



POTTSVILLE.

Saturday Morning, Aug. 7

STARTLING DISCLOSURES!

BITUMINOUS COAL ON BOARD OF STEAMSHIPS.

In the Miners' Journal, of the 24th July, we pointed out to the public the great and imminent danger of using bituminous coal on board of ocean steamers.

In publishing what we knew to be true, in relation to the liability of bituminous coal to spontaneous combustion, we were aware that we were attacking the prejudiced and interested—that our statements would be received by many with incredulity.

The Boston Transcript affords great surprise at the idea of an editor of a country paper published in the backside of Pennsylvania presuming to make known the dangerous quality of bituminous coal.

The Transcript seems to forget that Pottsville is in the centre of the greatest coal region on the continent of America; that its population consists of men from all parts of the world—men, who are remarkable for their intelligence and scientific acquirements.

The reason why more accidents have not happened to vessels freighted with bituminous coal, is owing to the great care with which this dangerous article has been stored away.

Spontaneous Combustion on board Sailing Ships. The reason why more accidents have not happened to vessels freighted with bituminous coal, is owing to the great care with which this dangerous article has been stored away.

Read the following cases where bituminous coal has taken fire from SPONTANEOUS COMBUSTION, on board of ships, steamers, in coal pits, on wharves, and in coal yards.

Mr. Richard Irvin, the Agent of the Great Western Steam Navigation Co., has thought proper to favor the New York public with a "Card," in which he makes the following statements.

During the thirty-eight voyages she [Great Western] has completed across the Atlantic, nothing of the kind has ever been known to have occurred on board of her.

These are pretty round assertions; but either Mr. Irvin is deceived himself, or he is attempting to deceive others. The latter is most probably the case.

Mr. Irvin is the agent of the Great Western, is interested in her success, and thinks, doubtless, that he is doing his duty to her owners by publishing statements, wholly destitute of truth, for the purpose of deceiving passengers, and thus swelling his commissions by risking the lives of his fellow creatures.

erty to publish, but the same may be seen by applying at our office. The last paragraph of the above extract will be answered fully in the course of this article.

THE OCEAN STEAMERS.

Before proceeding to cite several cases where the bituminous coal on board of the ocean steamers had taken fire from spontaneous combustion, it would be well to inform the reader where and how the fuel is kept on board the Atlantic steamers.

Spontaneous Combustion on board Steamships. THE GREAT WESTERN.—We have stated that the Great Western has been on fire three times—twice from accidental causes, and once from spontaneous combustion of the bituminous coal.

THE BRITISH QUEEN.—Mr. —, a passenger on board the British Queen from Portsmouth to New York, says that, during the voyage, the bituminous coal on board took fire from spontaneous combustion; and, furthermore, he states, that from his own experience and the testimony of others, he believes that NOT ONE of the English Steamships ever crossed the Atlantic, without the bituminous coal on board taking fire from spontaneous combustion!

THE CLYDEDALE.—The steamer Clydesdale, in the year 1828, on her homeward passage to Glasgow from Belfast, was discovered to be on fire. Fortunately, the steamer Belfast was in sight, made for the burning vessel, and took off her crew and passengers in safety.

THE ALTA CRISTO.—This steamer was totally destroyed by fire, while lying at the Wharf in the town of Ailsa Craig, in Scotland, in 1827. After a thorough investigation, it was ascertained that the destruction of this steamer was owing to her fuel—bituminous coal—taking fire from spontaneous combustion. We believe there were no lives lost.

Spontaneous Combustion on board Sailing Ships. The reason why more accidents have not happened to vessels freighted with bituminous coal, is owing to the great care with which this dangerous article has been stored away.

We have been assured by respectable miners from the place, that vessels at Cape Breton have taken fire by the spontaneous combustion of the bituminous coal on board. The coal, it will be recollected, is from the celebrated Sidney mines, and contains a large quantity of sulphur.

Vessels which have taken on board coal from the Coast of South America, have been frequently known to take fire from spontaneous combustion. The coal mines of South America are all bituminous.

The Albion mines, near Pictou, Nova Scotia, have been more than once on fire from spontaneous combustion. At one time the river St. Johns was turned into the mines for the purpose of extinguishing the fire.

Black Heath Pitts, adjoining Mill's, have been on fire from the same cause. It is notorious that the bituminous coal heaps on the wharves at the city of Richmond, Va., have been repeatedly on fire from spontaneous combustion.

These are pretty round assertions; but either Mr. Irvin is deceived himself, or he is attempting to deceive others. The latter is most probably the case. He is the agent of the Great Western, is interested in her success, and thinks, doubtless, that he is doing his duty to her owners by publishing statements, wholly destitute of truth, for the purpose of deceiving passengers, and thus swelling his commissions by risking the lives of his fellow creatures.

Mr. Irvin is the agent of the Great Western, is interested in her success, and thinks, doubtless, that he is doing his duty to her owners by publishing statements, wholly destitute of truth, for the purpose of deceiving passengers, and thus swelling his commissions by risking the lives of his fellow creatures.

Still further proofs. The following letter was received from a valued correspondent in Philadelphia. He is a gentleman of great worth, and is held in high estimation for his learning and scientific attainments.

To the Editors of the Miners' Journal. Sir.—Your article in the Miners' Journal of the 24th July, respecting the spontaneous combustion of Bituminous coal, used for fuel on board the Atlantic Steam-packets, and the consequent danger to the lives of passengers therein, is, I think, one of the most important and useful communications that has appeared in any of our journals.

July 30th, 1841. The human mind cannot conceive a more awful or a more appalling scene than the destruction of a noble steamship by fire in the midst of the mighty deep: filled with the fair and beautiful, the high-born and the wealthy, the gay and adventurous spirits seeking the pleasures and excitement of a foreign land, and the enterprising traders, obeying the distant calls of their thrifty yet venturesome pursuits; and, frightened, too, with the hopes and blessings of their friends and relations! Such a scene is as terrible to the imagination as it is hopeless in reality.

There is every reason to suppose that the ill-fated President was destroyed by fire, produced as we verily believe, by the SPONTANEOUS COMBUSTION of her fuel—bituminous coal. To be sure, this is mere supposition; but that supposition will be borne out by the strongest circumstantial evidence.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

THE NATIONAL INTELLIGENCER thinks that the indication afforded by the vote in the House on Saturday, was decisive as to the intention of that House to act at this Session upon the Senate's bill for the establishment, in conformity to the Constitution, of a uniform system of Bankruptcy.

The number of emigrants which have arrived at Quebec for the year ending the 17th inst., was 22,577; same period last year, 18,280;—increase in 1841, 4,297.

About four hundred dollars have been raised in Richmond, Va., and vicinity, for the passengers saved from the William Brown, now in that city.

The Saquehanna Division of the New York and Erie Railroad, 117 miles, is in a high state of forwardness, and will soon be ready to receive the cars.

A most extensive conspiracy among the blacks of Eastern Louisiana, to rise and murder the whites, has just been discovered and happily frustrated. Several white men are implicated in this diabolical plot. The ringleaders have been arrested and are in jail. A short shift and a speedy exit from this world awaits them.

Lord Canterbury is thought will succeed Lord Sydenham, as general Governor of Canada.

The money stolen from the Jacksonville (Ill.) Branch Bank has been nearly all recovered.

Sam Swartwout, the great abductor, is daily expected at New York from Liverpool.

There have been two great mass meetings in N. York. One in favor of a National Bank and the other opposed to it.

The interest due on our State debt on the 1st of August last was promptly paid.

It is said by many that Congress will not adjourn before the commencement of September.

From all parts of the country we hear the most cheering accounts of the spread of temperance principles.

We are glad to hear that Charles H. Delavan, of New York, is lecturing against the use of intoxicating drinks. He was formerly a burning and a shining light.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

Who is to blame? We receive the Sunday Mercury about once in four weeks; whereas, the Atlas comes to us with commendable punctuality. By the way, in the last Atlas we find the following horrible lines: The dance was o'er, each gallant bow'd Unto his partner fair; And to a seat from 'mong the crowd, Led her with tender care.

STILL LATER FROM ENGLAND.

The Steamship Acadia, arrived at Boston from Liverpool on Monday last, bringing London dates to the 20th of July. She brings six days later intelligence than the Great Western's.

Among the list of passengers by the Acadia, we notice the name of SAMUEL SWARTWOUT, of \$1,300,000 notoriety, who is prepared to prove that he is as innocent as a lamb, and that he is able to whitewash himself to the public's satisfaction.

The news is not important. The complete ascendancy of the Tories is assured, by the returns reported since the departure of the Great Western. Their majority in the House of Commons will be about seventy.

There is much uneasiness manifested in France, and though the riots in Toulouse are put down, it is evident that the spirit by which they were raised, is entirely operative.

THE NEW PARLIAMENT. MEMBERS RETURNED. England and Wales. Conservative members returned up to last night, 305

Liberal do 193 Double returns, 2 Total members for England and Wales, 500

Scotland. Conservative members returned up to this morning, 19

Liberal do 30 Returns not yet received, 4 Total members for Scotland, 53

Ireland. Conservative members returned up to this morning, 44

Liberal do 59 Returns not yet received, 2 Total Conservative gain, forty-five votes, equivalent to ninety on a division, (as compared with the last Parliament).

THE MINISTRY. The following is given as the probable composition of the new Ministry:

First Lord of the Treasury and Chancellor of the Exchequer—Sir Robert Peel. Secretary for the Home Department—Earl of Aberdeen.

Secretary for the Foreign Department—Duke of Wellington. Secretary for the Colonial Affairs—Lord Stanley.

Lord Chancellor—Lord Lyndhurst. First Lord of the Admiralty—Sir James Graham. President of the Council—Lord Melville.

President of the Board of Control—Lord Ellenborough. Lord Privy Seal—Lord Wharfedale.

President of the Board of Trade—Lord Ashburham. Paymaster of the Forces—Sir Edward Knatchbull.

Duchy of Lancaster—Earl of Gray. Secretary at War—Mr. Herries. Postmaster General—Duke of Buckingham.

Speaker of the House of Commons—Mr. Goulburn. Lord Steward—Earl of Rolin.

Lord Chamberlain—Earl of Liverpool. Lord Lieutenant of Ireland—Earl of Eddinstown.

Lord Chancellor of Ireland—Sir Edward Sugden. Lord Secretary of Ireland—Lord Francis Egerton.

Master General of Ordnance—Sir Henry Hardinge. Master of the Mint—Sir George Clerk.

Vice President of the Board of Trade—Lord Sandon. Attorney General—Sir Frederick Pollock.

Solicitor General—Sir William Follett. Lord Advocate—Sir William Rose.

Solicitor General for Scotland—Mr. Duncan McNeill. There appears to be some doubt whether Sir Robert Peel will propose a speaker, as Mr. Leveson is on the whole a popular and a pleasant enough person.

QUEEN VICTORIA AND PRINCE ALBERT.—The following sketch of the personal appearance of England's Queen, and her "pique lord," will doubtless prove interesting to our lively readers. It is from the pen of Mr. Stacey G. Poits, for many years the editor of the Tention (N. J.) Emporium:

But what of the Queen, you will say, and how does she look? So natural is curiosity about one so young, and the accidental heir to such a fortune, does not look? Well, I will first tell you how she does not look. She does not look like any one of the thousand portraits I have seen of her. Painters may call them resemblances, but they are not like her. Solly's is a fine picture, but too magnificent. The London artists have made numerous attempts—the windows are full of portraits—the studios of hosts, and the museums and bazars of the squares; but if any are curious enough to know how she does look, they must come to London, as I have done, and take a good long look at her.

She is a little, delicate, fair faced girl, with very light blue eyes, and glossy light hair smoothly dressed off her forehead. Her eyes are not so blue as in her portraits; though I suppose they do a little when her face is at rest. I should call her rather pretty—there is a decided expression of gentle, innocent, girlish sweetness in her countenance, just such a face as one who looks on it may well remember for a day—and pray that it may never be clouded with the cares and splendor of a station such as hers. I do not know the color of a crown of thorns; but I thought, and perhaps she thought, as she looked quickly and anxiously about her on the crowd, of the mad and wicked attempt, not long since made; near that very spot, to assassinate her and her husband, by a boy of eighteen.

Prince Albert is decidedly a handsome young man, and though he wears the abominable mustachios which almost brutalize the faces of three fourths of the fashionable here, he appears to be a modest, unassuming, quiet, family kind of a personage. He keeps himself entirely clear of the politics of the day, and is never spoken of by any one except as the Queen's husband.

TRADE ON THE SCHUYLKILL.—The number of vessels, (says the North American of Monday last) arriving on the Schuykill front of the city has been largely of late. Within the last three days, ending on Saturday, they amounted to one hundred and thirty five brigs, schooners and sloops. The coal trade has caused this rapid increase of business, and it is gratifying to see the activity and bustle which is daily manifested in the wharves and landing vessels with the "Black Diamonds" of Schuykill county. The coal trade was not fairly commenced this season until the middle of May, since which period, the receipts from the Schuykill region alone amounted to about 190,000 tons.

We estimate the quantity of coal which will be received by the Schuykill Canal along this season at five hundred and twenty-five thousand tons, which at the present wholesale prices, say five dollars and a quarter per ton, will yield the handsome sum of two millions seven hundred and fifty-five thousand five hundred and fifty dollars.

HOME SQUADRON.—The Home Squadron Bill, which has passed the Senate and the House of Representatives, is in the following words: Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That for the pay and subsistence, increase and repairs, medicines and contingent expenses, of two frigates, two sloops, two small vessels, and two armed steamers, to be employed as a home squadron, the sum of seven hundred and eighty nine thousand three hundred and ten dollars is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated.

TO OFFICE HUNTERS.—Tolly ho! Hark, forward!—The Post Office at Iola, Florida, is minus a Postmaster, the late incumbent, weary of official responsibilities, having resigned and sloped, though without suspicion of having swartwouted with the public moneys. For the information of applicants, the St. Joseph Times states that the gross profits of the office for the last quarter, amount to the sum of \$2,673 cents. The duties are light, the postmaster being required to sit up only four nights in the week to receive and assort the mails, which arrive between the hours of one and four, A. M.

N. B.—Lights to be purchased out of the profits of the office.

EPITAPH ON A KITTEN.—For sweetness, truth, pathos, and keen sensibility, the following Epitaph on a Kitten has not its equal in our language: Here lies, by death smitten, A hapless young kitten, Who, to mouler away in the dust, Oh, had it lived longer, It might have been stronger And died contented and true; Had it grown up to cat hood, Then many a rat would Have mourned in the deepest of woe; Let the courtesan be drawn to, We hope it had gone to, That land to which other cats go.

The following, says an exchange paper, is a style of disputing which has not yet wholly gone out of fashion: A. Supposing I had a ship at sea— B. But you have no ship at sea. A. Well, supposing I had a ship at sea— B. (warmly,) I tell you, you have no ship at sea.

A. But supposing I had a ship at sea— B. (mad as a rat.) You lie, you do— I rescue, you have no ship at sea. There is a lady in this city so anxious to get married, that she won't buy anything single—Richmond Star.

There is a young lady in these "diggins" a match for her. We took a walk with the charming creature the other evening—it was a beautiful moonlight night—and by way of making oneself as interesting as possible to the little angel, and to prevent the conversation from flagging, we asked her in a promiscuous sort of manner, "if she ever cleaned her nails?" "Never do such a thing," was her sweet and unaffected reply; "I always pare them."

The coal trade of Schuykill county, amounts to 22,000 tons weekly, which brings back money, says the Miners' Journal, equal to \$60,000. This must enrich that region rapidly, unless it costs more outlay than is returned.—Wilkesbarre Advocate.

A very sagacious observation, Mr. Advocate. If \$60,000 is returned to this region every week, in the shape of miners' and laborers' wages, any blind man can see that the region is enriched.

It is supposed that when Shakespeare said, "If 'twere done, then 'twere well it were done quickly"—he was giving directions for cooking a best steak. Ephraim says not so—he was alluding to the payment of printers' bills.—Richmond Star.

Both wrong. "The Swan of Avon" evidently alluded to some poor devil trying to get a bank discount. "Gen. Jackson's health is improving. The old General ought to last till he has finished a century at least."

We subscribe to the above, if for no other reason than to let the "Old Boy" see how long it will take to restore the country to the same palmy and prosperous state as it was when he found it in 1829. ALTERATION.—According to an act passed by the last Legislature, there is to be an alteration made in the days of holding Court in this county. The December term of the Court of Schuykill county will hereafter be held on the first and second Mondays in December. The Court of Common Pleas will sit on the first Monday, and on the second Monday, the Court of Quarter Sessions.

The Revenue Bill has passed the House of Representatives. It proposes to increase the duties on several articles imported into this country, and to impose duties on others now admitted free.