THE MINERS' JOURNAL.

NINTH ANNUAL REPORT Made by the Board of Trade to the Coal Mining Association of Schuylkill County.

The Board of Trade submit to the Coal Mining Association the following Report :---

Although your Board cannot congratulate you on such a prosperous business for the past year as would have been desirable, yet there certainly was an evident improvement in it during the latter part of the season, which they believe is but the commencement of a still more improved condition of the Coal Market. The smount of Anthracite Coal sent to market in the past year will be seen

452.291 tons.

102,264

43,619

by the following table : (Sent from Schuylkill. Lehigh-Mauch Chunk. Beaver Meadow,

		eton,	1.	20,300
('	Sug	rloaf, Tamanend & Buc	k Mountain,	29,039
<u> 1</u>	Lackawanna,	•		148,470
	Pinegrove,			23,860
•	Shamokin,			15,505
	5		• •	·
	j E		:	\$65,414
Ad ren	nining on hand	ist of April last,	1	50,000
		: a	· ·	+
• • •	(.	-	· I,	015,415

From the above sum totals considerable amount must be deducted, for the sup. ply of the different sections of country through which the Coal was transported. Of the Coal shipped from this Region, there was 41,223 tons delivered at places along the line of the Canal; and of the Coal sent from Pinegrove and Shamokin it does not appear that more than 9,71/ tons reached tide water, leaving 29.648 tons for the supply of places along the lines of Canal, thus

showing that from these three sources there was 70,871 tons supplied along any other. the lines of Canal. Then assuming, as we think we reasonably may, that an amount quite equal

to this has been supplied from the Lehigh and Lackawanna mines along the Canal lines, we shall have 141,712 tons that did not reach tide water, and 723,672 tons as the quantity of Anthracite Coal sent to the Atlantic markets within the past year, which added to the stock remaining on hand the 1st of April last gives \$73,672 tons for the supply of the year ending the 1st of April next.

With this amount of Coal for the consumption of the year, we think that but a small quantity will remain in the hands of dealers at the opening of Canal Navigation, even if the Capals should open at the usual time which is not possible.

If the quantity of Coal in market on the 1st of April next should be as above supposed, we shall then have passed over one of the great difficulties under which we have laboured for three years past, viz: a heavy stock in the market | train 1260 feet. at the commencement of the spring business, which necessarily depressed the price of Coal in the bands of producers.

In the event of this situation of the trade having passed away, we may congratulate ourselves that the time is at hand, when the Colliers, whether operat- the longest and heaviest ever hauled by one Engine on any Rail Road in Great ing in their individual capacity, or under an Act of Incorporation, will receive | Britain or America." a fair remuneration for the capitol and labour employed by them.

We do not, however, believe there is any ground for expecting, that prices above what will afford a fair profit will be obtained the present year; as the sources of supply are so humerous and the preparations for production so ex- | cost and charges on our Coal from this to the city of New York, will not probtensive, that with ordinary exertion the market can be supplied.

This, however, is no reason why the operators in this or any other of the Coal Regions should cell their Coal at the mere cost of producing it, or less, as flood which so lately occurred, was working destruction along the line of the they have been doing heretofore; for if a fair and reasonable profit is added to Navigation, the Rail Road suffered so little injury in any part, that the train of the cost of it, we still supply to the consumers in the cities the cheapest, safest | Passenger cars were not detained beyond the usual time of arriving at Reading. and most convenient fuel within their reach.

In order, however, that we may be able to compete most fully with other Coal Regions, in supplying the Atlantic markets with a cheap and valuable fuel, constant watchfulness and exertion is requisite.

Sound economy and close attention must be exercised from the time the pick is first struck into the coal until it is delivered at the doors of the consumers: and in this we have learned much of late, which we trust may be profitably applied in future operations.

In the transportation of our Coal to market at a cheap rate, much depends on the Schuylkill Navigation Company, and we at one time fully believed that further encouragement would be extended by them in reducing the tolls for the present year ; but now we know that such is not to be the case ; the Com-

this highly important subject" they deem it inexpedient to make any alteration in the rate the present year." The tolls on the Canal, therefore, remain at what they were reduced to last

from that Region is consumed in the interior. The table exhibits an unprecedented increase of supply on the line of our Canal, being 12,000 tons more for the past year than for 1839, which is to be mainly attributed to the application of this fuel to the manufacture of Iron.

The amount of Coal sent down the Schuylkill and Lehigh, as shown in the above table, will be found to differ from some of our former Reports, which is owing to the difficulty we have frequently experienced in obtaining the exact amounts-but the columns in the preceding table for these two Canals are taken from the reports of those Companies, consequently may be fully relied on : the balance of the table is made out from the best data within our reach. and generally nearly correct.

We had hoped that by this time the Philadelphia and Reading Rail Road would have been within our reach, but the great disturbances in the monetary affairs of the country has retarded this, as well as many other operations of the kind; though the managers of this Road certainly deserve great credit for their untiring perseverance, by which they have accomplished much more than could reasonably have been expected under the existing difficulties; and have nearly completed the entire grading of the Road and the Bridges, and have advanced five miles above Reading in laying the rails ; so that there is now little more to do than to lay down 30 miles of tails at this end of the Road; and at the other end to finish a Bridge over the Schuylkill at the falls and lay a few miles of rails,

If this Company could now obtain a loan, we understand that this important chain of improvement could be completed by the 1st of August next, and thus at once place the citizens of Philadelphia in connexion with the Coal Region at all seasons of the year, and consequently prevent them from being subected to an increase in the price of Coal during the winter season.

And we may further remark, that by finishing the Pottsville and Danville Rail Road, of which there remains but 12 miles to complete, Philadelphia would then be conflected with the Susquehanna Canal at the junction of the North and West Branches, by a line of improvements seventy miles shorter than

The operations on the Philadelphia and Reading Rail Road the past year, n fransporting with one Locomotive the enormous burden of 251 tons in one train from Reading to Peters' Island, gives us greater confidence in our estinates made in a former Report of the cost of transporting on this Road. The additional facts we extract from a letter, dated the 10th inst., from G A. Nichols. Superintendent Transportation on this Road, to Messrs. Baldwin, Vail & Hafty, in which he says, "I send you enclosed a statement of the perormance of the Hichens and Harrison Engine built by you, which on the 9th inst., hauled over the Philadelphia and Reading Rail-Road, 514 miles in length from Reading to its intersection with the Columbia Rail Road, a nett burden of 3084 tons of 2240 lbs., in 105 cars weighing 173 tons, making a total gross weight of 4814 tons-weight of Engine with water and fuel 26,700 lbs; cars 4 wheeled, and running time 4 hours and 54 minutes, the whole length of vear.

" The Engine started the above train on a level without any assistance; and radually increased her speed to the average of 11 1-10 miles per hour."

"The above performance is believed to be unsurpassed, and the train to be

If then our Coal can be carried to Richmond on the Delaware river at \$1.50 per ton as before estimated, and there put into Barges carrying 200 tons, which will pass through the Delaware and Raritan Canal to New York; the whole ably exceed \$2 874 cents per ton, if so much.

Respecting the location of this Road, it is worthy of remark that while the ble.

The important object of smelting Iron with Anthracite Coal, which has lately claimed so much attention, we mentioned in our last Report as having been accomplished, and then in successful operation in this place. Since which time, five other Furnaces have been put in blast, viz: one on the Lehigh near Allentown, one at Phænixville, one on Roaring Creek, near Cattawisse, and

And at Danville two more are already built that will shortly go into blast; and at Shamekin one Stack has been built within the past year which will soon be put into operation; and we learn that the Valley Furnace, situated about 5 miles east of Pottsville, has been rented and will be put in operation as early as possible the ensuing summer. The number of Furnaces using Anthracite Coal will no doubt be steadily

pany having published in their Report that, "on a deliberate examination of increasing, since it has been satisfactorily settled that there is no difficulty in using this kind of fuel; and the Iron which was apprehended by many would be inferior has been proven to be of a superior quality, particularly for castings, by possessing more fluidity when melted, and subsequently more compactness,



POTTSVILLE.

Saturday Morning, Feb. 27.

READING RAIL BOAD .- In the report of the Board of Trade, which we publish this week, no subject is treated more deserving of notice than the proposed continuation of the Reading Rail-road to this town, The importance of such a work of public improvement must be manifest to the most careless or ignorant, and the many advantages which such an undertaking holds out to capitalists cannot be too frequently laid before the public eye. We need not observe that a direct communication from this place to Philadelphia, by means of a Railroad, is calculated to develope the wonderful resources of this region to an almost boundless extent. We would then have a cheap, speedy, and certain conveyance, at all stasons of the year, to a good market. And what more could we desire, when we are surrounded by such

inexhaustible quantities of coal and iron ore as would seem to defy the consumption of ages ? The advantages of this direct and speedy commu. nication will be sensibly felt in Philadelphia and her times, will get inspired. neighboring cities. The public there will be enabled

to purchase coal at fair and just prices, and no apprehension need be entertained during the winter number of fairy forms might be seen tripping it up time. of those dreaded "fluctuations" which has rupted, which not unfrequently happens the entire sylphs.

The fail of the road between Pottsville and Phila-

freight can only be tested by the number of empty cars which the locomotives can bring back-of course, then, the business on the road cannot be limited. A slight idea may be formed of the future trade of

this road when we state that in less than three years, at least one million tons of coal will be required from were, for anthracite coal are opening every day. The quantity which will be required for steamships and iron furnaces alone, in a few years, is incalcula-

Another important trade for this road will be the cheapness of the fuel.

The transportation of coal and iron over this road will not interfere in the least with the travelling community. The coal and iron will be conveyed during the night, so that both ends of the road may be kept open during the day time for the transportation of passengers and light merchandize.

eration, we know of no railroad in Great Britain or

England-the stock of which railroad commands a

INAUGURATION .- The united voices of million

pound canon balls for the government. Our readers

will recollect the capital toast given by Nicholas Bid-

"OLD PENNSYLVANIA-Her sons, like her soil, a

Fellow-citizens, what say you to quartering

our Governor and Legislature in the surrounding

States. So long as they continue to legislate for

these States to the detriment of Pennsylvania, they

The Legislature of Delaware has suspended

the penalties against the Banks of that State for non-

rough outside, but solid stuff within ; plenty of coal

to warm her friends-and plenty of iron to cool her

dle, Esq., on his visit to the Furnace last winter:

If so, it is time to be up and doing.

the first occupants.

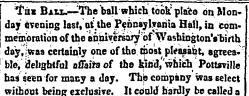
enemies.

Very appropriate.

are bound to pay explanses.

payment of their notes in specie.

effect on therevenues of the road.



public ball, for it partook more of the character of a large family party; where formality gives place to good old fashioned sociability, and where the guests truly feel at home. The Managers descree the great-

est credit for the good taste and still better tact which they displayed in getting up the ball; and the gentlemanly landlord of the Hall is no less deserving of praise for completing so satisfactorily the arrangements of the Managers.

The ball room was very neatly decorated for the occasion. At the east end of the room, a life size portrait of Washington was placed, the frame of which was well garnished with flags, &c., &c. The west end was entirely covered with the "stars and tripes"-and what more appropriate ornament could be found ? The north and south sides of the room were decorated with evergreens, which hung in graceful festoons, and produced a most pleasing effect .--The rooms were lit after a fashion ; but, then, the music was unexceptionable. It is true that in the early part of the evening, the sons of Apollo played

with altogether too much furor. Musicians, some-The company commenced to arrive as early as seven o'clock; and between seven and eight, any stairs, with all the buoyancy of youth, health, bean-

usually taken place in the price of coal at that seas. Ity and innocence. At eight o'clock precisely-we on of the year. For instance, when the road is in love to be particular-the catgut scrapers starck up, operation, if on one day the price of coal should be some dozen couples took the floor, and in a twink-\$8 a ton in Philadelphia, it is evident that a sufficient ling, the said couples were duly absorbed in the excient quantity of coal could be forced into the market citement of the exciting dance. " The light, fantasn 12 hours time from this region, as would'reduce the tic toes" were never put in better requisition, nor price to its natural standard of value; and knowing done more execution. Bright eyes flashed in all di this, the coal dealers would keep to a uniform scale rections, and the fairer and better portion of the creaof prices. The same remark holds good as regards tion there assembled, flitted through the mazes of the New York, so long as navigation remains uninter- witching dance with all the grace and egility of

It is a difficult task to particularize, when nearly all deserve a passing notice. The Misses ----- at delphia is 600 feet; and its capacity for conveying tracted considerable attention. They were dressed in a simple, ladylike manner, and with great taste; they were accompanied by Mr. ----; as fine a spe cimen of an American gentleman as we ever had the pleasure of seeing or being acquainted with-well informed, courteous and affable. Mrs. --- looked well and danced well; her dress was exceedingly this region to supply the market. New markets, as rich and beautiful. Miss ---- 's dark eyes discoursed ' unutterable things,' and caused great havoc among the lords of the creation. Miss ---- danced beautifully and bewitchingly. She must have borrowed a

grace-or half a dozen of 'em, as for that matterfrom the . divine Fanny' herself. She was dressed transportation of ir n. The great iron works of this in a wh---we might almost as well mention her State must centre upon this spot, from the great name at once. Miss — was much admired. She abundance of ore which is found here in all direc- has one of the most lovely and intellectual countentions, and the facilities for working it, owing to the ances that we have ever seen in our half weary and balf pleasant pilgrimage through this wicked world.

> ----- such around her shone The nameless charms unmark'd by her alone; The light of love, the purity of grace, The mind, the music breathing from her face, The heart whose softness harmonized the whole : And, oh ! that eye was in itself a soul ! Minersville was well represented in Miss

She has a winning, pleasing countenatice, and a most The road will possess what may be termed an economical length , as it will take a day, of twelve graceful figure. Mrs. --- looked extremely brilhours, for a freight train to accomplish a true. We liant. The little sparkler which she wore was worth Over one million of (dead letters ' are opened anbelieve it is admitted on all sides that a road of this at least fifteen hundred tons of coal. Coal is our nually at the General Post Office, Washington.

ALL SORTS OF ITEMS.

The N. O. Crescent City says, in speaking of memoration of the anniversary of Washington's birth Ellen Tree's proposed marriage, that it will be useless to say, Woodman, spare that Tree,' as the axe is Kean.

The Hon. Andlew Miller, of Morris county, has been elected by the Legislature of New Jersey as U. S. Senator from that state in the place of Garret D. Wall, whose term expires on the 4th of March.

The Banks of Georgis and Virginia still continue specio payments.

Harrisburg is crowded with strangers. It is now the focus of finance and politics.

The Legislature of Indiana have passed a bill to impose a tax of 40 cents on \$100 valuation, for state purposes and interest on the public debt.

The Elssler mania still rages at Havanna. The Dons lately presented the divino Fanny with a present of \$50,000, in specie. Fact.

Christian Roselius has been appointed Attorney General of Louisians. He was formerly a journey. man printer. Think of that, ye type-mongers.

Another very destructive fire in Chicago, Illinois. Fully covered by insurance.

Recorder Tallmadge, for the first time, took his place on the bench of the New York Sessions Court, on Monday last.

The annual interest, at six per cent., of the various state debts, amounts to the prodigious sum of twelve millions of dollars.

A proposition is before Congress to build fifty steam ships of war.

Philadelphia and New York is still visited with that dreadful scourge, the small pox.

Owing to a rise in the Ohio river, the city of Caio, which is located at its mouth, has been partially submerged.

The democratic members of the Massachusetts Legislature have nominated Rufus Choate, as the successor of Daniel Webster in the U.S. Senate.

The Grand Jury of Bibb county, Georgia, have presented the Monroe Railroad Bank as a nuisance ! What next !

A bill to increase the toll on the Baltimore and Ohio Railroad has passed the legislature of Maryland There were 134 steamboats built in 1837 throughout the Union.

It is rumored that Commodore Renshaw has been reformed 'out of the New York Navy Yard.

A young lady in Rensselaer county, N. Y., was killed lately by being thrown out of a sleigh on the way to church. She was literally impaled on a fence

The Globe men ' have been appointed by the U. 8. Senate, Printers to the ensuing Congress. It will e a short-lived honor, and no pay at that.

Master mechanics in Philadelphia have been obliged to pay three per cent. premium for small notes, in order to pay their workmen's wages.

The imports into Boston have greatly increased within the last year.

The railroad depot at Clinton, Mississippi, has been destroyed by fire.

The decline in our Mackerel fisheries, since 1831, ias been immense.

The National Intelligencer, for the future, is to be conducted on the cush system.

spring, that is 50 cents on Coal dirt and Pea coal, and 90 cents per ton on all other sizes of coal

The reduction of tolf on small Coal, we are satisfied will operate to the advantage of both the Canal Company and ourselves, and we are equally confident that a reduction of toll on all Coal would also operate to our mutual advantage ; but the Canal Company seem to differ from us in opinion, and keep up the price of toll as being best calculated to advance their own interests.

To that action which fosters self-interest we shall not take exceptions; neither should we ever hazard the suggestion of any change in the policy pursued by the Navigation Company, did we not know full well that our prosperity greatly depends on a cheap transportation of Coal to market ; and also that on the continued successful operations of Coal mining in this region depends the prosperity and existence of the Schuylkill Canal.

In view of the advantages already possessed here, and our proximity to market, we believe that our Coal can and will ultimately he carried at such rates, as to secure to this region the supplying of a large portion of the increase required ; and we had considered that the true policy of the Navigation Company was to have commenced long since in securing to us and themselves as much of the increased business as possible, by the reduction of tolls and every other means in their power. We may here remark that the Canal in many places is quite defective on account of its short curves, and also in not being sufficiently deep and broad to permit the present sized boats to pass, without frequently encountering great difficulties; many of these obstacles however we bave reason to believe will be removed the present year.

During the past season, Mr. Ecky, assisted by a member of the Board of Trade, attempted to introduce on this Canal the use of the "rule joint," in connecting together three Boats, which were drawn by 2 horses and managed by 3 men and 1 boy, but owing to the short curves, numerous dams and locks, and the common Boats being used instead of the particular form desired by Mr. Ecky, the experiment did not answer the purpose, as it is believed it will with properly constructed boats.

The continued fall of rain and melting of snow for two days previous, produced on the 7th ult. a freshet such as has seldom, if ever, been witnessed in this part of the world, and caused great destruction of property on those streams whose sources are in the mountain districts.

On the Schuylkill Canal the greatest damage was sustained by the washing away of embankments, all of which, however, it is expected will be repaired and the Canal in navigable order on or before the first of May.

On the Lehigh and Delaware division of the Pennsylvania Canal, we learn that the damage is very great, and cannot be fully repaired for some months after the spring opens.

The transportation of Coal in Canal Boats hence direct to New York, which in 1839 amounted to 27,000 tons, increased in 1840 to 64,338 tons, being in the month of October, by the breaking of one of the Dams near Norristown. more than double the amount of the previous year.

from the different Regions, since the commencement of the trade in 1820; together with the angual increase and consumption, and the quantity sold on the line of the Schuylkill Chaal from 1825 to the present time.

Years. 79,975 89,984 81,854 209,271 252,971 252,971 239,508 339,508 339,508 433,875 433,875 433,875 442,608 kill. Lehigh 17,000 13,000 20,639 23,860 27,435 Shq kin 183 1,107 3,382 3,718 25,362 13,156 13,156 13,156 13,156 13,157 14,682 54,567 14,682 54,567 14,57 12,651 184,122 121,670 177 298 298 434 434 415 635 635 the C. 3,154 3,372 3,322 5,322 5,322 5,322 5,322 5,322 5,322 5,322 5,322 150 10,150 113,429 11,429 11 The above table does not include the shipments from the Wilkesbarre Ba-

strength and smoothness.

A series of experiments has lately been performed by Mr. Richard Evans of Manchester, of the quality of Anthracite Iron manufactured by the Ystal-y-fera Company in the Swansea Valley. In comparing the result of his experiments with Messrs. Fairbairn & Hodgkinson's list, he shows a superior strength in favor of Anthracite cast-iron of 37 per cent. He says it is particularly sound and free from air holes or defects in casting; and if it is from excess of carbon that Iron acquires the several qualities of uniformity, fluidity, smoothness in casting, &c., this metal must be highly charged with it. In ulti nate deflection and power of resisting impact it also maintains its superiority, and appears to impart great improvement in mixing with inferior Ores.

'In the Report of the Committee of Judges on Iron and Steel in the Franklin Institute of Pennsylvania, we find the following remarks on a specimen of Anthracite Iron :

"One piece of Iron from Anthracite Pig-metal from the Crane Iron Works, | at the mouth of the coal mines, the immense saving made into Bar-iron at the Boontis Works with Anthracite Coal -This Iron is of good quality and deserves to be particularly noticed, as it goes to establish the fact that good Iron may be made with Anthracite Coal exclusively, and also with a great saving both of metal and fuel; it is stated by the makers, that the whole waste of metal during the conversion does not exceed 12 per cent. Such facts we think are very encouraging to those engaged in making } these experiments."

The amount of concurrent testimony throughout the country, sustaining much abused. The inauguration of General Hamithese important facts, must be highly gratifying to all those who are interested son will be brilliant beyond example. It is expected in Cost Lands or Coal operations; inasmuch as the manufacture of Pig and that on the 4th of March, Washington will contain a Bar-iron in our own State, where Ore is abundant, and the subsequent con- population of at least one hundred and fifty thousversion of this Iron into the various articles required in civilized life, must even and ! All parts of this great confederacy will be very soon, consume an immense amount of fuel.

If Congress, instead of allowing a drawback of the duty on Rail Road Iron, hearted, hot headed, generous Southerner-the rough would subject it to the same duty as other Iron, we believe the time is at hand and hardy backwoodsman of the West,—the solid when the manufacture of this kind of Iron would be largely entered into in and substantial citizen of the middle States,-and some of our Coal Regions; and in a few years be supplied to us as cheaply if the surewd, cunning, enterprising down Easter, will be there. Alack and alas ! we should like to be there. not more so than it now is.

At present our country is drained of specie to pay foreigners for Iron, that too, in order to take a bird's eye view of the congreis used in constructing Roads over our inexhaustable Ore and Coal deposites, gated wisdom of the country, and to take a friendly which should be repudiated, and domestic manufactures encouraged. grip of the hand with old Tip himself; but it is im-

From the developements of Iron Ore made within the past year, we are more possible, and there is no help for us or in us. fully satisfied in the opinion expressed in our last Report, that there is an abundant supply of Ore in this region, which can be mined as cheaply as it is in the Coal districts of England and Wales.

The Canal was opened at the usual time last spring, and closed by ice on the 5th of December. The Navigation was however considerably obstructed From this and other retarding causes in the middle of the business season. The following table exhibits the quantity of Anthracite Coal sent to market the sost of freighting Coal rose to more than double what it started at on the opening of the Navigation, and continued high until its close, taking a range from 80 cents to \$1 95 per ton through the season, and collectively giving an average of \$1 10 per ton freight to Philadelphia.

In closing our Report, we cannot but remark, that it must be gratifying to the members of the Association as well as to all others, to observe the abundance of good feeling which prevails between the employers and the employed, and throughout our business community generally, which we hope may always tractors on the North Branch of the Pennsylvania continue and be connected with the other blessings which generally follow in the train of honest industry.

Respectfully submitted. G. G. PALMER, President. POTTSVILLE, February 19th, 1841. At a meeting of the Coal Mining Association, held at the Pennsylvania Hull, on the 19th February, 1841, the following persons were duly elected Officers for the ensuing year :

> President, GEORGE H. POTTS. Vice-President, WILLIAM H. MANN.

Secretaries. BENJAMIN BANNAN. ANDREW RUSSEL,

Treasurer,

SAMUEL J. POTTS. Board of Trade,

G. G. PALMER. CHARLES POTTS, AQ. BOLTON. T. J. BAIRD.

GEO. H. POTTS. JOHN G. HEWES,

NATHAN EVANS.

VAN BUREN .- The London Commercial Gazette of the 1st inst., after allu ding to some intelligence from this country, says-"Mr. Van Boren has erected for himself a monument composed of the financial difficulties and political and territorial perplexities of his country, which, we trust, will long which do not however affect the Atlantic market; as the whole supply theories by which his administration has been alloyed and guided throughout." Banks of that State to issue bills of a less denotes the answer affect the Atlantic market; as the whole supply theories by which his administration has been alloyed and guided throughout."

standard of value for every thing in this region. length postesses decided advantages over any other, from the necessary saving in labor from its judicious The company broke up at a late hour, well pleased distribution.

with themselves, with one another, and with the As soon as the road is completed and fairly in opwhole entertainments of the evening.

Spring .- One day more, and old Winter must the United States which will compare with it, if we give up the ghost and sink quietly into the arms of except the Stockton and Darlington Railroad of

joyous and jocund spring. It is probable, from pre-

sent appearances, that the old fellow may take ad-

premium of four hundred per cent. We do not vantage of the usages and customs of this bank note mean to infer from this that the Reading Railroad stock will command that exhorbitant premium, but world, and not only demand, but, alas ! insist upon a few days grace. We have a faint hope, however, that we do say that it will be the most valuable stock of any chartered Company in the United States. No his suit will be denied; and that during next week limit can well be placed on the business of the road ; | we will be cheered, in common with all who vegeand as the company can purchase their fuel directly tate in this region, with soft, mild, balmy, reviving and refreshing spring weather. None of your cold in this one item must necessarily have an important rough, blustering March winds, that storm and pierce every part of your carcase, with the force and impetuosity of a young tornado just weaned-we THE FOURTH OF MARCH .-- The ides of March abominate them from the bottom of our heart, and a are near at hand-five days more, and then New

York's unworthy son will resign to the old hero. few inches farther. Can we say more ? statesman, and farmer, the power which he has so AN IMPORTANT MOVE,-We learn from the Washington correspondent of the N. Y. Star, that a roposal is now before the Government from a highrespectable merchant of New York, to build four mlendid steamers of 2,500 tons each, to run betwixt New York and Liverpool. The proposition is, to well represented on that auspicious day. The warmcarry the mails for a given sum, to be paid him by the Government, the latter of course, receiving all the benefits arising from postages; the contract to be for ten years. In the interim, if war takes place with England or any other power, the government to buy the steamers at a valuation agreed upon by both parties, The vessels to be built in all respects

as men of war, and the provide the built in all respects freight with 200 passencers. It is intended to burn Anthracite coal, and ints expected that icn days will make the run from New York to Liverpool.

of freemen, on the 4th of March, will be raised in A new paper called the ! Yeoman,' a substitute for one joyful hosanna! They will know then that the the 'Magician,' is to be printed again at Harrisburg during the Gubernatorial contest. Hutter, one of Egyptains have been driven forth in disgrace from their high places, and that the government is once the 'pardoned,' is to be at the head of the concern. His excellency will have his hands full again before more to be administered by the honest, capable, and long, in granting absolutions .- Philadelphia Standpatriotic. The inauguration of Old Tip will be celnrd ebrated from Maine to Louisiana. What prepara-It is questionable, friend Grund, if Góvernor Portions have we made in this borough to hail this auter has not run the length of his rope, and that he spicious day ? Are we to have a parade and a ball ? will hereafter be saved the trouble of "granting abso-

utions." Numerous petitions are in circulation in A proposition is before the Legislature to isvarious parts of the State to have the Governor impeached, for his gross prostitution of the parne a batch of State Scrip for the relief of the condoning power; and it is possible that action may be Canal. A pretty time indeed for our Legislature to taken upon it at the present session of the Legisla talk about taking away the Charters of our Banks | ture.

aud crushing the business community, from whence Some of our locos in this meridian complain the revenue of the State is derived, without scarcely hat the Legislature is doing nothing. What right a dollar in the Treasury. If the Asylum for the have they to grumble after having elected a man to Insane Poor was built, we should not be surprised represent them, represent them, who can neither read nor write ? if our whole State Government should become the

Mone DEFAULTENS .- It is rumored that Collector Hoyt, of New York, is a defaulter to Uncle Sam THE FURNACE.-The Furnace continues to work in the snug sum of \$50,000. After the 4th of admirably. They are preparing for war-the pro-March, look out for some "awful disclorates !" prietors being busily engaged in casting forty-two

> The Democratic Delegates to the 10th of March Convention, from Lehigh and Montgomery Counties, have been instructed to support Judge Banks. . .

> TIt is stated that John Jacob Astor, of New York, has lost one million dollars by the depreciation of U.S. Bank Stock. What a dreadful thing it is to be rich

INFIDELS.-Several infidel petitions have recently seen presented to our Legislature, which, we are pleased to learn, on motion of Mr. Johnson, of Armstrong, were unanimously rejected. This is right, and speaks well for the moral tone of the present legislature.

The Hou. Thomas Ewing, of Ohio, the new The Legislature of Indiana has authorised the Banks of that State to issue bills of a less denomina-Secretary of the Treasury, has been staying in Philadelphia for a number of days past. Mr. Ewing, we believe, is a native of this State.

The Hon, A F. Hopkins has been nominated as the democratic candidate for Governor of Alabama. The anniversary of Washington's birth day was elebrated in the most appropriate manner in Phila-

delphia. Mr. King, of the N. Y. American, has made a most able defence in his paper, in relation to the ca-

lumnious charges which have been so frequently brought against him in reference to the Dartmoor Massacre. It is rumored that the Hon. Henry Clay will

shortly leave on a mission to England, owing to our boundary difficulties, the arrest and imprisonment of McLeod, &c.

We notice a visible improvement within the last wo weeks in the N. Y. Democrat. Who is at the bellows ?

The circulation and deposites of the New Jersey Banks amount to \$1,354,245. Their specie, bank iotes, and bank balances, \$807,255.

1500 barrels of flour were inspected in Baltimore last week.

We have received the N. Y. Planet. We like its ooks, and like its contents still better. Prosperity is stamped upon its face.

Four theatres in full blast in Philadelphia. Driving but a poor business.

Mr. Badger, of North Carolina, has accepted the offer of the post of Secretary of the Navy under the new administration.

Paddy Power is playing at the National theatre, Philadelphia.

The large theatres are open once more in New York. Folks keep shy of them.

It is said that U. S. Senator Mouton, of Louisiana (locofoco) intends to resign.

A drunkard named Bean, residing at Excter, N. H., murdered his wife on Sunday week.

A country editor complains that ladies' bonnets now are so small that they will hold but one face at a time.

The third trial of Dr. Eldridge has been fixed for Monday next.

A young married lady in North Carolina on St. Valentine's day presented her husband with three bouncing boys! Wonder whether this Carolina lady has any sisters !

Lettuce raised in the open air has been brought to the Norfolk market.

The U. S. Steamer Newbern, with government stores, was lost below Savannah on the 16th instant. Part of the cargo was saved.

We understand that the Hon. C. B. Penrose has been offered the responsible and lucrative office of Solicitor of the Treasury under the new administration.

The Sunday Atlas says that courtship is the privileged period for lying.

The Hon. William L. Dayton, one of the associate judges of the Supreme Court of New Jersey, has resigned.

The Legislature of Indiana has authorized the State Bank to issue one million of dollars, in notes under five dollars.

Massachusetts has 14,912 paupers, the annual expense of maintaining whom is \$320,241,

A man named Flood murdered bis wife at Wrightsville, in this state, on the 18th inst., by choking her: He is now in jail.

Sir George Arthur abdicated the government of Upper Canada on the 10th inst.

A woman has been arrested in Rochester charged with having committed three murders.

Judging from the tone of the newspapers, it would seem to be a universal wish of the people, that Congress might immediately establish a National Bank. They will not wish in vain. But the most important question is, where will it be located ?