THE MINERS' JOURNAL.

Legislative Proceedings.

Nothing of very great importance has as ye



POTTSVILLE Saturday Morning, Jan. 13, 1844

Our acknowledgements are due to the Hon Alexander Ramsey, and Jacob Hammer, and C. M. Straub, Esqs., for public documents.

PATING OFF THE STATE DEDT .- As this ques tion appears to be attracting attention in all quarters, we submit to our readers a plan for the accomplishment of this all-important subject, from one of our correspondents, which will be found on the first page.

A great deal of other matter intended for this paper has been crowded out by the report of kill Haven road was laid with 1 inch bar iron in the Schuylkill Navigation Company, which, as it 1830, and from that period until the completion contains information of considerable importance to the greater portion of the community around us, we thought advisable to publish.

VAN BUBEN AND THE SOUTH .--- In calmly surveying the political signs of the times, as they are daily brought out in the movements and deliberations of our National Congress, we cannot help remarking the singularly unfavourable position that Van Buren occupies before the people-Judging from actual facts manifested continually it is evident that wherever he has truckled and fawned for the purpose of wriggling himself into the popular bosom, he has failed in his sycophancy. It has been his peculiar fate to have all his sly and disreputable manoeuvreings detected. His double dealing course in relation to the tariff, blowing hot to the south and cold to the north, has, through the incantiousness of some of his adherents, been published to the world; and, cunming as the "Little Fox" generally is, he has nevertheless been so unfortunato in this canvass, as to leave his track around every political roost he has attempted to rob.

His position towards the South has within the last few days assumed a most humiliating aspect in regard to the 21st Rule, and has placed him in an unenviable light before the tribunal of popular estimation. It is well known that he and the friends of his administration have always suppor. teil that rule, voting for it and sustaining it, not from any sterling conviction of right, but for the purpose of enlisting the partialities of the south in that he lived but four hours after the accident .--their favour. What must be the feelings of that party now, when, after having given the country such indubitable evidence of their truckling sycophancy, they see the very men they have courtall coalesce with the old champion, Adams, and advocate the rescinding of that rule ? Will not the check of every sensitive and honourable man in the party blush for the result of such mean trickery. and can the community, with these evidences of double dealing before their eyes, countenance the Schuylkill Region.: election of the original plotter ! In the voice of an awakened people, which is already ringing over our land, we hear the proof that "the Magician has lost his spell." To which add Pinegrove Coal Trade,

THE STATE DEBT .- In another column will be perceived a call upon citizens of all parties friendly to the good credit of the State, to meet and devise some means of rescuing her from the resent degraded position she occupies among the it ily of nations. For our part, we can only restorate what we have formerly expressed, viz : that the only way to release the State from her presossible. ent liabilities is, in the first place to sell the public improvements, and with the proceeds reduce the debt-then levy a tax for the payment of the annual interest, and devote the proceeds arising from the sale of Pennsylvania's share of the Public Lands to the creation of a sinking fund. This is the most certain and, we think, under existing circumstances, the only method of reducing the State debt. We hope to see a full attendance. and to hear a frank interchange of opinion, at the meeting which will be held at the Pennsylvania Hall, on the 20th inst. Somerning New .-- We are gratified to notice a new enterprise which has been commenced in our borough within the last month. A young Welshman, named James Franklin Harriss, has started a loom for the manufacture of flannel and other woolen goods, upon which he can weave cloths of almost any pattern or quality. We called upon him in company with a friend a few days since, at his room in Norwegian street, and was extremely pleased with the evidences which we witnessed of his skill. Among other things, Harriss exhibited to us a medal which had Lord Gest, for he best piece of woven flaunel produced at the annual whibition in Wales. He is in hopes of succeeding in undertaking, and intends, if he finds the proper - couragement, to increase his business so as to include se maninfacture of various other woolen articles. CLAT MINSTREL .- This is a small volume of upwards of 300 pages, published by Thomas Cowperthwaite&Co, New Yors, and edited by J.S.Lit the of Philadelphia. It embraces a large collection of popular Clay songs, original aud selected, prefaced by a written biography, of 147 pages, of 2 Henry Clay. It is a most excellent book and, at the present crisis, ought to be in the hands of overy good whig. - We reccommend it to the attention of the various Clay Clubs, in the county .-A number of copies, have been sent us, and can e procured at this office. MILITARY BALL-The Jackson Hibernia Guards gave a Military and Civic Ball on the night of the 8th inst., which was quite a creditable and enjoyment was maintained until a late hour in the With the arrangements.

MR. ELLET US. RAIL ROADS .- The last Jour nal of the Franklin Institute, contains a long ar been transacted within the walls of the State capitol. ticle, by Charles Ellet, Engineer, purporting to show the cost of transportation on Rail Roads, a- For Clerk, Col. Andrews was elected in the House, and Col. J. McCahen in the Senate. On ong with a mathematical formula, to show the Friday of last week, the Secretary of the Commonpermanency of an iron rail. Among other intances adduced by the writer in proof of his po wealth returned several bills with accompanying vetos, and among them was that on the subject of sition, we find the following :

selling the main line of the public improven " Mine Hill and Schuylkill Haven Rail Road was originally constructed with a flat bar, and six miles in length of the road had been renewed with The election district bill relating chiefly to places for holding elections in particular districts was heavy edge rail, before 400,000 tons had passed also among the number, and the others were of along it. Assuming the value of the flat bar at \$60,00 per ton, or \$1200 per mile, which is below its present value, and that the iron was worn out minor importance. On Saturday fast a resolution was offered in the 400,000 tons, the result will be three mills I Senate to inquire into the alledged defalcation of on per mile. But this road is provided with a the Collector of Tolls at Bancaster, which is redouble track, and the track which was destroyed orted to be from 10 to 15,000 Dollars. was not used by the ascending cars."

Mr. Hughes and Mr. Straub, both from this Now the ingenious author has been most unfor tunate in his quotation, for it is a well known county, introduced simultaneously a joint resolution, one in the Senate and the other in the House, fact in this district, that the Mine Hill & Schuyldeclaring that the existing tariff should not be changed, but that if it was altered, the duty on coal and iron should be increased. of the present new road, at least one million of Mr. Cooper, of Adams, introduced the follow tons were carried over it. We learn in addition ing preamble and resolutions which were read and to this, that the iron when taken off of the road, after having been used for that length of time, nade the order of this week-

sold in many instances for \$75 per ton, and we WHEREAS, The State of Pennsylvania owes WHEREAS, The State of Pennsylvania owes a debt of upwards of \$40,000,000, which is griev-ously embarrassing and burilensome to the people. And whereas, it is the duty of the Legislature, en-joined by the high consideration of vindicating the suspected faith, and restoring the degraded credit are also informed by the Superintendent, that with the exception of a few bars of faulty iron, very little wear could be perceived upon the bars. It s difficult and almost impossible for the uninitiaof the State, and to provide means for the payed reader to understand the reasoning of Mr. Elment of the debt. And whereas, the already em et's formula, the aim of which is, we believe, to barrassed condition of the people, and the common dictates of a sound policy, require that the means of payment should be drawn from sources ove that the Reading Rail Road will not bear the carriage of 800,000 tons on its rail, without being the feast burdensome. And whereas, the sal endered unfit for use. The position is, to say of the Public Improvements of the State, and the the least of it, a bold one; and were we to judge propriation by Congress of so much of the blic Lands of the United States, or the proassisted only by observation and common sense, ceeds thereof, to Pennsylvania, as rightfully belong we should affirm it wholly untenable. bler, would extinguish the State debt, and free

the people from the oppression of taxation. LAMENTABLE AND FATAL ACCIDENT .--- It de-Therefore Resolved, That honor, justice, humanity, as well volves upon us as a painful duty to record the acas what we owe to our character as a people, unite in requiring that the faith of the State, pledged cidental death of a most worthy citizen of Minersville, named John Dietrich, who was killed upor to its creditors at home and abroad, should be the branch Railroad leading to Wynkoop & guaranteed by a speedy provision for the payment f the debt and all arrears of interest. Beatty's collieries at Meckesburgh, on Wednes-Resolved, That the Public Improvements and day afternoon last, at 4 o'clock. Mr. Dietrich had

property of the Commonwealth, embracing canals, railroads, and stocks, should be sold; and that the charge of nine or ten loaded cars and whs taking Committee of Ways and Means be and they are them down the plane, he standing upon one of required to report a bill authorizing the sale the front cars, when a bough of a tree which overf the same. f the same. Resolved, That we recommend to our Senators nd Representatives in Congress to use ther exhung the road, caught him and threw him so that ac fell with his head and arms under the train .-

ertions to produce the passage of a law authorizing When taken up immediately after, he was found the issue of \$200,000,000 of stock, to be distribut to be most horribly crushed and to such a degree ted emanget. the several States, in proportion to their Federal population, and to he payable by the United States out of the proceeds of the sales o Mr. D. was a good citizen, generous hearted, frank, the Public Lands, which lands shall be pledged and manly in his disposition, and his death will be or the redemption of the stock so issued.

seriously regretted by all who know him. The Resolved, That should the proceeds of the sale First Troop Schuylkill county Cavalry, the Miof the Public Lands be insufficient for the redemption of the stock in a reasonable time, that way ersville Artilerists and the Minersville Blues atand means should then be raised by Congress, by ended his funeral which was large and respectable. evying such additional duties on foreign; goods SCHUTLEILL COAL TRADE .-- The following be necessary. s the official quantity of Coal shupped from the

DELEGATE TO THE NATIONAL CONVENTION -A county Convention was held in Lebanon last 447.058 week, at which the following resolutions were 230,237 passed : Resolved. That John C. Sellzer, John Harper 677,295

nd John Bassler, Esgrs., be conferees, to med hose of Dauphin and Schuylkill counties, and ppoint a delegate to represent this Congressional strict, in said Convention.

Making 700,000 tons of Coal shipped from the Resolved, That we recommend the meeting chuylkill County Coal Regions in 1843-and aid conferees to be held on Saturday, the 3d day of Pebruary, 1844, at the public house of Henry notwithstanding this immense trade, all those en-Heilman, in Jonestown: and that we further re gaged in it appear to be growing poorer every year. commend that the conferees appointed by this There is something radically wrong in the busiconvention, urge the name of some suitable peress, which ought to be remedied as speedily as aced on the Den n from thi

tions can be indulged in, as to the final favorable The Staten Island Murder. action of a party thus gathered together. In truth We neglected in our previous numbers to no. there cannot be, as is now very grident, a perfect ice the commission of a most horrid murder upon harmony or unity of action, when the great and the bodies of Mrs. Houseman and child at Port important principles of protection or xo protection Richmond, Staten Island, on Christmas day. The to American interests, is presented for its considerfirst intimation the neighbors had of the deed was ation. One branch of the Loco-foco majority the evidence of fire in the house, when they broke in and found the bodies as the murderer had left the House of Representatives is out foldly and manfully in favor of the most uliral free trade them, with the exception of a slight disfiguration doctrines, while another is favorable is a modified from the effects of the fire. Mrs. H. was the wife adoption of its principles by Congress and a third, of Capt. Geo. Houseman, who was absent from

which is but a very small minority reluctantly home at the time, and as it was known that he give in their adhesion to the protective policy .had left \$1,000 in cash at his house when he left, But ALL, yes! every member of that party, so it was supposed that this knowledge induced the far as I can understand by votes, and individual perpetration of the deed. Many occurrences opinion, is ready and willing, nay, axious ! that which transpired after the murder, tended to affix Congress should take in hand the dissecting knife, suspicion to a sister of Capt. Houseman, mamed and cut into the tariff act of the last Congress, that Polly Bodine, who was rather an abandoneil char-

ra'r !

resuscitator and life-pressure, of the vital energies. acter and co-habited with an apothecary in New York, named Waite. This man was known to of the country. What a glorious contrast to this does the Whig be in great difficulty for want of funds, and it was

party present? Open, bold mngnanimous, in its supposed that this fact induced the wretched wo promulgation of political principles; - the same nan to commit the murder. She was accordingt the North, the Souththe West, -THE SAME ly arrested, and many circumstances transpiring EVERYWIEEE. They as confined to no particuwhich made her guilt the more apparent, she lar meridians, for they erhody a nation's interests, made the following confession. Whether it is

true or not remains to be seen. CONFESSION OF POLLY BODINE. RICHMOND COUNTY JAIL.

I went to New York on Christmas mornin ast, and went to George S. Waite's store. Mr Waite told me that Emiline Houseman and her hild were dead. I asked him who murdered them ind he said they were deail and that was enough. Then he began to find fault because there was not nore money in the house, of the deceased. He hen took the watch, spoons, and jewelry from the oney drawer, and gave them to me, telling me where to pawn them, and what to get for the Ie told me I must get seventy-five dollars for the hibit a more reasonble and moderate spirit. The watch, and named over the amounts which I must Van Buren men om the South have submitted get for each of the other articles. I asked him for resolutions of refriction to the Committee of God's sake to tell me what he had been doing .---Ways and Mean to bring in such a bill as would

He told me to get those things out of his sight as soon as possible, for he felt as though he would die. I asked him again to tell me what he had been doing. He replied that he was sorry it had happened, but he had been drove to it by necessitariff, advocated them before their constituents; while the Loco bcos from the North, have rec ity. He owed me a great deal of money. rocated the favory doing the same thing on th hen made me swear that I never would reveal the part. Thus are they circumstanced ; and the secret, and he promised me that he would take care of me and my children. I then left the house fore, like the mh in the mire, stuck fast, for with the articles for the pawnbroker's, and pawn-ed the watch for thirty-five dollars, the spoons for would like to ve on, but he could not withdr his boot with is foot, and to proceed without three dollars and a half, the gold chain for ty-five dollars, and two dessert spoons and sugar would be implific and unwise. The south ongs for two dollars and a half.

and the northin Loco Foco's have both got their Interest account, I then came back again to Waite's store with the feet in, and tre they must remain, unless, pernoney. Waite then gave me some internet and stay till I told me to go to Greenwich street, and stay till I Waite then gave me some medicine, and chance, it is be the final determination of each faction to pa on bootless, thus signifying their was confined, and to send a girl up that night and let him know how I was getting on. Ho fixed the veil on my face, and swore my mother would readiness which belows to the firm dry soil of country, not know me if she met me in the street. But I political meiple upon which is based the carre-cring spit of American freemen, the very life did not go where he wished me to go I wandered about until night, and then came down to Staten Island. I came over in the boat to Port Richmond and souls a great and growing nation,-a prinwalked up the shore, and staid at my brother-in-law's all night. I went back the next morning to ple that all ENCOURAGE, DEFEND and 'PROTECT the labor, mechanic, farmer, manufacturer and New York, and went to Mr. Waite's. My bro ther-in-law came in and told me about the fire and the murder, and wanted me to come home immenincr diately. Me and my son Albert came over t gether. I gave Albert thirty-five dollars and told ithe him to give it to Mr. Waite. Albert asked me the fir where I got the money, and I told him that it was money I got from my mother, and was saving it for Mr. Waite.

Near Onwiesbune, Jan. 4, 1814.

MR. BENJAMIN BANNAN, Dear Sir ---- Enclosed I send you the state of the Thermometer, as indicated at my residence, in the morning at sun rise, for the past year 1843 If you can find room in your paper to give it an insertion, it may be interesting to some of your a, therefore, I deem it prudent, at least, to bring

Very respectfully,

Highest.

53° 36 39

56 39

Young Mens' Clay Clu

A Meeting of the Young Mens' uy Club

publish the following resolution, fro the min

Average for the year 42°.

Resolved, That the Secretary, be

beautiful painting of Henry Clay

The position of political parti

-Anti-American factions.

Now what must be theninion

ed for their consideration This is not

him to this Association."

16 --- 3

F. B. KAETHER,

of the

ested (

January, February, March,

April, May, June, July,

August

September

December.

October,

pleted this season. The foundation was laid, and he cut-stone walls carried above the level of the pool, in 1841, when its completion was postponed. This is now accomplished in the best manner, overcoming a lift of twelve feet two inches, which ormerly required two locks.

11.--- OF THE TRADE OF THE PAST SEASON. The toll on coal has been retained at the rate of ive mills, or half a cent, per ton per mile, at which was fixed in 1842; and the tolls on most other articles, at the former rates of three and four mills per 1000lbs. per mile,—although some have been ransferred from the higher to the lower class. The highest class, at the rate of six mills, which contained but a small amount of tonnage, has been abolished, and the articles placed in the other lasses, so as to simplify the classification. A miform toll of two cents per mile has been charged on all cupty boats, but no toll on any boat when the cargo which it carried paid a toll of five dollars r upwards. The total tonnage of articles ascending the riv

er, exceeds that of 1842; by ten per cent., in which there is a small increase of merch nd a considerable increase of grain, salt, lumber ind iron. The total tonnage of miscellaneous articles de

cending the river, excluding coal, lime and limetone, exceeds that of last year by thirteen per cent., having increased from 46,392 to 54,425 tons. This increase is mainly in grain, flour, iron, and nails. In lime and limestone descending, there has been a falling off of 15,328 tons, which is owing to a temporary fluctuation in the general declaring but one sentient-Our country! Our amount of trade in those articles. whole country! AND THING BUT OUR COUN-The quantity of coal brought down this seasor

s 447,058 tons-which is nine per cent. less than the trade of last year. This diminution has been In evidence of the fremarks, various have bee caused by diverting a portion of the Schuylkill he propositions sublitted to the House by the coal trade from the natural channel of the naviga-Loco Foco majority for thoroughly revising or tion, and forcing it upon the Reading Railroad; which has been effected to some extent by those modifying the existing tariff law; for which act having the control of that work, by means of a the country is indexed to a Whig Congress, and scale of prices far below what is known upon any on this account mor than for any other, do they other railroad, and which has been repeatedly wish to disturb it. Some of their propositions varied and reduced, for the apparent purpose liverting the coal trade from that canal, have been radical the extreme, while others ex-

Notwithstanding this extraordinary competition the pecuniary results of this year's busines been highly gratifying, and they may be briefly stated as follows :---

Amount of Tolls received in 1843, \$260.724-38 19,070 25 carry out those miciples on that subject of the do Rents, \$279.794 63 Receipts.

cip-	Deduct expenses and interest,	177,57
heir erc-	Surplus,	\$102,22
he	Current expenses for repairs, salaries, and lock-tenders'	·
at it	wages, Expenses completing new lock	\$71,85
icrn	at cross cut.	5,09

\$177,573 46 Expenses and Interest. Leaving a surplus of \$102,221 17, from the business of 1843, after paying expenses and in-terest, and completing the new lock; which is urrender to the mire of party, that

more than six per cent upon the capitol stock of the company. The reduction of tolls upon the Union Candl had increased the tonnage derived from that The income received from rents is \$19,070 25,

eing \$2,070 25 more than the estimate given in the last annual Report; and the company possesses a large amount of valuable water-p ill undisposed of. The whole number of Schuylkill Canal boats in

Theonly legislative act yet consumated b use in 1843, has been about 800,—of which 770 have been registered as passing the Fairmount unch of Congress, is the Bill, refunding to Gen. Andrew Jackson, imposed upon locks. Of these, 278 are covered boats, adapted Judge Hall, for an insolent contempt of which passed the House yesterday, by the strong affirmative vote was 159 olloing strong affirmative vote—yeas 158, miscellancous. The direct trade to New York amounts this

car to 119,972 tons, taken through the Delaward d intended to have penned comments upo and Raritan Canal, consisting of 2045 boat loads, aracter of this debate, pending the passage weraging 50 tons 13 cwt. each. III.----OF THE FINANCES OF THE COMPANY.

bill; and, also, to have alluded in this letter her topics of present interest. But a threaten The present amount of the loans of the Comsevere snow storm is upon us, while I write pany is \$1,791,020. 19; and the annual interest accruing upon them, \$96,533 70. Of the \$300, 000 loan of 1837, \$120,000 have been paid off letter to an abrupt conclusion, that I may

counties through which it passes, and to the people who live along its borders, who have bund in the canal a most valuable home market for their iers, who have for produce. At the same time, it has left the Company without the power of regulating the rates of freight, although they have largely excremed their

right of reducing the tolls. For several years af-ter the canal was opened, the load of a coal boat was about 25 tons, and the time required for a trip from Pottsville to Philadelphia and back, was bout two weeks. A large part of the boats now caris 10 tons;

and the trip is often made in eight days. The in-creasing of the loads, and the shortening of the time, are both important clements in reducing the expense of transportation. The former is mainly lue to the increased depth of water, and the latter o the doubling of the locks, and the improvement of the towing paths. Considerable improve emente have also been made in the construction of the ants.

The load which a boat can carry being equal to the difference between the weight of the boat and the weight of the water which it displaces when loaded, the lighest hoat, other things being equal, can carry the largest load. Many persons inter-ested in the coal trade, having expressed a strong desire, that a boat adapted to the Schuykill Navigation should be built of iron, several stockholders. subscribed to a fund, for the purpose of building such an iron boat, which has be n done by I. P. Morris & Co. of this city; and the bird, which is of good model and very substantial first made a successful trip to the coal region and buck ; but as she has proved to he but little lighter than a good cooden boat of similar dimensions, ther tonnage

is not materially more. Originally a depth of three feet was almed at, in constructing the canals and pools; but it has since been increased to four fect, and, in many places. to much more; but the shallowest, parts must of ourse limit the capacity of the navigation. During the past season, the levels have been kept full, and one boat No. 169, called and "President," came down, drawing 49 inchess of water, and carrying 71 tons, 9 cwt. of coal.

Ind carrying 71 tons, 9 cwt. of coal. In these days of keen competition in the coal rade, it is a matter of great interest the reduce the freights as much as possible, and this inay most easily be effected by increasing the lads. An enlargement of the canals and of the tacks would be attended with great expense, and would require boats of different dimensions from those now in use. The question of accomplishing the same end by a more simple and less expensive process, thus acquires additional importance. It has been found by careful experiments made this season upon boats in use, that mgood boat, 21 17 when drawing 46 inches water, will carry 66 tons; and that every additional half theh displaces one ton of water, or adds one ton to the boat's capacity of carrying. So that when the draws seven inches more, making 53 finches; or 4 56 67 I feet 5 inches, it will garry 14 tons mare making 80

3 06 tons; and, in the same proportion, a draught of 5 3 73 feet 3 inches, will carry 100 tons, which has been 100.023 73 verified by actual experiment with the foat "Wn. P. Cox," No. 472, which, having brough 54 tons of coal to Philadelphia, was loaded too 100 tons, with the above draught of water, and carried her cargo to New York.

Seventy cents per ton is found to her fair price for freight from Pottsville to Philadelphia, with a boat carrying sixty tons and a stendy trade. Suppose the shallow parts of the navigation to be deebened a few inches, and the boat thay enabled to arry eighty tons. This gives an addition of onehird to the tonnage, and reduces the freight per ton, in nearly a corresponding propertion, for the boat requires no more force to managuat. Another advantage is a diminution of the number of lockages, and consequent economy of water for a given amount of freight. The same reasoning will apply to a greater increase of death and tonnage, and it will no doubt ultimately be accomplished; but the mark of 80 tons seems' to be attainable without any large expenditure, and with many of the boats now upon the line; and any increase in the volume of water, in the shallow parts of the canal, will be an advantage to every oat, by diminishing the resistance to its motion. With a view to obtain correct information in reference to the subject of deepening the naviga-

tion, the Managers have directed the line to be examined and sounded throughout its length which is now in progress. In the past season, the whole charge for carry-

and a quarter per ton per mile, and at may be ma-

Let us now compare this charge with the ex-

pense of railway transportation as ascertained from the experience of a series of years in England,

where wages, fuel, and iron are cheap, and where there is intense competition between the different

An eminent English engineer, by whom seve

ral important railways have been constructed.

Charles B. Vignoles, professor of givil engineering

in the London University, has recently given to

"The cost of carrying coals, affery moderate

velocities, on the great colliery railways, is about

one penny (equal to two cents) per ton per mile, which may be divided into the following heads,

" Expense of Transport of Coal."

"The proportion of the weight of the coal to the gross load carried being as 3 to 5." "The ex-

pense of carrying goods on the Liverpool and

Manchester railway, toxen on the average of seven

years' traffic, appears to be about two and a half

This however includes half a petity for the ex-

The general results of English, experience are

thus tabulated; and we may remark, that they a

gree very nearly with the calculations of the cost

of transportation on a number of American Rail-

roads, as given by Mr. Charles Elect, Jr., civil en-

gineer, in his interesting essays on that subject. " Expense of Railway Transport per mile."

"Passengers at Ligh velocities. Hi (or 8 cts) cach. Coal, at very moderate speed 14 (or 2 cts) cer ton. Morchandize, at 15 miles per }

Thus the expense of carrying metchandize at fif-

teen miles per hour, is twice that of coal, at about five miles per hour; half of which difference is due

to the increased velocity. So that to carry coal, at fifteen miles per hour, would cost three half pence.

or three cents, per ton per mile, without including : any thing for interest or profite [See Mr. Vig-nole's sixteenth lecture reprinted in the Journal of

the Franklin Institute for December, 1843.] In another place Mr. Vignoles has discreed that he

thought the proper railway charge should be dou-

ble the cost for working; which, for transportation,

at fifteen miles per hour, would inake the charge

six cents per ton per mile, or nearly five times the

present charge for carrying coal apon the Schuyl-

kill Navigation. The spendthrift and prodigal policy, sometimes

truction of carrying heavy freight at high veloci-

tics and at low prices, less by facthan sufficient to-keep up the business, soon defense its own object,

and come to a speedy end, when the ability to ac-

cumulate indebtedness no longer exists. With the weight of the load, and the face of the speed,

the wear and tear increase in a constantly increa-

chinery and carriages are found to be involved in

pence (could to five cents) per tion per mile."-

sense of collecting and delivering the goods.

Decimals of a penny

.19

.08

.14

2d (or 4 cti) per ton."

1.00 or 2 cts

2.7 .38

the public, the following results :

terially reduced hereafter

coal districts.

viz :

Wagons

Locomotive power

Conducting traffic

taxes

hour,

laintenance of Railway

Per ton of coal per mile :-

General expenses, including local

ing coal upon the Schuylkill Navigation, incluing freight and toll, has been

ALLITARX The National Light Infantry parated in our borough on the morning of the 8th & January. They numbered upwards of thirty hiskets, and we never saw them march or look Liter. This old corps still continues to maintain the high reputation among the military here, which taken as a mass, are inferior to no. other battalin in the State.

The Tung Men's Clay Club have rented room now cupied by the Mechanic's Assofor their yture meetings. The Club will We hoge regulary every Tuesday evening, and "the at adance will always be full. AJOTEL

loctor on the h Vita .- Gen. Hambright, Cola defaulter in the sign adat Lancaster, it is said, is from \$10 to \$20,000.

OF John Strohim; of La cly declined being a condiaster county, has pub for Governor,

h....

We will next week furnish our readers with our nnual coal statistics.

22,800

700,095

Clas._ REDUCTION OF FOLLY-THE Managers of the Aine Hill and Schuylkill Haven Rail Road have educed the toll from 21 cents to 2 cents per ton per mile on the Rail Road, taking effect from the 9th of December last. The reduction will average about five cents per ton-and it is currently reported that Coal has already been offered on the strength of the reduction at ten cents per ton less. Such has always been the case in this region-and if we were certain of a corresponding effect-that

By Canal, By Rail Road,

is, if the price of coal would increase with an increased price of transportation, we would unhesitatingly advocate the latter course, under existing circumstances.

T Messrs. Hughes and Straub, representatives from this county in the Senate and Assembly, have introduced jointly a resolution approving of the present tariff and recommending, in case of any alteration, an increased duty upon coal and iron. uing year. We cannot imagine why the above named gentlemen have seen proper to bring in such a propobeen premuted to him in 1838, by the celebrated sition as we know that the coal operators of this Coleman Fisher. district have never desired or authorized any such John A. Brown movement. They are perfectly satisfied with the Samuel Norris, present duty as being sufficiently high for the in-

crest of the region, and are willing to allow it to remain at its present rate, being convinced that a change either way would not benefit them in the Sightest.

HARDSN'S ILLUMINATED FAMILY BIDLE.-We have received the first number of this beautiful publication, which exceeds in style and magaificence any publication of the kind, which has ever yet been produced. It will us completed in about 50 numbers, at the low price of 25 cents each. Persons who wish to subscribe for this work, would do well to leave their names with us at as early a date as possible, as it is well known that the first impressions from the engravings are always the most perfect.

Srow .- On Thursday afternoon and evening snow fell in our borough to the depth of two of three inches, and early the next morning the jinbrilliant affair. The room was sufficiently lighted, gle of sleigh bells was heard in our streets. A beautifully decorated, and numerously filled. The great many complaints have been launched against the little chap that tends the flood gates aloft, for noming, when the party broke up all well pleased shutting off the supply so soon, as many of our pleasure loving folks had anticipated a fine frolic noon runners.

> ANOTHER REFORM .- The Legislature of Pennsylvania can transact all the business before ther in five weeks. Let the press therefore of all par ties unite in opposing every member for re-elec tion who will not vote for limiting the session to six weeks. This reform, so important to the taxpayers, can be effected on the part of the people and the Press, if followed up.

Rumor, with its thousand tongued minister isserts that some very queer proceedings are about to take, place in this neighborhood shortly; and yet, as is the case with all such insinuations further the deponents say not. Will not some good kind friends who boast enlightenment in the matter, remove the objuscation.

13 Henry Clay was bon. 1777, and will consequently (1777, and wil IT Henry Clay was born on the T2th of April,

cratic Whig electoral ticket of Pennsylvania, for this congressional district. Strong resolutions were passed in favor of Henry

NEW CANAL BOARD .- The Democratic Union states that the new Board of Canal Commissioners convened at the Capitol on Tuesday, and pursuant to the first section of the act of Assembly, they "proceeded to draw from a box, bal. lots numbering one, two and three, which of them shall hold his office one, which two, and which three years." The result is as as follows : William B. Foster, Jr., drew 3 years.

James Clark, . 1 . . Jesse Miller. James Clarke, Esq., was clected President of the Board, and David Mitchell, Jr., of Bradford

ounity, Secretary. evening last. After the usual busis PHILADELPHIA READING AND POTISVILLE Club had been transacted, it was, AILBOAD COMPANY,-At an election for officers of the road held on the 8th of January, 1844. the following gentlemen were chosen for the en-President

JOHN TUCKER. MANAGERS, David E. Wilson, Lewis R. Ashhurst, Matthias S. Richards. of Reading.

Secretary and Treasurer, Samuel Bradford. Mun.-Our streets are literally flooded with nud, reminding one forcibly of the early days o Pottsville, when, as tradition asserts, the ladies neaven bless them ! were forced to wear high Hessian boots, and the gentlemen perambulated round on long stilts -- Miners' Journal. Let us be thankful that our lot has been cas poin dry land.-Reading Gazette. Aye! aye dry enough in all conscience; if it equires thirty-three taverns to quench the Bor-

ugh-thirst. You are all entirely too dry, gentle-21 There i 10 one cause, nor any ten causes com pined, that furnish so many items of horror and crime in our exchanges, as does that of rum drink-

ng.-Richmond Star. Just so, dear Corporal! and now when the glaing and lamentable fact stares you so plainly in the face, why not turn aside from the error of your feelings, of the northern and thern democracy. ways, and thus place before your patrons a practical pursuance of the proper policy.

It is rumored that John C. Calhouri, has written a letter which will soon be published. Those who have heard of its contents, believe that its publication will completely blow up the remaining emnant of Locofocoism in this country.

Sauxa MEETING .--- The friends of F. R. Shunk nave called a meeting at Orwigsburg, on the 22d inst. The call is signed by nearly three hundred persons, among which we recognize a number of eading Locolocos in the county.

The Rev. Dr. Potts, and the Rev. Dr. Wainvright of New York are about engaging in a disussion as to whether there can exist "a church without a Bishop."

On !--- The Madisonian, alias John Jones, has lignified Martin Van Burch with the expressive protection to American ince oubright of "the fat man of Lindenwald."

THE SUR-TRESURY AGAIN .- The Loca Focos have again revived the Sub-Treasury in Con-

It is none other than ply Standing Army Bill will, that "he when t up also. Ce

will myself of this day's carly mail; thus securing more certain transmission of my epistle, by al-L. Are road track, as it stretches itself along, in its mean-4° 925 366 466 455 332 28 28 dering, course, among the high hills, and lofty mountains of Pennsylvania. Mr. SPENCEN's name was yestorday presented to the Senate, as the Presidential nomince to the

vacant seat on the bench of the Supreme Court. I learn from one of the representatives from the State of Georgia, that the vote for member of Congress, at the very recent special election in that State, to supply a vacancy, exhibits an increase, so far as heard from, of the Whig vote over the last, at the election of Mr. Stevens, of over three hundred and fifty ; and, as compared with the last vote for Governor, nearly fifteen hundred was held at the house of Daniel Hill. Tuesday gain on the part of the Whizs.

their various pursuits

Thus much for the onward march of sound Whig principles ! ! . M.

REPORT

Of the President and Managers of the Schuylkill Navigation Company, to the Stockholders, "Resolved, That the thanks of this (), be heart January 1, 1844. ily tendered to Benjamin Bannan Sq., for The President and Managers of the Schuylkill sented b Navigation Company, respectfully submit to the Stockholders their annual Report for the year

1843, which has just ended. The unusual lateness of the Spring prevented Sect'y e opening of the Navigation until the tenth of April; after which it continued uninterrupted and From Our Washington Cresponder excellent order until closed, in December, for WASHINGTON, Janey 9, 1844. he winter. The supply of water has been good, as relates t endering unnecessary a resort to the ample store ational questions of interest angolicy, is now ontained in the reservoirs. 1.-OF THE STATE OF THE WORKS.

laily becoming more clearly define in the House of Representatives. That of the Vhig party, is The works generally ara in good order ; and the repairs required this winter are not heavy Throughout the line of 108 miles, from Port Car trust, well known and undepod, therefore, when allusion is thus made, parallar reference is bon to Philadelphia, the works are much more substantial than formerly, having been greatly imhad to the right and left wing of so called democratic party ; the Van Buren soco Foco barnproved and strengthened within the last few years, while the canal banks have attained great solidity burners or old hunkers, and the alhoun freetrade by time.-The wooden portions of the mechanica The Van Buren politicians, the South, and tructures are the principal causes of expense for

those of the same school at theorth, have stren-The new Dam recently erected at Fairmoun nously advocated the claims of vir Chief to the under the authority and at the expense of the city corporation, to replace the old one, which had support and confidence, of the ople of these restood for twenty-two years and had become very leaky, is an excellent piece of work, and relieves spective sections of the countryon principles adverse to cach other, but pecul to the sectional the Company's navigation, for more than five miles, from the injury caused by the defective and

unken condition of the old dam. That pool has been the most defective part of While at the NONTH the provide policy is adrocated, at the sourn free the is openly avowthe line, and has been the cause of more trouble ed and proclaimed. Not ordere the wire puland expense to the boatmen than any other. As the water could not be drawn down to deepen the ers thus at work, but the mer spirit of this pochannel, the construction of coffer dams has been required, and in former years several portions of the pool have been thus improved, so is to give a itical checanery, this party inagement, is busy also addressing confidential ters to his leading depth of five and a half feet when the river is at courtesans professing sentinits adupted to the s ordinary stage. During the past season, shalveridian for which they intended to have low places, amounting in the aggregate to the length of 2288 feet, have been thus deepened ; and an in fluence. Mr. Van Bui's late letter, which epened; and is believed that the boatmen will liereafter be was thoughtlessly brought light through the able to pass through this pool with the same facili Richmond Enquirer, in whi he pledged himself ty as the rest of the line. against the protective policiand on this avowal

Most of the dams on the lower part of the was carnestly sustained by a venerable editor of Schuylkill, where the river is large, have been rebuilt by the Company within a few years, in the ring the past season than ever before. The wa-most substantial manner, and so as a give an in- ters of the river, which nature constantly renews that paper, may be piled ainst others to his orthern allies; on the streth of which, at the creased Lepth of water. During the past season ame time, the conductors the press, in his intorest, at that section of the country, were advoit has been the policy of the managers to maintain the works in the most efficient state at as small cating his claims, on the ait of his known and an expense as the length and importance of me hanical work upon it would permit; and they acknowledged sentiments, Support of incidental think they have succeeded to a gratifying exten as the great reduction, amounting to \$31,064 42; in the annual current expenses for repairs, salaries,

and lock-tenders' wages, will indicate ;--which has been effected without impairing the efficiency en, when such a conditie of things is presenof the police of the line, or the means for the rapid atter of fect, so plain, passage of the boats. The new out-let lock at the cross at. fourteen

ence. This has made it of great importance to miles from the head of the works, has been com-

year, an the first of January, 1854. It has been the fortune of this great work, from lowing one day's grace for the clearing of the rail its commencement to the present time, to meet occasionally with obstructions and difficulties, call ing for patient fortitude on the part of the Stock-

During the last two years, the state of the trade the general prostration of credit and confidence, together with an extraordinary competition, occuring at a period when loans were falling due, which under ordinary circumstances could have been ea sily renewed, have obliged the Board to apply the revenue of the Company (diminished by the re-duction of toll.) to the payment of debt; and thus he two years have necessarily passed without lividend, though the income afforded an annua urplus of more than six per cent. There could e no hesitation about the obligation so to apply the revenue. The debt due was a demand of in tice, to be paid to the utmost extent of the Con pany's means. The Stockholders have borne this rivation with their usual firmness ; and the profts which have been disbursed by the Company, since the first of January, 1841, besides paying all current charges and interest, and \$106,089 71

for new work, damages, and real estate have re duced the permanent debts of the Company \$321,159 03, and the annual interest \$17, 262 30. Thus, in 1841, the permanent \$2,112,176,22 debt was Now it is only, \$1,791.020 19

\$321,156 03 Difference n Sept'r and Dec'r, 1841, the interest payable was equal \$113,796 05 to, per annum.

Difference, \$17.262 30 Each share of stock has therefore been relieved from a debt to the amount of \$9 64, and is inrinsically worth \$9 64 more Gian it would have been if such payment had not been made; and the saving in the annual interest is equal to more

than one per cent. per annum upon the whole apital stock. By reducing at the same time, the current exenses, these two items, (interest and expenses,) formerly amounting to \$224,596 a year, are now when the accounts are similarly stated, but \$172.-

If the revenue of the year 1844 should be equal to that of 1843, and the same system be pursued, there will be a further reduction of the permanent debt, so that the capital stock and debt will be nade nearly equal, and will amount together a bout \$3.350.000, and the annual interest will b further reduced. Whether or not this course will be the most expedient, must depend upon future circumstances. If it should not, still there will be an annual appropriation to a sinking fund, for the

ayment of a debt, sufficient to extinguish the vhole of it in a reasonable time,-an end which ought steadily to be kept in view. A loan of \$153,887 19, at six per cent. will be

ome due on the first of December, 1844 ; and a loan of \$141,100, at five per cent. on the first of January, 1845; and an ordinance has been pre-pared, and will be submitted to the Stockholders, give to the Board of Managers the necessary ower to provide for these loans.

IV.-OF THE CAPACITY OF NAVIGATION. The total tonnage transported upon the Schuy

a common destruction. Though this conclusion kill Navigation since it was first opened for pub-lic the, is nearly equal to eight millions of tons may not at first be strikingly apparent, it is just as certain as the effect of over-exertion and high and the line has been in better working order duexcitement upon the human constitution. and much more speedy in its result; for a railroad uno not perish in the using, like artificial roads. In 1841, in 29 weeks, the canal carried 737. 517 tons, which, for the usual season of 35 week yould be equal to 890,196 tons. And this is far below the capacity of the existing navigation, the present practical limit of which may be estimated at about a million and a half of tons descending

and which may easily be much increased. The work is a public highway ; the boats upo it belonging to individuals; and any one, on paying very moderate talks and conforming to a fen nple regulations, is entitled to use it, at all times, and in such way, as may best suit his conven

aine trada of the standard in a sourcil

like the human frame, has nothing recuperative. in its nature. Nearly one half of the Schugzkill Navigution is constructed in the river, deepend and improved by art, and the gentle current being in the direction of the heavy descending usile greatly facilitates its transportation: so that the river may be considered as a moving road, the surface of which constantly renewed by the hegaty of Providence,

in sending the early and the latter rain. It is usual for eminent success to induce at-tompts at penpetition, and a period of the second