the man who loved him, and would have died for him-and they found me asleep. Oh, the syny of returning recollection ! In my brain's tathing I had forgotten the departure of the boat !-Thad neglected to note it in the orders left to my enecessor. I heard the susbing of the wind, and the dash of the waves sgainst the ship side, and though with all spool she was put about, and we went it search of those we had ababdoned, I had no hope fait that I was the murderer ! I know not how long we cruised about-it was in vain-we, never saw them more! Ob! what a dreadful death Prepared but for an absence of an honr-without food without water. O God ! what must that poor by have suffered : I remember nothing after that until we anchor by have suffered !

In the river, and then my wife came on board. Then they could no longer rostrain me. I rushed to her pals, feeble, helplers as she was, and briefly as words could tell it. I should in her ears the fate of her lovto tell of my remorse, for she fell dead at my feet.

Two Anthracite Furnaces are in progress of

rection at Shamokin. The Jewish Nation .- Among the many happy

anspices that the restoration of the chosen people, to Palestine, is rapidly approaching, the " Dorpzeilung," a Hamburg paper states, that the Jews of Constantinople have, with their Rabbi, declared that they will wait no longer than another year for their Messiah .- If, within that time, he does not appear, they will conclude that he has already come, and then they will try to discover by what religion he is already recognized. The Rabbi is entirely of this opinion, and has even proposed to his congregation

to profess Christianity forthwith.

The Boston Journal says, the three most beautitul words in the English language are "mother, Home and Heaven "-- A young married man at our elbow says, that all the beauty and happiness connected with the above three words, are associated with the single word WIFE.

Call upon the parson. young folks, and see if the Benedict is correct. We think he is not far from right, " errors excepted. "

Spirit of the Age .- Five or six lads of New York, between 13 and 17 years of age, determined to move to Michigan, and stole \$180 in specie for spending money. They were doubless moved thereto by the brillant prospects of becoming Brigader Generals in that State of Military renown.

TA brother Editor asks, is it possible that in this age of Chemistry and Scientific mechanics, no substitude can be found for liquid ink and the troublesome pens we use ? May we not reasonably hope that some solid will be discovered, which shall write like a pencil, and leave a permanent impression on the paper.

This would certainly be a discovery of importance, and it appears as if but a little research would accomplish it.

James Fennimore Cooper, has commenced an acton against Col. Stone of the Commercial for an alleged libel, contained in a published review of his

Naval History. The gentle Mr. Effingham," has turned quite a pathfinder in the libel way, is determined the public, shall not opy too close into his merits, and has the precaution to brave all those, who choose to act the headsman to his literary fame. Such a course would do well enough among the monikins, but in the prairie fields of literature, his pioneer endeavors are homeward bound to the post of contempt, and he will he judged at home, as found.

The power of Steam The steam engines in Eng land are computed to perform labor equal to 7,480. 000 men; and by opperating on machinery, equal to 100,000,000 of men.

Cannibalism .- The New York observer, publish es a letter from Sydney, (N. S. Wales) which contains the borrid intelligence, that Messra. Williams and Harris, two missionaries sent out by a London Society, were killed and depoured by the inhabitants of theisland of Ewomango, one of the New Hebribes. A Mr. Cunningham escaped.

Imprisonment for Debt. has been abeliahed in N. Y. Heretofore non-residents were subjected to incarad boy. I told her of his death; but I had not time ceration, which has been considered a very inbumane act, and its repeal recieves general commandation, N. HE

Bernard E. Bee, has been introduced to the Presi dent in his official capacity as Charge d'Affairs for Texas.

W. Peters, Esq., has been appointed British Concul for Philadelphia

William McDonnald, has been nominated by the cos of Bedford Co., 'as Mc Elwee's successor.

Charles Chandler, a State Representative from Susquehaana Co., died at Harrisburg last week.

Col. Pleasonton, -This redoubtable, notwithstand ing his pleasant name is always in unpleasant situations. First frightened by bully McElwee, then kicked out, or something like it, Mr. Naylor, and now held to bail in the sum of \$ 1500 for alleged libel on Gen. Simon Cameron. The libel consists we presume, in having identified his foot steps, with the Winnebago moccason tracks !

The Picayune says a comic singer is singing comic song at the Theatre, called " Brandreth's Pills, "--- Wonder how many boxes will be taken for his benefit.

Hon. Francis Granger, we regret to learn, is danrerously ill at Washington.

Mr. Knowles, a hatter was stabled last week Philadelphia, in an affray with William Carman.

An Education Convention will be held at Weshington city next Wednesday, May 6th.

Shameful Destruction .- The monument erected on Queenstown Heights, to the memory of Gen. Sir sanc Broch, has been blown up.

Robbery in Church .- One of the congregation in St. Peter's Church in Barclay street, New York, had his pocket picket of a large sum of money.

140 tons of coal had arrived at Fair Mount up to the 24th April. No consignes had recieved over 8 boats.

Great Britain, has a naval force of 1 line of battle ship. 9 frigates, and 19 sloops of war on, or near our coasts, rating 522 guns, and near 6000 men.

Sub Treasurer Price, has written a letter to Messra Curtis and Vanderpoel of Congress, in which he denics having absquatulated with any of the public

Why does he not explain the mystery of his Greatwestering in the manner he did 1.

Connecticut was put down by the locos as "doubtful." Pennsylvanian - W htful." Pennsylvanian as Van Buren, in their Presidental estimates, We shall see, or as classic Ritchie saya nous verrons.

TA with his been issued by the Speaker of our House of Assembly, for a new election in Bedford County, to supply the place of Bully McElwee.

" We go for a Change ! "-Such is now the gen eral remark of the former supporters of Van Buren. who have found the folly of following out his views. and are daily leaving him. The people have followad the experimenting administration long enough : they have suffered one plan after another to be trial, and their sufferings have increased with the failure of each. Now, they are determined on a radical chinge-a change of rulers, of policy and of meas-ures; and it is this feeling which will cause them to brought, our country to the worge of ruin.

Gen. Harrison should not be supported because he s in favor of a Tariff,-and Ritchie, of the Richmond Inquirer, assigns as a prominent reason for his support of Van Buren, that his views correspond with those of the South, on the Tariff Question ! Nay more, if farther proof be needed; in the Address of the Van Buren State Convention to the people of Virginia, a distinct appeal is made against Gen. Harrison as "the advocate of a high Tariff of Protection," and it instances his uniform votes in Congress and voluntary declamations elsewheres to prove it. In particular, it refers to a speech delivered in June. 1831, in Hamilton county, Ohio, where he says, "I believe, that not one of the evils which were predicted from the Tariff, have happened, and that not one of the advantages which were promised from it, but have been realized; and nothing but the folly of abandoning it, can bring us back to the hard times through which we have passed." Now the locos can be saved the trouble of hunting up evidence of this sort: for Harrison and his sup-

porters distinctly avow themselves the friends of a Protective Tariff. Indeed the time has been, when Pennsylvania would not have hesitated to show her opinion, as she did in 1833, by an 'unanimous vote of both branches of her Legislature, in advocacy of this great measure. But the supporters of Van Bu ren, to gain him the votes of the South, have joined the unnatural costition with Calhoun and his nullifiers, and to preserve him in office, are willing to sacrifice the dearest interests of the northern states .-Are our citizens prepared for this-will they permit their servants to pander to Van Buren's lust for power, and violate the most sacred rights they possess We answer, No! Van Buren sinks or swims with the Sub-Treasury .- Harrison swims with the Tariff, and it will waft him to the Presidency!

Log Cabin Going Ahead.-Our Log Cabin ha eccived a circulation far exceeding our most sanguine expectations. We every day receive letters from new subscribers, with the most flattering encomiums on our course. That we are gratified at this, it would be affectation to deny; but as our great object is to disseminate correct information, we hope still to have an accession of aid. We want a circulation among our opponents in politics, that the truths which we intend to publish from history, may disabuse the many slanders which the artful leaders of the administration party have propagated. To effect this, let the friends of Reform be stirring, let clubs subscribe according to our terms, and as it is the cheapest paper in the country, we will do our best to make it useful

A Way to make Money !- Let any good Harrison man go around in his neighborhood, procure 100 ubscribers for our paper at 50 cts. each, and forward us Thirty Dollars, and he can make twenty dollars ! It can easily be done in one day. Let our friends however, be careful to subscribe only to responsible ersons, or both they and we may be Swartwouted.

GEN. HARRISON'S KINDNESS.

Anecdotes of benevolence and kindness are slwavs interesting. The following is told of Gen. Harrison. A few years since, a young Irishman, named John Hanley, of respectable parents, emigrated to Cincinlove, against his father's wishes, which was the cause of his leaving his country. Some short time after, Hanloy, who kept a small store in Cincinnati, heard of the deuth of his father, who was a man of much property. Having also been informed that he would thereby come into a comfortable independence. he sold out every thing and embarked with his wife

for Ireland. On arriving there, what was his and dia. appointment to learn that he was left five pounds, or in other, words, disinherited. He immediately raised man, endeavored to obtain a livelihood for her hus- Owl Creek Road being completed-the Company | SUPPLICENT TRADT.

gation. It is evident that the transhipment from Bristol, per Delaware and Raritan Canal, must be the most practicable route, and it is well known that the selling price of their coal at Bristol is \$4 75, or 29 cents more than "Honestas" says it can be delivered in New York, when to put it there, an addi-

tional freight of \$1 25 must be paid ! Now every one the least conversant with the location of the Lehigh workings, and the cost of uncov ering and mining, must know that the Schuylkill Region possesses every advantage for reducing the first cost of the staple; and therefore with a proper allowance for interest on their improvements, which may be considered as toll, they cannot place Coal in either of our principal marts, as cheap as the Schuylkill region can. We therefore view this report of Honestas" as a gross deception, on a par with many others which have astounded our community, and involved "widows and orphans" in the common ruin with speculative concerns, which have been temporarily bolstered up by like deceptive reports, even on

the very eve of their final explosion. We may be accused of intermeddling, or of having partial interests in favor of our own region, but we claim attention to our remarks, inasmuch as entitled to more credit than the visionary speculations of a nameless correspondent, who is evidently the agent of a single Company, while we stand as the guardians of the community at large, and risk a reputation which even "Honestas" himself has not dared to challenge.

COAL COMPANIES.

That the original managers of the Lehigh Company's Coal Lands, should have blundered so egregiously as to have actually mistaken the natural outlet of their business to tide water, has to us always appeared an evidence of their incapacity to conduct business, and an overwhelming argument against the bungling efforts of incorporated Companies. From their Summit Level Mines, they first take the Coal up an inclined plane from their workings, on such a grade that it requires two mules to draw a car containing from one and a half to one and three quarter tons, then take it down an inclined plane 9 miles to Mauch Chunk, from whence their navigation extends 106 miles to Bristol. Now part of the Lehigh Co's lands actually join on, and are included in, the town of Tamaqua, located at the head of the Little Schuylkill Rail Road, and such is their juxtaposition that at some of the workings of the Little Schuylkill Company, we learn, that the ceal dirt is thrown on the Lehigh Co's land. At the Summit Level, after the Lehigh Co. have taken out nearly all the Coal they can from the upper levels, latterly at an expense of from 50 to 75 cents per ton for merely uncovering, they have tunnelled, about 4 miles from Tamaqua, for the purpose of working at a lower level, and Tamagua is only 99 miles from Philadelphia, with a rail road located to Port Clinton. Now if the Lehigh Co. wish to use their own works exclusively, these two alternatives are unavoidably presented: They must either make an Inclined Plane from the mouth of the Tunnel to the Summit Level, and employ a stationary power to draw up their Coal, or they must lay a new and circuitous rail road around the base of the mountain extending 18 miles down Owl Creek, nati, Ohio, and his wife whom he had married for we think it is, to cut their improvements at Mauch Chunk; or in other words; after constructing this new road of 18 miles, their Coal will then, at Mauch Chunk, be farther off from Philadelphia than it mas at the mouth of the Tunnel ! while their old rail road must be abandoned. So pressing has this latter e mergency appeared, that the location of the Oml

Creek Rail Road has actually been surveyed. Do not such proceedings seem visionary, when nature has provided a regular descending grade from the Tannel to Port Clinton 1 It is the outlet provid succeed, which will carry Harrison and Tyler to the a small sum of money to pay his passage and that d by an all-wise Providence, and when the Lehigh Presidential Chairs in triumph, and put an end to of his wile, and returned to Cincinnati, where the Company has exploded, as soon it must, it will inthat system of "cobbling and tinkering," which has wife, who was an accomplished and interesting wo- evitably seek it. But there is no probability of the

\$2 01 Cost of a ton of Lehigh coal at Tamaqua, in the coal car, on the Little Schuylkill Reilroad. ready to start for Philadelphia-the same as in the canal boat at Mauch Chunk. To which add, freight and toll by rail roads, including expenses of unloading from the \$2 00 car in the vessel, Cost of a ton of Lehigh coal on board a vessel \$4 01 at Kensington; It is understood, that upon the completion.o the Reading Rail Road, the Delaware and Raritan Canal Company will be prepared with barges, carrying from 200 to 250 tons each to transport coal from Kennington to New York; for one dollar per ton, 1 00 \$5 01 To which add charges in New York. for delivery, &c: as stated in No. 3, 1 05

\$6 06

Total cost of a ton of Lehigh coal mined at Tamanua, per the Little Schuylkill and Reading Rail Roads and Delaware and Rariton Canal. to consumers in New York, six dollars and six cents.

This would enable them to sell in New York at \$6 50 per ton, and make a moderate profit, while by the present route it costs them \$6 771 per ton, or more than the coal sells for.

But would this be the only advantage ! Decidedly not-for as the coal at Tamaqua would pay a coal leave of 79 cents per ton, allowing an equal quantity to be mined, say 140,760 tons, at 69 cents per ton, it would amount to \$97,124 40 per annum.

But unfortunately, as I believe, a visionary man has had a large control in the affaits of the Lehich Company, and he will be most unwilling to acknowledge, as I for one think he should do candidly.

We purchased a large and good tract of cool lands for about \$80,000. In order to bring the coal to a market by our own means of conveyance, we constructed works not in the natural and most direct channel, but we forced the coal over and down the mountain, and thence by a longer and more expensive route to tide water. The consequence has been that we have been doing a loosing business; let us retrace our error-the investments in our Canal. Railroad and branches are sunk, lost, perhaps forever. But we can retrieve our affairs by means of our coal lands; they adjoin the Little Schuylkill Reil road, and by means of it and the Reading Railroad. we can reach the tide water on the Delawarn at Kan sington in twelve hours.

We will therefore use those means, which sur interest dictates, and by increasing our Coal Trade, say 20,000 tons annually. + . Fain would I an deavor to find some means by which the enormous capital and loans of the Lehigh Coal and Navigathan Company can be preserved; but view it as I will no means of escape presents itself. Were the Coal Lands of this Company owned by persons at a cost of say \$360,000, or even \$500,000, and the Cost brought to market by the cheepest route, even with the low prices in New York, they might do a fair business; but encumbered as these Ccal Lands are. with Canal, Rail Roads and Branches, costing five and a helf millions of dollars, I connot see ought but inetrievable ruin. Philadelphia, April, 1840.

We understand the Little Schuylkill Beil Road Company intend laying down a strong tron H rail from Tamaqua to Port Clinton, 20 miles, to conner with the Reading Rail Road. The experience of the Little Schnylkill Rail Road

has been adduced unfavorably for Rail Roads: the causes of its want of success are the mine at those which have prevented the Lehigh Company's works from being profitable, namely, THE WANT OF

Look at the terms of the paper on the first page.