TERMS OF PUBLICATION. On the Cash System.

The Miners' Journal will after the 1st of January

Three months.

Payable semi-annually in advance by those who reide in the county-and annually in advance by those
who reside at a distance.

30 No paper will be sent unless the subscription
spaid in advance.
Five dollars in advance will pay for three years Papers delivered by the Post Rider will be 'charged 25 cents extra. TO ADVERSUSERS

Advertisements not exceeding a square of twelve lines will be charged \$ 1 for three insertions, and 50 cents for one insertion. Five lines or under, 25 cents for each insertion. Yearly advertises will, be dealed vith on the following terms:

All advertisements must be paid for, in advance un as an account is opened with the advertiser. The charge of Merchants will be \$10 per annum. with the privilege of keeping one advertisement not exceeding one square standing during the year and inserting a smaller one in each paper. Those who

ccupy a larger space will be charged extra.
|Notices for Tavern Licence. S2. Notices for Tavern Licence. \$2.

All notices for Meetings and proceedings of meetings not considered of general interest, and many other notices which have been inserted heretofore grautiously, with the exception of Marriages and deaths, will be charged as advertisements. Notices of Deaths, in which invitatious are extended to the freeness and relatives of the decaged to attend the freeness and relatives of the decaged to attend the freeness. Friends and relatives of the deceased, to attend the fu-beral will be charged as advertisements

COUNTERFEITERS DEATH-BLOW THE public will please observe that no Brandreth
Pulls are gen une, unless the box has three labels
upon it, (the top, the side and the bottom,) each
containing a fac-simile signature of me bond roon it, (the top, the side and the bottom,) each containing a fac-simile signature of my hand writing, thus—B. Branderti, M. D. These labels are expense of over \$2.000. Therefore it will be seen that the only thing necessary to procure the medicine in its purity, is to observe these labels.

Remember the top, the side, and the bottom. The collowing respective persons are duly authorized, and whold Certificates of Agency for the Sale of Brandreth's

Vegetable Universal Pills, IN SCHUYLKILL COUNTY. Wm. Mortimer, Jr. Pottsville, Huntzinger & Levan, Schnylkill Haven, P. & E. Hammer, Orwigsburg. S. Seligman, Port Carbon, James Robinson & Co., Port Clinton, Edward A. Kutzner, Mineraviile,

Benjamin Heimer, Tamaqua.
Observe that each Agent has an Engraved Certifi Tate of Agency, containing a representation of Dr. BRANDRETH'S Manufactory at Sing Sing, and up which will also be seen exact comes of the new On which will also be seen exact contact the Pill Boxes.

Philadelphia, office No.

8, North Eighth St.

B. BRANDRETH, M. D.

GOLDEY SWAN HOTEL,

(REVIVED,)
No. 69 N. Third st., above Arch, Philadelphia BOARD ONE BOLLAR I ER DAY. CHARLES WEISS has leased this old-estabished hotel, which has been completely put travelling and permanent hoarders.
It proximity to business, renders it in order for the accommodation of o the cny.s Every portion of the house has un-dergone a complete cleansing. The culturary

department is of the first order-with good cooks and servants selected to insure attention to guests Has accommodations for 70 persons.

Those who may favor the house with their custum, may be assured of finding the best of fare the best of attention, and, as is stated above IT Single day \$1 25.

Room for horses and vehicles. Also horses LT Germanlows and Whitemarsh Stage Office

BAPER HANGINGS & BORDERS.—The sub scriber has on hand and for sale a very choice lot of Paper Hangings and Borders for Parlors and lot of Paper Hangings and Borders for random Halfs, which he will seel at very low rates.

B, BANNAN.

Also for sale a few elegant Fire Place Screens.

45—

New York, a large supply of choice Green and Blace December 28 52-CHEAP COPY BOOKS-At 64 cents each

Oct. 22, 43-FEVER AND AGUE. ROWAND'S TONIC MIXTURE ..

A FRESH supply of the above Medicine, a certain cure for the fever and ague. Just received and for sale at MARTIN'S Drug Store PURE WHITE LEAD.

THERILL & BROTHER, manufactu rers, No Ca north Front street, Philadel. phia, have now a good supply of their warranted oure white lead, and these customers who have been sparingly supplied in consequence of run on the article, shall now have their orders.

No known substance possesses those preservathre and beautifying properties so desirable in a point, to an equal extent with unadulterated where leads hence any admixture of other materi als only mars its value. It has therefore beer the steady aim of the manufacturers, for many hite-lead; and the unceasing demand for the article is proof that it has met with favor. It & BROTHER, to full, and on the other, WAR RANTED PURE-all in red letters.

November 19. FOR SALE,
Also, a large number of Buildings and out Lots, of HOUSES & LOUS various sizes, on the Navigation tract, lying principally in the Borough of Pottsville. Apply to SAMUEL LEWIS. July 16, 29-if Real estate agent, Centre St.

MOUNT CARBON HOTEL. Schuylkill County, Pa.

EUBEN BRIGHT respectfully announces

to his friends and the public that he has tak ment situated at the termination of ment, situated at the termination of the Reading and Philadelphia Rail
Rood, where he will be happy to wait
the Coal Region Rood, where he will be happy to wait on those who visit the Coal Region on business, or for the purpose of enjoying the finished and furnished in the best style-and no pains will be spared to render satisfaction to all who may tavor it with a visit. Being within was water walk of the Borough of Pottsville though sufficiently removed to escape the dust and noise of that busy, bustling place, it is con fidently believed that it will be found much more pleasant and agrecable, than any other Botel i the vicinity. Attached to the Hotel is a large and beautiful garden, overlooking the River Schuylkill, the Schuylkill Canal, Mount Carbon Rail Road, (extending to the Mines and thenc to Sunbury) the Centre Turnpike, and at the same time affording a real and romantic new of five Mountains. The house is surplied with pure mountain spring water, and a Bathing establishment unrivalled in the country. A splendid pleasure Car is kept for the exclusive accommodation of visitors, who may be disposed to visit the Mines, or enjoy the wild and romantic scenery of the surrounding country. Individuals or families may rely on having ample room, Mount Carbon, June 19, 1841.

SWAIM'S PANACEA.—A fresh supply of this celebrated Medicine just received, and or safe by the subscriber, wholesale and retail ta Philadelphia prices. 3 bottles for \$5 retail. B. BANNAN, Oct. 22, 43- Agent for Schuylkill county

DLAYING CARDS .- The subscriber has just received, an assortment of Playing Cards, Plaid and Star Backs, which he will sell whole and others supplied at Philadelphia prices.

AND POTTSVILLE GENERAL ADVERTISER.

I" I WILL TEACH FOU TO PIERCE THE BOWELS OF THE EARTH, AND BRING OUT FROM THE CAVERNS OF HOUNTAINS, METALS WHICH WILL GIVE STRENGTH TO OUR HANDS AN SUBJECT ALL NATURE TO OUR USE AND PLEASURE -DR. JOHNSON.

WEEKLY BY BENJAMIN BANNAN, POTTSVILLE, SCHUYKILL COUNTY, PA.

VOL. XIX.

SATURDAY MORNING, FEBRUARY 11, 1843.

The following Table exhibits the quantity of Coal shipped from the dif- provements have been multiplied under its auspices and new sources of profi-

Senate of Massachu-etts has passed a bill, providing that Railroad corporaions shall not make any rule discriminating between the accommodation of passengers on account of color, and making it a penal offence in agents, who exclude or assault persons on that account. Instead of consulting the almost universal feeling of the whites in their in

Another item of exultation for Mn. Ritchie. -The new Loco Fo-

stinctive repugnance to an indiscriminate mixture with Africans on all occasions at all seasons, and under all circumstances, the "friends of the South" as Mr. Ritchie claims the Northern Loco Focos to be, have disregarded all those feelings and consulted only those of the blacke! instead of providing separate accommodations for the Negroes, in all respects as good as those provided for their brethren of no ecolor," they have made it imperative upon the directors of Railroads to force the whites into the disgusting and uncomfortable contact and have invited every insolvent black swaggerer that choses, to thrust himsel into the passage cars with the ladies, and families, under all circumstances, no matter how revolting. We eg the Richmond Editor to note this march of lumphlack, among his much tavored brethren of the same principle, and put i duly down in his political Ana N. Y. Courier & Enquirer.

ELEVENTH ANNUAL REPORT,

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

THE period has again arrived, when it becomes the duty of the Board of Trade, to submit their Annual Report to the Coal Mining Association. In the performance of this duty, they propose to review the cost operation of the past sesson, and, in connexion therewith, to present to your consideration, such subjects as may best deserve attention from their intimate relation to the vital interests of the Coal Trade. They regret, that they cannot indulge in congratulations on the results of the operations of the last season, since these have afforded no adequate remuneration to the industrious Collier. On the contrary, owing to the universal depression and embarrassment which has prevailed in every other species of husiness, these results have proved, in ar unprecedented degree, disa-trous. Although, within the limits of our region the truth of this assertion is universally felt, and acknowledged, yet abroad, at erroneus impression seems to prevail among those unacquainted with the pecuar and manifold difficulties, and losses, incident to our recent coal operations

The Governor of Pennsylvania, in his late annual Message to the Legislaare, suggests as an expedient, for increasing the public revenue, the impost tion of a Tax on Coal. Against a project of this description, alike unjust and inexpedient, it is the duty of every friend to equal rights, and equal laws strengly to remonstrate. With due deference to the chief Magistrate, we may assert, that the proposition is fraught, with inequality and injustice, in its cousequences, both to the collier and consumer, and being based on unsound principles of political economy, directly tends to the destruction of the best interests of Pennsylvania. In support of these positions, the clearest evidence may be adduced from fixed principles, and indisputable facts, whilst the reasons which have been urged in favor of this measure, carry no conviction, to unprejudiced minds. The principal ground assumed by the advocates of the measure, is, that the Common wealth has expended large sams of money, in the construction of public works, for the benefit of the coal trade, and therefore, this trade should be singled out, as a special object of taxation, to relieve the pecuniary difficulties of the Commonwealth. Unfortunately, however, for the validity of this argument, the assertion of expenditures, by the Commonwealth, for the benefit of the Coal trade, is without the slightest foundation in truth, so far as the same is applicable to the Schuylkill Coal Region. MILTIONS HAVE BEEN THUS EXPENDED BY INDIVIDUALS, but not a dollar by the Commonwealth. Extensive private and public improvements have been erected in this region. at an immense expenditure of individual capital, but without the slightest pecumary assistance from the public Treasury. By the exclusive efforts of individuni capital and enterprise, those two great public improvements, the Schuylkill Navigation, and Philadelphia and Reading Rail Road, were projected, and which intersect our region for the transportion of our Coal, a single foot con--tructed at the expense of the Commonwealth. Individual enterprise and industry, having thus reclaimed and enriched an extensive district of barren and uncultivated lands, constructing at an immense autlay of private capital all the existing facilities for the developements of its mineral resources, and, instead of deriving large profits from these expenditures, hitherto having only encountered rumons losses, it may be asked, upon what principles of justice or expediency a Coal Fax can be recommended.

The idea anggested, that this tox would fall chiefly upon the consumer a home and in the neighboring States, is quite erroneous. It may be demonstra-Massachusetts, would quietly submit to taxation for the payment of the public debt of Pennsylvania. This principle, which lies at the root of the proposition, is regugnant to every feeling of common honesty, as well as sound policy. Regulations of trade, if these could be constitutionally effected to compel the

glish Coal, to the exclusion of Pennsylvania Coal, would be immediately insisted upon and probably accomplished. As the consumption of Coal throughout the country would be diminished, because hundreds would give a preference to wood as a fuel, over coal, burthened with what they would deem to be unjust taxation, it follows, that the coal trade would sustain a blow from the invariably branded on one head - WETHERILL spirit of resistance and hostility thus sukindled both at home and abroad, that might result in its atter overthrow and prostration.

The selection of the article of coal, as a subject of taxation, would involve a principle of glaring injustice, supposing the tax to fall only upon that class of our citizens interested in the mining and consumption of the article. Equality, requires the same measure of taxation to all classes in similar circumstances: | sive : why then should the payment of an undue proportion of the State debt devolve upon a single class of citizens, interested in the coal district? Why not lay a tex upon some other products of land, or upon all other products of land, which by reason of universal consumption, would produce greater equality of texation? As coal lands are assessed at their full value, they contribute their full quota of taxes with other real estate, and there is surely no good reason why they should pry a greater proportion of taxes then any other lands of simtlar value in this Commonwealth. And, as the Coal trade from its earliest inen this splendid, arry and delightful establish. fancy, has been assailed with numerous pr jects of taxation, the injustice and impolicy of which have been repeatedly exposed and demonstrated, we confide in the wisdom and intelligence of the present Representatives of the people, believing that in imitation of their predecessors, they will stamp the measure with their disapprobation, as at war with the sacred rights of a large and meritorimountain air and water. The Hotel is large, ous class of citizens, and highly detrimental to the true interests of the State.

The amount of Anthracite Coal, sent to market during the past season, will

	Se	at fr	om S	Schuy	kill.			
By the Canal,	1	•		,	491,	602		
" " Reading B	ail Roa	d.		•	49,	290		
, , ,		1.				⁽		540,892
	∮ • 1	1	EHI	GH.				
Manch Chunk,	اله .	-				,	•	163,762
Beaver Meadow,		-	•			•	•	45,422
Hazleton	•	,	•		•	• •	-	31,012
Sugar Louf, &c.,	• .				•		-	31,933
Lackawanna,		-			•		•	205,253
Pine Grove, .			-	•	· • ′		´` •	32,38
Shamokin.	•		•		•	• `		10,000
Wilks barre,	• " •	•	•	•,	•	•	-	47,346
•		-			,			1,108,001
. Add remaining	on ben	d Ist	of A	priļ la	et,	3	Ė	100,000
	-	÷.		•			1	
1		£	,				19	1,208,00
					t.		15	_

the different coal districts, this year, we must deduct the quantity sold along the different lines of improvements, to get accurately at the amount that went forward to shipping markets. Of the Coal sent from this region, there have been 34,619 tons distributed

From the shave amount of 1,108,001 tons of coal, which has been sent from

along the line of Canal and Rail Road. The quantity of Coal that reached Havre-de-Grace from the Pinegrove, Sha-

sale and retail at very low rates. Merchants must have been sold along the lines of those improvements. In the absence of official information, we think, we can set down the quantity sold along the line of the Lehigh and Lackawans improvements, at 75,-000 tons, which added to the quantity stated as being left on the other routes, will make up a total of 152,000 tons of coal, that did not reach Tide Water; market the superiority of our region is now so decided in point of locality, that | Gir OID IRISH WHISKEY.—Just received by and by deducting this from the gross smooth in the preceding table, we shall we fully believe that no other tegion can successfully enter into competition for the preceding table, we shall we fully believe that no other tegion can successfully enter into competition find there are 1,035,922 tons of Anthracite Coal, to supply the demand for the park Brandy, and Bobles's Weesp A. Gin.

December 14.

on the line of the Canal:

The above table is the same as contained in our last Report, with the past years statistics added, with the exception of single difference, viz: the quantity of Coal on hand on first of April, 1841, which was set down in our last table at 50,000 tons; better and more satisfactory information has since

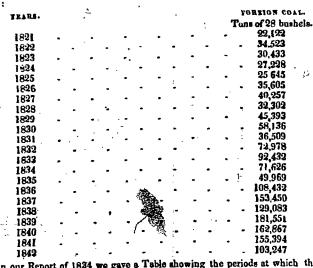
proven the quantity to have been 100,000 tons. In their last Report, your Board indulged in sanguine anticipations of an enire consumption, (during the current year) of the Coal then in market, but owing to the unprecedented warmth of the latter part of the winter, a large exess remained on hand on the first of April last. This circumstance, in connexion with the derangement of trade generally throughout the country, had the effect of keeping down the prices of our Coal so low, that instead of a profit there was generally a loss sustained by mining. Fair remunerating prices would be the result of a proper regulation of the supply. And as an excess is injurious to the Collier, and a deficiency prejudicial to the consumer, it is desirable that both extremes should be avoided.

An excess of supply is the obvious cause of the present depression in prices, and it is mainly attributable to a wild spirit of competition—unregulated by t due regard to the extent of the demand. As freedom of trade, unaffected by combinations, is always most beneficial to the public, we would propose no quantity to the demand would prevent those ruinous fluctuations to price, arising from excess and deficiency, admitted to be so detri nental to the community at large, every individual engaged in the Coal trade should therefore contribute his best exections to produce this desirable end.

Our Navigation was opened and ready for the transportation of coal, at a the 12th of Morch, and from that time up to the period of its close by ice, on the 28th of November, no interruption of business occurred.

There have been 126,554 tons of coal shipped during the past season from become a very important branch of our business. Repeated complaints have ist by those who have the management of the Delaware and Raritan Canal Company's works. It is represented that the Steam Boats in the employ of citizens of other States to pay our debts, would be productive of severe meas- the Company, are very often out of order, which produces detentions and delays. It not unfrequently happens, that in consequence of these Tow Boats As a preliminary step, by the citizens of these States, the repeal of the duty | getting out of order, the canal boats accumulate at Brunswig in such numbers, on the foreign settele, in order to fill their wharves with Nova Scotia and En- that an entire week is lost. Great complaints are also made by the boat captoins on account of the uncertainty connected with the return tow. It frequently happens that boats lose several days after being unloaded, in consequence of the uncertainty and contingencies attending the return tow. It is also represented that the barges of the company ever have a preference over the coal bosts. Now these are evils that should not be permitted to exist, and ought to be speedily corrected. And we refer to them for no other purpose than to direct attention to them on the part of those who are able to correct them, in order that they may apply the proper remedy without delay.

The following official information shows the annual amount of Porcign Coal imported into the United States, from 1831 to 1842, both years inclu-



In our Report of 1834 we gave a Table showing the periods at which the Schuylkill Canal opened and closed from 1826 to 1833. We now continue

WHEN OPENED.		WHEN CLOSED.	NO. DA'S OP'D	REMARKS.		
1834.	March 13.	December 6.	268	Closed	by frost.	
1835.		November 28,	250	Do.	do.	
1836.		December 10,	248	Do.	do.	
	April 1.	Becember 9.	253	Do.	do,	
	March 25.	November 28.	248	Do,	do.	
1839.		November 30.	247	Do.	đo,	
•	March 16.	December 5.	265	Dò.	do.	
1841.	•	December 14.	213	Do.	do.	
	March 10.	November 28.	263	Do.	do.	

In the history of our Region, since the opening of the coal trade, no event has occurred of higher importance to our interests than the completion of the Philadelphia and Reading Rail Road. Since the opening of the Boad, in January last, the work has been in successful operation, employed in the transportation of passengers and merchandise, together with large quantities of coal.-Notwithstanding numerous and perplexing difficulties, and obstacles that have there was an addition of 370 horse power, making in the aggregate 720 horse occurred, ever inseparable from new and extensive undertakings, the business | Po of transportation has thus for fully realized the most sanguine expectations of mokin and Wilkesbarre regions, was 47,267 tons, showing that 42,460 tons | the public. From the beneficial effects already experienced, the numerous and | in important advantages hereafter to be derived through the influence of this new Mil channel of transportation, are evident to the most unreflecting. Additional fa- W cilities in the transportation of our coal to market, as well as the diminution | 8. of the cost thereof have already been realized. With reference to the general | Be

ferent regions from the commencement of the trade, together with the annual table occupation daily developed. Its influence has proved alike beneficial to Hugh Kinaley, increase and consumption and quantity remaining over unsold, and disposed the collier, and consumer, the merchant, and the farmer, the mechanic, and the Miller & Hagge laborer. In short, all classes of society have been benefitted-all therefore Sillyman & Eve are deeply interested in promoting its prosperity.

A liberal spirit in sustaining it, should be manifested in its infancy, as the | S. J. Potts & U most effectual means of insuring its future permanency. Those who have em- | Prior & Jenkins barked their capital in this great work, justly deserve to receive a reward pro- Wynkoop & Be portioned to the magnitude of their enterprise; and it is generally beleved, that | J. J. Blackslee d they are ultimately destined to reap a rich harvest, in the increasing business A. Britton, of the Rail Road. In the mean time, they are entitled to all the aid and encoursement which a liberal minded and intelligent community can bestow. We regret to state, that Anthracite coal as a fuel for the Locomotive Engines on this Rail Road, has not yet been introduced. This introduction on princi-

ples of economy, independently of considerations of public utility, ought long go to have taken place. For the last nine years with the most complete succes Anthracite coal has been used in the Locomotives on the Baltimore and Oh Rail Road. Although in that neighborhood, wood can be purchased at a price much cheaper than in this district of country, yet the preference is given to as thracite coal. This fuel is also about being introduced on the Great Weste Rail Road, which extends from Boston to Albany. The price of coal is least three hundred per cent. higher at those points, than in this region. Wh the Philadelphia and Reading Rail Road Company have hitherto delayed substitute Anthracite coal for wood, in their Locomotives, since its infini superiority has been from long and actual experience tested, and acknowledge we have no means of escertaining, but we would avail ourselves of the prese occasion to suggest to said company, the propriety of adopting it as soon practicable. We think that no stronger reasons need be assigned, than that co is both a cheaper and a better fuel in every respect for this purpose than wou and that the very existence of this Rail Road, probably depends on the incres

ed consumption of coal, and future prosperity of the costagade, in The Company in January last, fixed their rates of transportation on coal as follows: For the first two months of the year, at \$1,50; the next coar months, at \$1,75; and for the five months ending with November, at \$2,00 fer ton; they however did not adhere to those rates, but reduced them in July, to \$1,10 per ton, from Pottaville to Bichmond. This reduction taking place after the bosiness had fairly commenced, caused great confusion in the trade, and to avoid the like difficulty for the future, we would respectfully suggest to the Company hereafter, to fix their rates permanently for the year previous to the commencement of business in the spring,

By information derived from official sources, we learn that the Company has now on hand, nineteen heavy engines, in addition to which twelve have been contracted for with the Locks and Canal Co., at Lowell, to be delivered in the nonths of March, April, and May ensuing. They have likewise Eight engines for light transportation. The number of coal cars on the Road is at present, 1130, capable of carrying 34 tons each. 450 more of the same size have been contracted for, deliverable in March and April next. This force they consider equal to an average daily transportation of 1600 tons. The Company will probably make arrangements to double the track between Pottsgrove and Reading, and increase the number of their wharves at Richmond, from three to seven. Arrangements have also been made by which the number of their care can be increased if found necessary.

Your Board in reviewing the operations of the past season, after due consideration, are fairly impressed with the belief that the prices at which our cost was generally sold, were too low to afford an adequate remuneration to the collier. As such prices yield no fair profit, they must in the end prove ruinous to all concerned in the business.

The advantages of mining extensively in the Winter season, which for seyeral years past has been the practice, have long been of doubtful character. Experience, we think, has clearly proven that the mining of coal can be carried on at much less cost in the summer than in the winter season; since in omornations, is always most nenencial to the public, we would propose no ling, as in the latter, thrown cut on the bank there to lie for weeks or months the former, coal as soon as mined can be sent directly to market, instead of beupon a second handling. We speak of mining coal from breasts. The driving of gangways, air ways, &c., &c., being in the nature of preparations for mining, of course should be carried on in the winter season. This suggestion on the subject of winter operations, is made to the trade, because long experience has established the truth and correctness of this view of the subject, which we much earlier period last spring than usual. The water was let into the canal on have thus presented. And we believe furthermore, that highly beneficial consequences would accrue to the business, if the practice of mining extensively in the winter season were discontinued. Among the principal causes of the low and rumous prices which have prevailed for several years past, we may set down this region direct to New York, in 2243 canal boats. This shows a very large as most influential the large quantities of coal mined in the Winter sesson, and increase over the shipments of the previous year, which only amounted to 78, on hand at the opening of the spring business; consequently if the work during ted, that the principal ultimate effect of such a tax would be, to depress to a 296 tons. This direct trade to New York, has rapidly grown into importance, the winter season were confined to the necessary preparations for the operations still lower point, the wages of labor. Neither the consumer in New York, or and is destined, with proper encouragement on the part of those interested, to of the ensuing summer, the disadvantages of a large stock on hand in the spring, would be obviated. This system which we recommend would equally promote been made by the boatmen during the last season, of many evils suffered to ex- the interests of all concerned in mining operations, as all are alike interested in

fair remunerating prices. The Schuylkill Navigation Company have been making improvements during the past season in their Canal, affording all the facilities within their Control for the business of transportation. In our last Report, we stated that the Company had reduced their toll to 75 cents per ton for the ensuing season; but previously to the commencement of the shipping business, they made a further reduction of 21 cents, thus making the toll 54 cents per ton. This was a highly advantageous measure to the interests of the Trade, and indeed was ndispensably necessary to enable us to compete successfully in the market with the rivalry of other Anthracite Regions. We are bound, therefore, to express our decided approbation of the course recently pursued by the President and Managers of this Company, As our interests are reciprocal, whatever tends to promote the prosperity of the one, cannot fail to have a beneficial inluence on the other.

The Freights on our Canal have been much less fluctuating the past season than usual. We believe they never touched so low a point before, nor has the average ever been lezs. The average Freight to Philadelphia, has been about 80 cents, and to New York, about \$ 2.10 per ton. We are indebted to the labors of the Editor of the Miners' Journal, for the

following very interesting statistical information;

Although we commenced mining Coal for shipment in the Schuylkill Region in 1825, five years later than the Lehigh, there has been 1,080,552 tons more sent to market from this region than from all the other anthracite regions in the States combined. Thus: Total amount of Coal sent to market from the Schuylkill

region since the commencement of the trade, in 1825,

to the close of navigation, December 1842. Ditto from, all other anthracite regions, Excess in favor of Schuylkill region, During the last year also, the Schuylkill region furnished more than one

half the Anthracite Coal sent to market, as the following will show: Schuvlkill Region. All the other Regions,

Excess in favor of the Schuylkill Region, In 1825 the amount of Coal mined in the Schuylkill Region was only 5.306 tons. In 1830 it had increased to 89,984; in 1835, to 335,685 tons; and in 1842, to 540,890 tons. At the same ratio of increase, there will be mined i 1845, over one million of tone; and in 1850, 1,750,000 tons.

The magnitude of this trade well corresponds with the amount of capital invested in the different improvements of the region. Upwards of four million of dollars have been invested in the following manner: 65 miles of incorporated rail roads.

individual 40 do do under ground. 2000 Rail Road Cars. 1500 Drift do.

17 Collieries below water level, with steam engines, pumps, &c. 100 Collieries above water level. 80 Landings, 850 Canal Boats.

900 Boat Horses, &c. There are thirty-one steam engines in the county, including colliery engines, amounting to unwards of one thousand horse notice. Twenty-three of these

engines were manufactured in Schuvikill county. Previous to 1841, the horse power was only 350; during the last two years

met engagen in Manieti	EB.	
	uentity of Coal mined by the follow	wing perso
1842, in the Schaylkill	Coal region :	
ilnes & Haywood	35,589 William Milnes & Co.	23,713
m, & George Payne	23,002 George H. Potts	22,889
Heilner & Son	19,338 Lewton & Haven	17,716
ell & Belton	17,234 Charles Potts,	15,711
idean Bast,	15,077 - Bennett & Taylor,	15,027
eorge Rich.	12,042 Thomas C. Williams	11,096
ha G. Hewes & Co.	10.414 Union Collieries,	10,000
ill & Carmer,	8,991 Myers & Allen,	7,942

Plots H WINTER GOODS.

117. subscribers have just received in action to their homer stock, a supply of Sta, and Pancy Goz, by suitable to the section. Co

Merinos, Flacincie, Clathe, Cassimeres, Merinos, Fischele Ciulia, Cassimeres, Sattinetts, Mornine de Laines, Saxony Clota, Prints, Glovea, Hoisery, of all kinds.
Rienched and Brown Musline, Tickings, Checks, Fancy Hdkist, Laces, Shawls, Vestings, Ginghams, &c., &c.
And have also received a fresh rapply of Groreries, all of which we are prepared to sell at unusually law prices, and would respectfully invited the public generally to give us a call.

he public generally to give us a colla TROUTMAN & SILLYMAN.

OATS! DATS!! OATS!! ANTED a quantity of OATS, at the Store of the authorities, in West Branch Valley for which the market price will be paid, in each, C. B. DE FOREST.

January 21.

	Janua	FV 214	4-01
Sillyman& Nice	7.694	George Thompson & Co.	7,233
Hugh Kinsley,	6,816	Spayd & Luther,	6,615
Miller & Haggerty,	6,405	P. Hodgson,	6,099
Sillyman & Evans,	5 708	L. C Dougherty,	5,535
Charles Lawton,	5 495	G. G. Palmer,	4,987
S. J. Potts & Co.	4 856	James Fr zeimmens	4 637
Prior & Jenkins.	4,2+9	A. Steinberger,	4,167
Wynkoop & Beauv,	4 000.	Wm. & Th. s. J hus,	3,800
J. J. Blackslee & Co.	3,800	Frack & Beitzer,	9,275
A. Britton,	2,801	James Palmer,	2 672
W. Britton.	2,245		101,271
Included in the sundry pa	isons is	the quantity mined and sh	apped by th
Delaware Coal Company.		is Commercial List for the	

NO 7.

vear 1842 .

Mill Crack

Mount Cerbon

Schuylkill Valley

Mine Hill & Schuylkill Haven Railross

Domestic and Foreign Bituminous:

8-	to whom the Coal was com	signed in Pi	itladelphia:	
60.	•	tons.		ton#-
oic	Del. Coal Co.	31,432	H. Safford	14,132
ice	R. Jones & Ca.	22,521.	Repplier & Co.	\$10,01\$
n-	Chas Miller	19,740	S. B. Reeves	: 10'88a
ern	J. & W. Rogers	16,762	Wm. Dewey	10,47
at	E. A. Hathaway & Co.	15,732	Jos. F. Taylor	9.35
Ьy	J. W. Downing	15.095	S. Bradford	8.056
to	B. H. Springer	10 659	J. C. & W. Flanagan	8,344
ite	J. B Blackiston	6,829	T. Haven	9,116
ed,	S. K. Olwine	6,540	Richardson & Parker	2.787
ent	Jecobs & Sinnickson	5.858	W. West Jr.	1,654
85	D. Pearson	5,502	Jos. Keen & Co.	1,332
oal	Wm. Wallace	4.458	John Brick & Co.	1,176
oil,	J. Stodart	3 665	Sun 'ry Persons	58; 386
85-	Jos. E. Howard	3 572	For New York	j 762 186
	J. Murray	3,480	*	•
fol			The following is	he quentity
at	Carl transported over the	J. C. cont E	Lil Roods in Schuvlkill	county in

COAL TRADE OF BOSTON. - We learn by the Boston Atlas, that the quantity of Coal received in Boston for the years 1837, 1838, 1839, 1840, 1841, and 1842, was as follows. The statement includes all kinds of Coal, Anthracite,

95,244

44,865

Foreign.

	Williagin.	Pantiticeries	20.000
,	Coal.	Bitaminous.	Bituminous,
	Tons.	Tona.	Tons,
1837	80,557	. 3,903	50,047
1838	71,364	5,986	31,765
1839	90,485	5,159	39,658
1840	73,847	3,298	42,221
1841	110.938	4,330	47,708
1842	90.276	4,350	84,748
The Anthracite	Cost in 1842,	was received from	the following places :
Philadelphia,			76,604
Roundout	•		8,917
Kingston,	•		2,485
·Havre-de Gra	ce ·	• •	1,561
Other Places			- 709
The Foreign C	oal in 1942, w	as received from th	e following places :
4 m		Tone	Chaldrons,
Liverpool,		2,070	
Newcastle,		7.518	1,288
Hull,		69Q Ł	
Glasgow,		666	
London,		70	· · ·
Sidney.		-	6,780
Picton.		-	10.048
Cumberland		,	156
Halifix		أينست	83
St. John			40
Dorchester,			15
er or otherwick,		٠	4.°
· · · · · · · · · · · · · · · · · · ·	Total	12.014	18,460
COAL TRADE OF	F PROVIDENCE	The following is	the quantity of Anthri

Coal received a	t Provide	nce in 11	e years I	841, and	1842 ;		Tons	
1841	•	-			, -	•	30,270	
1843	•	•	• *	• '	•,	- / 4	89,021	-
		e in 184				,	.8 751	
During the	past sum	ner the	usual pea	cefut cha	racter	of this	region	44

nterrupted by disturbances of an unprecedented nature. Large numbers of operators left their works and assembled together at different points, estensibly for the redress of alledged grievances. Scenes of personal violence and tipmult, marked the proceedings of the rioters at some of our collieries. Agothers threats and menaces were resorted to for the purpose of inducing s: general suspension of employment. By these means the avowed objects of the leading agitators were sought to be accomplished. The result was a temporary suspension of mining operations. This produced no advantage whatever to the operatives, but, in fact, was productive of much injury. The evils of which they complained were still unremoved, whilst they themselves were suffering for want of employment.

There insurrectionary movements were speedily repressed and subdued by the intervention of the strong arm of the law. Arrests followed, and in the end, the laws of the land were triumphantly vindicated by our Courts of Justice. As the right of personal security against lawless violence is one of the main pillars of public liberty, we trust that the day is far distant when this right in the persons of peaceful, unoffending and industrious citizens. can be violated with impunity. The original cause of these out-breaks was represented to be what is generally denominated "the Order system." It was alleged that in some instances where Colliers had promised to pay their Miners in money, orders on stores for Merchandize was substituted. That orders, in many instances, were given on Storekeepers who exacted extravagant prices for their goods. When these things were promised to be remedied by cash 1,080,552 payments, other cause disclosed itself in a demand for higher wages. But whatever was the cause or causes of their proceedings, they were alike illegal and unjustifiable. As we live under a government of laws adequate to the redress of all injuries, affording equal protection to all classes, h gh and low, rich and poor, to which all are bound to yield implicit obedience, we presume no good citizen will justify a resort to terror or violence to redress citlien real or imaginary grievences. Admitting that a few cases of peculiar hards ship existed-that contracts may have been broken-that orders may have been improperly paid out-that storekeepers may have charged extravagant prices, yet none of these circumstances, nor all put toge her, would afford either extenuation or justification. In a free and enlightened country like our own, the remedy for violated contracts, or low wages is never to be found in force or terror-and whenever or wherever there means are attempted, all good citizens, true to the spirit of patriotism and duty, instantly unite their exertions to defeat the objects contemplated, by resisting the perpetrators of violence and asserting the supremacy of the laws. Not the slightest reason exists to suppose that any future occurrence of a signlar nature will ever again disturb the peace of our neighborhood. Perfest tranquility has ever since continued to prevail without the least interruption, All of which is respectfully submitted.

GEO. H. POTTS, President,

AT an Election for Officers of the Coal Mining Association of Schuylk County, held at the Pennsylvania Hall, onthe 4th of February, 1843, the fold owing persons were elected for the ensuing year:

> PRESIDENT. GEORGE H. POTTS. VICE-PRESIDENT. WILLIAM H. MANN, SECRETABIES,

ANDREW RUSSEL, BENJAMIN BANNAN. TREASURER. ANDREW RUSSEL,

FRANCIS B. NICHOLS, GEORGE H. POTTS, CHARLES POTTS. GEORGE C. WYNKOOP. GIDEON G. PALMER, JOHN G. HEWES,