THE MINERS' JOURNAL.

POTTSVILLE

Saturday Morning, Feb. 10. 1844.

r amendment.

The proceedings of the Conferec Meeting will be found on the first page. James II. Campbell, Esq. of Schuylkill, has been selected as the eadings. National Delegate, and John Killinger, of Lebanon, as Presidential Elector.

MECHANIC'S INSPITUT .- We would call, the othing. attention of our citizens to the advertised lectures of this Association, which will be found in another column, and would seriously advise them to aid by their subscriptions and attendance in relieving this any portion of the community. excellent Institute from their present financial embarrassment. Two lectures have already been deerne, offered a preamble and resolution stating livered, one by Mr. Chas. W. Pitman, on "Methat as the permanent debt of the Commonwealth chanics," and the other by John K. Clement, Esq., mounts to \$40,000,000 and as the taxable propon "Education." We regretted exceedingly that erty within the State would amount to \$500,000, unavoidable engagements prevented our attendance 000, therefore, upon both occasions, as from the known talents of

the lecturers and the representations of those who were present, we feel confident that we have lost a valuable treat. The third lecture of the series will be delivered by Horace Smith, Esq., on Monday evening next. Mr. S. has chosen an admirable theme for his subject, viz : "The Durability of ner as will enable each citizen to pay his due pro Republics," and we anticipate a masterly effort on portion of the public debt, and receive a final dis charge therefrom the occasion.

JOHN C. CALHOUN.-This gentleman has written a long letter to his political friends and supporters in which he clearly and definitely ex* poses his position in relation to the Locofoco party. He objects to the proposed Locofoco Convention in Baltimore as irregular and unfair, and insists upon it, that the delegates ought to be appointed. from Districts and vote per capite. This address iourned. is a virtual withdrawal from the canvass, and closes with his bitter, and unrelenting animosity to protection, as well as his adhering tenacity to the ruinous principles of Free trade, and avows his determination to oppose any candidate who is in favor of protection or whose prominent friends and supporters are.

Daniel Webster intends going: The Philadelphia Inquirer evinces a desire to learn the different opinions of the country press in regard to the projected sale of the Public Works. We have alluded to the matter before, and we now repeat, that in our opinion the Public Works great questions, now most interesting to the counshould be sold and the debt reduced with the proceeds; we are then in favor of a tax for the pay. ment of the annual interest, and would have the amount due to Pennsylvania for her share of the proceeds arising from the sale of the Public Lands, devoted to the creation of a sinking fund. Until this is done we are opposed to any further tax.

ST. VALENTINE'S DAY .-- Wednesday next, to the good of the country. the 14th inst., is St. Valentino's day, and as antiouity has sanctioned among mortals as well as birds, the choosing of mates upon that day, we advise all our young readers, male and female, not to neglect the custom. Make your choice sincerely -notify the favored object of it, and, (it is somewhere said that) the blessing of the good old Saint will attend you throughout the year.

BRITISH INSOLENCE .- The New Orleans pa-

LEGISLATIVE. contains a letter from Col. R. M. Johnson, which February 2d .-- A number of unimportant bills sets at rest the question whether that gentleman vere introduced in the Senate to-day, among which will serve as a candidate for the Vice Presidency. as the bill from the House for removing the seat We copy the closing paragraph: of Justice of Columbia county?from Danville to "In the mean time, let every one be fully pur-Bloomsburg, which passed the committee of the suaded in his own mind, and act accordingly; and

whole, and was referred to the Judiciary committee no cause of complaint can exist with any, or against any. I wish, of course, to give no cause of offence to my friends, whether they prefer me In the House, the local election district bill, ontaining sections referring to township elections for the first office or the second. I hope they will readily yield up their preferences to a majority in

n nearly every county in the State, consumed more the convention, no matter how adverse to their than an hour of the session, and passed three views or wishes. I shall pursue this course, and exhort every friend I have to do likewise, in order preserve harmony and secure the united effort A rather spirited discussion sprung up in relaof the party. I repeat, between my friends my tion to the sale of the Public Works, which after position is that of neutrality, until the convention

being maintained at some length ended as usual in shall act and dispose of me; in the meantime, I am in the hands of the people. Should it be the plea-sure of the Convention to nominate mo for the Feb. 3 .- The movements in both Senate first office, I should accept the honor with gratitude House for this day possess no interest for our readand reluctance. I should accept of the second with thanks and with pleasure; and am willing ers, and in fact were of very little importance to to take my position among the rank and file, if such be the pleasure of the convention, without a mur-

Feb. 5th .--- In the Senate, Mr. Kidder of Lu-Wherever I may be placed, I shall try to mur. animate my associates to do what I consider our duty to our country ; and, having thus discharged it, according to our consciences, we will hope for victory. R. M. JOHNSON. ictory. January 28th, 1841.

MR. CLAT .- The following letter from Mr. Resolved, That the Committee on Finance be Clay to a Committee of Montgomery, Alab. will instructed to enquire into the expediency of reporting a bill apportioning the Public Debt upon afford his friends some information with regard to; the taxable property within the State, and provide

his route : a method of assessment that shall serve more fully to equalize the value of property in the different NEW OBLEANS, Jan. 6th. 1844. counties of the Commonwealth, in such a man Gentlemen :- I have received here your friendly tter, inquiring the time of my arrival in Montomery, in my route to the Southern Atlantic states; and I take great pleasure in communicaing the desired information, as far as practicable.

A debate upon the resolution sprung- up, it I purpose leaving this city towards the 25th of which a number of the members took part, when Chruary for Mobile, where I shall remain a few

the subject was on motion postponed. I wish to take my departure from that city days. In the House, nothing of importance transpired the 1st. 2d or 3d of March, according to circum stances. You can judge better than I the requisexcept the discussion, to crect the new county of ite time to make the voyage to Montgomery. Carroll out of parts of Washington, Alleghany, shall be most happy tomeet and exchange friendly Armstrong and Westmoreland. This bill got salutations, in that city, with any of my fellow citthrough a second reading when the House ad- izens who may be desirous of seeing me. I am, with great respect,

has just been detected at the port. The goods of the letter, which sufficiently indicates where "It is now more than thirty years since you and

your fellow citizens of New Hampshire, assigned number of packages soized was about forty-fiveme a part in political affairs. My public conduct since that period is known. My opinions on the thirty-nine on bhard the Oxford and six on the Moniczuma-the total value of all being about try, are known. The constitutional principles which I have endeavored to maintain, are also \$5000.

now not likely to be materially changed, should t was proved that the goods were smuggled with commend me to further marks of public regard out the connivance of the Captain, they will not and confidence, I should not withhold myself from be confiscated. ompliance with the general will. But I have no

> From Our Washington Correspondent WASHINGTON, February 8. 1844.

What is Congress doing 1--is a question, it is fair to presume, daily asked by the people of the country. The answer is, nothing for the coun-try, EVENY THING FOR FARTY. The third month of the session is now entered upon, and the De-It is obvious, gentlemen, that at the present mo nocracy of the lower House, who were before the election, and are still so prodigal of their professions

> by leaving the national concerns and private inresta to take care of themselves. Great was the outery raised against the last

in general, the same principles, and the same ques-Congress for negligence of the public weal; and tions, as belonged to that of 1840. The cause, I conceive, to be the true cause of the country, its, there a set of men brought together under the conpermanent prosperity, and all its great interests the cause of its peace, and its honor; the cause of tion and integrity of the Constitution, and none should despair of its success.

Cor. R. M. Jourson .- The Globe of Monday | ginia, and the South. So very marked a difference in the character of the Locofoco vote has there een, since the publication of Mr. Calhoun's .nan ifesta, on the subject of the reception of petitions that the Southern gentlemen in Congress are taking courage, and it is now determined that the pendng motion to re-commit the report shall be with-

irawn, and the House brought to a direct vote, on the adoption of the report, as soon as possible. Let he democracy understand, clearly and distinctly, that the professions of their Locofoco politiciar on any important question, are as worthless as the traitor's bond of fidelity-for the policy of party action dissipate them with the change of every political breeze. The 21st rule will nor be rescinded Mark that ; and mark those who first opposed and who may be found recorded among the finally defend it.

The probability is that Chancellor Walworth will be nominated to the Senate for the vacant seat on the Supreme Bench, as he is known to have nended to the Accident by the almost en rec f not quite, unanimous voice of the Locofoco rep sentation in Congress from the State of N. York t is a Locofoco move, in order to promote Justice Jowan, of the Supreme Court of that State, to the Uhancellorship, that room may be made for some desperate partizan to receive his reward. It has now reached that deg.ading point where the Ju-dicial ermine is to be solled by holding forth a seat on the Bench as an object of political preferment and ambition. Alas! alas! for the future fame of the Judiciary, that bulwark of our national glory, when among the corruptions of a military despo

sm, Gen. Jackson established the precedent of placing the scales of Justice into the hands of poitical partizans, as a reward for doing the behests of party. God grant that a redceming spirit may be pervading the land, and that nobler impulses, pore honorable aspirations, and purer purposes

may supplant and root out the present rank growth of corrupt morals, corrupt politics, and corrupt oliticians. The Report on Elections is under discussion

to-day in the House, to the exclusion of all other business; and Mr. Woodbury is addressing the Senate in answer to Mr. Evans, who concluded esterday an able speech in defence of the Whig Fariff Policy.

[COMMUNICATED.] WEAR AND TEAR OF RAIL ROAD IRON.

In consequence of some recent publications by ransportation on rail roads, the subject of the wear of rail road iron has excited some interest ind enquiry, and a spirited controversy has sprung ip between the advocates of canals versus railroads has again been warmly discussed. With this branch of the controversy I shall not at present meddle-but leave the champions to fight it out among themselves.

To no district of the country is, the subject of the wear of rail road iron of greater importance life than to this; for whatever may be the fate of the Reading rail road-whether it prosper or perishwe must have railroads here, and good ones if they are to be had, for the great bulk of the large tonhage of the Schuylkill Navigation and the Read-Ing railroad, to which Mr. Ellet so frequently alludes, must first be rolled over our railroads.

The result at which Mr. Ellet arrives is that he common two inch by half inch fist bar laid on wood will be worn out by the passage over it of 150,000 tons of freight drawn by locomotives, and of 400,000 tons drawn by horse power; and that he common T rail will be worn out with someinterence from which is that the flat bar would be P. 414. the cheapest,

After observing that the rails of the Reading road are by cominon consent acknowledged to be good and by many considered unecceptionable, he ly and economically managed; and the coall cars proceeds to affirm that before 800,000 tons of coal do not pass over the main line, and then circulate

sist the pressure and wear of 3 or even 5 ton waggons. Certainly not. Whenever engineers, superintendants and dir prs of rail roads, shall be willing to depend less on algebraic formula, founded on uncertain data nd be guided more by the dictates of common sense and common experience, we shall not see them putting T rails on a road to bear the pressure of 15 ton engines, where the greatest pressure mus come on the weakest and most unsupported part of the rail, and then crying out that iron is too weak in substance to bear such a pressure; but we

S: LEWIS.

From the Public Ledger.

RATLBOADS AND CANALS .- Reply to Anthraz. -My object in reply to the first publication of doubtless the best within his reach, for the unjus-"Anthrax" was to administer a well merited re-unable intimation that the Reading road might buke for the indelicate and unceremonious introduction of the name of a gentleman, with whom I was sure he had no personal acquaintance, into the columns of a newspaper; and to reprove that dis-position for meddling in the discussion of practical uestions which he has not studied, and which equently are not within the range of his obser-

vation and experience. He chose also to make an inaccurate and un tifiable comparison of the respective merits of the Reading and Stockton and Darlington Railways ; with the design, apparently of adding the weight o his influence as a writer in the extension of an er ror which had previously been circulated with great industry by the adherents of the Reading Railroad Company.

Regarding his remarks as very innocent in de sign, he affects astonishment that they should have called for such prompt and decided refutation.

That they were innoxious is most certain; but I er may be the intention, of which the effect is to

encourage and prolong a public delusion.

I have no time to follow Anthrax through his special pleading, or discuss ingenious collateral issues and new propositions. The Reading Raillative estimates; my present business is with facts and facts only. I have therefore first to try the issue which now exists between Anthrax and myself, in regard to the length and cost of the Stock- for their adoption. Now, why did it require forty h on such subjects, but I have never published a line which I did not believe to be strictly

true in word and sense, and I shall not now, over an anonymous title, depart from the rule of my fe: First then, what is the length, and what the cost in the contract of s1,640,854 of the Stockton and Darlington Road ? The following quotations are from Wishaw's obtained by him, during his tour, from S. Bernard, Esq., an officer of the Stockton and Darlington Company. I quote, in evidence of the correctness

assertions, the following passages : of my assertions, the following passages: "The capital in shares is altogether £ 150,000 and the whole amount raised by loan £ 100,000.' On this authority I stated the cost of the work to be, in round numbers, \$1,200,000. Anthrax boldly charges me with error, with stating 'not one word of truth, and puts the cost at \$4,700,000, The author proceeds to describe the line, and the length of its branches, remarking in conclusion, thing less freight passing over it in proportion to 'Thus, the aggregate length of the main l'ne the weight, and therefore the cost of it. The plain and branches is 38,129-1000 miles.' Wishaw, This is in conformity with my previous state-

ments; and this is my authority for what I stated. The facts are confirmed by the 5th and 6th vol. of the Railway Magazine, and by other writers. The Stockton and Darlington Road is prudent-

have paised down and the empty cars have been through all the branches, as intimated by Anthrax, surners of reducing the annares

Reading Company send theirs over 94 miles of iron, which costs \$60 per ton. It is also true, that fuel on the Reading road whom I confoss I am not one,) that the cost costs four times as much for equal duty as it does to be, under his management, but 40 cents i turn out a man who can do the business And if we now compare the investment of

\$9,000,000, which has been ventured by the Reading Company, with the \$1,200,000 invested by the Stockton and Darlington Company, we will, I trust, be able to recognize the difference between their respective chances for eminent suc-But I will not be unjust even to Anthrax. He

shall see them better proportioning the means to has not pretended to account for the missing the end, by giving the rail such a form that the funds, and he does not pretend to assume-"he point of greatest pressure shall be supported by a never pretchded to assume—that this particular work (the Reading Railroad) will pay" indeed, solid bar of iron set on edge. revealed it." No, nor, in fact did I; though

when I saw the stock adrancing, I strongly apprecended some curious revelations. I leave Anthrax with this excuse, which was

tifiable intimation that the Reading road might pay, because the Stockton and Darlington road is known to pay. There are now more serious sub-jects for his reflection. He presented himself magnanimously as the voluntary champion of the Reading Railroad Company, and ho is bound in honor to carry them through, or drop hem as un

vorrhy of his aid. I put to him some plain questions, which he lid not attempt to answer, and waived them with half-expressed and half-implied indignation, that reflections should be made on the "honor of the Board of Directors" of that institution.

It is far from my intention now to make reflecion upon the integrity or purity of any centlemen. I know the value of private character, and respec it; I assail no man and no set of men. But have asked some important questions; which I new repeat, and to which the public, I know, will demand a straight-forward and satisfactory answer, through " Anthrax," who speaks semi-officially of cannot recognise anything as innocent, whatev- the acts of this Board, or through some other au

thorized channel. Why were the accounts of the month of De cember suppressed ? The want of no time is no available excuse. The Schuylkill Navigation Di rectors met their stockholders, on the morning of road Company, may now commence proving, the lot of January; and their solution report of all expen-through his aid, that they can carry coal at \$1 50 ses and receipts, of all the affairs of the Company Mr. C. Ellet, Jr., Civil Engineer, on the cost of per ton, instead of 40 cents, if they think that their up to the night of the 31 December, was full interest will be promoted by moderating their pre-tensions. I have nothing to do with these specu-fiscal year likewise terminates on the 30th December. The stockholders-fifteen of them only -came together on the 9th of January, when an eleven month's report was presented to them

> and the speed maintained upon it. I have write is it not a fact that this report was twice printed before it could be fairly adjusted for the inspection of the public eye ?.

Again, Mr. Anthrax. I reminded you, in my previous article, that the Reading Railroad Com

in the space of eleven months. I asked you, also as the apologist and advocate of this corporation Work "on the Railways of Great Britain," pub- to show me, from the printed report, or any other osition has been lished in 1840. The facts which he presents were authentic document, what dis made of all this money. You have passed the question by, as one of those things which it would be most prudent not to submit to the ordeal of a

ewspaper exposition. But it is not to be passed by. The question shall not be waived; you cannot waive it; the Company shall not waive it; but a strict account of this money must be given; or Truth has lost its weight, and public opinion its

The Reading Railroad Company are now trans porting coal at half the admitted actual cost, interest aside, on those roads in the world on which the actual cost is least. They are carrying coals at a daily loss, without any reference to the ques-tion of interest, and without making any provision

whatever for the depreciation of their vast establishment. Now, sir, what is this for ? Men do not usually engage in such business for nothing and we have seen enough of corporate financier ing on this square mile of ground, to be able to form a pretty certain conjecture of the motive,

000 for

200.000.

the motive be not satisfactorily explained. I request you to follow me a little further. , by the cleven month's report, that dur

It is also a fact, that the Stockton and Darling-on Company, send their coal över but about 25 at a dollar and a half per ion. But pray, who appoint Mr. Archibald t Why turn out the present worthy superintendent? When he has shown to the satisfaction of all who understand him, for whom I confess I am not one,) that the cost is to turn out a man who can do the business for 40

cents to put in one who, it is understund in all vance, will make it cost \$1 50. Mr. Archibald, you think, could make the work pay the interest on a "fair cash valuation." Now, if I may presume to ask, what, in your of pinion, is a fair cash caluation for a milway that pinion, is a fair cash tanuncon is for \$1 per ton, must carry coal ninety-four miles for \$1 per ton,

when you recollect that the lowest limit of actual expenditure that has ever been reached, in coun ies were materials and labor are comparatively cheap, is two cents per ton per mile ? What is a fair cash valuation of a railroad that must live, if it live at all, by carrying coal at a this of one cent per ton per mile? According to your representation, the Stockton and Darlington your representation, the Stockton and Darlington Road adopts that system, and makes 15 per cent

clear. What then may not this road do, aided as it is by very able financiering ! Would the estimate published by the board in 1838 as "very moderate," a dividend of 20 per cent: on a capital of five millions, meet your views? another speculation on this head. Let us have We can bear sreat deal of humbugging still. are used FACTS. to it. 11

T We received the following verses from an nknown correspondent, with a request to publish them in the Journal of Feb. 3d. A press of matter, along with several deferred articles, prevented us from complying will the desire at that time:

A PLACE OF REST. Weep not fliou heavenward pilgrim here, whose toilsome way, The gloom of many a care is thrown, wher er thy feet may stray; Within whose heart some tender pulse must cells unto pain, When tried by this relentless world, where every When tried by this releates world, where every dream is vain— Weep not, though o'er the living glow of Pleasure's brightest wreath Pate's swith and frequent tempests leave the cloudy For endless raptures shall be thine in mansions of the

Where the wicked cease from troubling, and the weary are at rest."

Thou must bend unto the chastener, and see the deeply The pure and beautiful of earth by early death removed; Thou must mark on many a blighted check, the hostic mildew cling. Thou must bend beneath Time's shadowy form, when snows are on the wing; 'Till the peace which passeth knowledge is garneret m thy seul, Till the silver chord is broken, and crushed the golden bowl 1 'Till the foright and glorious streets above are brighty feet imprest, "Where the wicked cease from troubling, and the weary are at rest,"

How many flowers will rise and blogm, a flood of

sweets to pour Across the mazes of thy way, which earth cantion restore; How many fond eyes, full of love, will in the grave be hid-How will the dark and heavy pall press on each folded lid ! Thou must pile the graves, remorseless clod, on many

And lift the serenade of death benca h the express bough:-'Till with a pule and deluged check, and with a yzam-ing breast. Thou will mermur for a Spirit's wing to bear threunto

et Life is but a season, and thy trials soon are past and then upon the empyreal air, thy spirit where casi to the bonds of earth will sunder, and thine earwill drink the sone That floats the vernal pastures, and the crystal waves along; alorg ; Thou wilt join the lost and lovely--who have gone be-fore to God,

Where the wicked ccase from troubling, and fit \$52. ny are at rest. 8. N.+++++

flarricd.

On Tuesday evening last, by the Rev. Mr. Bucks, Mr ADRAMAM MIESSE, to Miss RACHEL DIENER, both of

MECHANICS' INSTITUTE. The second Lecture before the Mechanics' Asociation took place on Tuesday Lye

Your friend and ob't serv't. HENRY CLAY. Suprating .- The New York Courier of Feb 7th, has the particulars of a late smuggling which

were a part of the cargoes of the Packet ships Montezuma and Oxford. The mate of the Oxford was the active planner of the movement and has since been held to heavy bail for his appearance. The

known. If these principles and these opinions Both vessels were seized by the Collector, but as

retensions of my own to bring forward, and true that no friends of mine would at any time use my name for the purpose of proventing harmony among

those, whose general political opinions concur, or for any cause whatever, but a conscientious regard

ment the tendency of opinion among those to be represented in the Convention is generally and strongly set in another direction. I think it inv duty, therefore, under existing circumstances, to of regard for the dear people, have been more than squandering their time, and filching their per diem, of eight dollars from the public Treasury, request those, who may feel a preference for me, not to indulge in that preference, nor oppose any obstacle to the leading wishes of political friends or to united and cordial efforts for the accomplishment of those wishes.

The election of the next autumn must involve

DANIEL WEDSTER .- This great statesman lins written a letter in reply to the request of two hundred citizens of New Hampshire, asking permis sion to use his name as a candidate for the Presidency. The following is the concluding portion

state that the brig John M. Clayton, which arrived there from Barbadoes on the 19th of January, was chased and fired into three times hy a British war schooner, and afterwards boarded and good government, true liberty, and the preservasearched. Several like occurrences have trans, pired on the high seas lately which we think calls for the prompt action of government.

Girard Bank .- The committee appointed to investigate the affairs of this Institution, report an indebtedness of one million seventy-three thou-. sand dollars. Among the names of the debtors are Richard M. Johnson for \$5000, and several others who would not like to see their names in print-so says the Philadelphia correspondent of the N. Y. Tribune. It is said a full list will be published.

TAVERY LICENSES .- A few years ago a law was passed by the Legislature of Pennsylvania, requiring all applicants for Tavern Licenses to publish the petitions in the newspapers, signed by at least twelve citizens, that the applicants were · proper persons, and that the public house was really wanted to accommodate travelling. This was an excellent law, and was the means of ridding large sections of the State of tippling houses. 'Efforts are now making in the Legislature to re peal the law.

EFFECTS OF THE TARIFF .- All the Factories at Patterson, New Jersey, are in active operation. and arrangements are making for the exection of several more -one by two Scotch gentlemen for the manufacture of Dundee goods, for which we have heretofore been entirely dependant on England and Scotland.

The hon. William Hiester, of Lancaster his withdrawn his name as a candidate for Governor, on account of ill health. Gen. Irvin of Centre, Judge Banks, Henry Toland, and Gen Merkle, appear to be the only prominent candidates now before the people. , Our impression is that Gen. Irvin will be nominated.

STILL THET COME .- A new paper to be called the "Glay Flag Staff," is about being started in Norristown, Montgomery county. It is, devoted to Whig principles, Protection, Distribution, National Gurrency, &c., and promises to become an efficient aid in the cause.

Little Schuylkill Company .- We learn that all the lands, rail road, and other appertenances Ealonging to this Company, have been purchased from the Trustess of the United States Bank, by a company of gentlemen from Fhiladelphis, New York and Boston, for the sum of \$200,000.

The Philadelphians are enjoying a complete harvest of sweet sounds in the chape of numerous and cheap concorts which occur there nightly. The shilling concerts at the Chinese Museum draw immense crowds, and the talent exhibited is of a rans order.

NEW Covers -A Bill has been reported in the Legislature for the formation of a new County out of parts of Schuylkill, Dauphin and Northumberland, to be called " Mahantango." Joshus Dyett, editor of the New York Citizen. died suddenly on Monday last in the 50th year of his age. Mr. Dyett was the leader of, the new Native American Party in New York.

TP We refer our readers to the Circular of the Navigation Company, which will be found in our dvertising columns.

EUROPEAN NEWS .- We give our readers few foreign items condensed from the accounts brought by the Montezunia.

A singular trial occurred lately before the Court t Chester, England, in which the accused (who ras a Mormon Priest) was charged with murder_ ing one of his followers by immersing her in the water according to their peculiar ritual of baptism. The deceased was a woman, and her death occurred immediately after the ceremony. The prisoner was, after a long examination, discharged. The mammoth steam ship "Great Britain."

will make her first voyage from England to New York on the 25th of May. Capt. Hoskins, the late commander of the Great Western will take charge of her.

The O'Connell trials are exciting much interest now in Great Britain. By the last advices the jury (about which there was much anxiety felt) was empannelled and the result is thus announced : "The list is composed of twelve radicals and repealers, and thirty six Whigs and Tories. Sup-posing the repealers and radicals to be struck off

Crown, and twelve Conservatives to be ruck off by the traversers, the jury will then be mposed of twenty-four Tories and Whigs." This being the case, there is every probability gainst Mr. O'Connell's acquital, although it is rumored that government is willing to make a compromise with him, provided he will abandon the repeal cause.

During the last year a great number of fires has has occurred in London, amounting in all to 901. The Ojibewa Indian's flave been performing at Windsor, Castle for the amusement of the Queen, and the rest of the Royal family.

LICOMING COUNTY .- We are pleased to see the Whigs of this old county arousing from their lethargy. For many years the Locos have lorded it unrestrained in that district, and their power has been so positive that scarcely an effort against them has been exerted. The approaching contest

has, however, awakened the Whigs, and we are gratifiel to observe by the Muncy Luminary, that a large Whig meeting was held in Williamsport on the 31st ult., at which strong resolutions in favor of Henry Clay and Gen. Irvin were passed, HENRT CLAT was recently at Lafourche, Louiziana, and a dinner was given him by Julge kence of the present Tariff to wake up, and adman Guion. Among the gucets were distinguished ish their representatives in Congress against the

always inspire among all classes of people: "Henry Clay-the idol of one party, and the dmiration of the other."

at this office.

Harper's Pictorial Bible .- A fresh supply of No. 1, of this magnificent publication has been received and for sale at this office. Subscribers of the present Tariff, like the leaves in autumn, or can now be supplied. the snow

Arabella Stewart. This is James' last Novel-It is founded upon a very interesting period of two or three honorable exceptions, the members of English History, and the fame of the author ought that party, in the House, who have heretofore adto induce all to read it. Price 124 cents, for sale vocated the rescinding of the 21st rule, will now

A LITTLE-OUT OF THE WAY ---- We roceived a letter from Philadelphia, via Ireland, this week. hear, and it must be retained for the sake of Vie if applied in proper shape and quality, will not re bout 97 miles, exclusive of the branches.

most unjustly and unrighteously, for never, wa stitution, that labored harder, more resolutely, or erfected more, than did that same Congress.-Measures of the greatest national importance were rought forward and consummated-private claims djusted, and the means erected for the recussita

on of the public credit, and individual relief. unprecedented war was inde upon it by the Ex-ecutive branch of the Government, and its leading neasures opposed; against all which Congress hattled, and that too manfully and successfully The fruits of that Congress; or from its great lead ing measure, are now seen in the revival of the ommerce, the agriculture, manufactures, and all he laborious pursuits of industry.

The present Constess has not perfected no mea sure of the least public importance, but it mediates the destruction of that very act of the prece ding Congress, which now infuses vitality into the industrial occupations of the American citizen .-National aggrandisement is to be secrificed to mer party ends. Caucus dictation demands the offer ing, and the Tariff is to be sacrificed on the vandal altar of party. It is now esteemed as the dictate of good policy :-- southern prejudices are to be appeased-the southern principles of the man with northern feelings, are to be demonstrated,their hue and cry against the black tariff, must b proved to have been sincere. Therefore a bill

may be shortly expected from the Committee of Ways and Means, with the view of appeasing the South, and strengthening the Demogracy by a re acv by a re union of the Calhoun and Van Buren forces, ir and out of Congress. That letter of Mr. Calhoun's is making some avoc with the principles of the Van Buren De mocracy. No men out of the ranks of that party

with intellects to discern, and capacities to es mate their motives, are or can be disappointed this evidence of their pliability, for it is now well understood and easily forceold. Rely upon it then that the House of Representatives will pass a bil during its present session, readjusting the Tariff, in which the whole protective policy will be abandoned. It may possibly be arrested in the Senate but, nevertheless, the Locofocoism of the Hous will demonstrate what it would do had it control

of the Legislature of the country. There are no emotions of amor patrix along them;-else why blight the prospects and blast the hopes of their own countrymen by legislating for the Buir-isu manufacturer, the Buirisu laborer, for the encouragement of Barriss skill and ingenuity, one that of true American citizens ? Who now is bought up and influenced by Br.tish Gold.

-For it is the expital of the foreign manufactu-rer, which is indirectly acting, through Loco Foco sympathy, upon the Locofoco party, and upon Locofoco House of Representatives. Denv it wh may, it starcs one openly in the face ; and before this Congress closes, it will be clearly the satisfaction of the country. "The brand of British sympathy will be fastened upon that party so firmly, and so adnesively, that they will carry it with them into the grave of their political existence that they are now digging, and in which they will be buried on the 4th of March, 1845, and from which there will be no resurrection for them. Now is the time for all interested in the exisgentlemen of both political parties, and the fallow- laying of violent hands upon it. Be stirring, and ing toast, given by one of his political opponents allow not Locofoceism to plead a want of knowl-edge of the true public sentiment on the subon that occasion, speaks volumes, and is only ano- ject of a protective tariff. It may not probably ther evidence of the great enthusiasm his presence stay the vandal hand of the executioner; but the judgment of death, to the present life-preserver of

the energies of the country, will not have been pronounced without the witnesses to its just and rightcous operation having testified before the grand inquest of the nation. Send in then your petitions doubtful representatives on the subject of a repeal

flakes 'in winter. Mr. Calhoun's letter has been productive of another test of Locofoco princ ples. With but ons, the members of change front, and go for its support. But a few weeks since, had a direct vote been taken upon it. the rule would have been lost. Now, the talis-

manic influence of the Magician are brought to 1.4.

r unfit for safe usage; and that-it will require from 50 to 75 cents to replace the 'iron which is destroyed by each ton of coal that descends from

Pottsville to Richmond. In opposition to this, Mr. R. B. Osborne, the Principal Engineer of the Reading rail road in a late report to the Board of Managers states that, late report to the Board of Managers states that, from the date of our commencement in 1838 up The land sale cools, as they are called—those to the present time, less than two tons of rail road iron have been used in replacing the bars which have been rejected from the track, owing to the

imperfect quality of the iron, yet in this period 847,605 miles have been run by the engine, 330,-000 passengers and about 500,000 tons nett have been transported over the road," and further adds. "Taking this as a data, and with the facilities of a second track of 60 pounds to the yard, I am of tain class of coals. Now, it is particularly to be opinion that the transportation of twenty millions of tons will not wear out the rails and render new iron necessary."

Now although we may consider this latter cal. culation rather a wild one, yet there is evidently a. great discrepancy between the theoretical deductions of Mr. Ellet and the experience of the road The latter seems like many other rebellious sub jects, determined not to obey the laws which have been so benevolently laid down for it. Now whether the road will ultimately have to conform to the law, or the law to the road, certain it is that iron will wear out in the course of time, and it becomes an important enquiry to us, how soon will that time come, or rather, in what form, and shall we have the iron that it may afford the greatest wear for the money expended ? 🦈

There is one important error common to those who have treated on the subject, so far as I have read their works, and that is, they have paid too little attention to ascertaining whether the road and the iron on it is proportioned to the duty required of it ; for if it is not, it is in vain to expect it to be durable, and equally vain to attempt to catablish any laws for the wear of iron predicated on the experience derived from such ill contrived affairs.

This may be illustrated by the experience of this place; when we first began to open coal drifts, rail road iron was not easily procured, and resort was sometimes had to the use of hoop iron, such as is used for hooping casks, for our drift roads. While we worked with quarter ton waggons, pushed in and out by men, this answered very well, or at least better than pushing them on wood; but when larger waggons were introduced, this iron wore out and disappeared rapidly. When afterwards rail road iron could be obtained, a bar one inch by a quarter of an inch was used—this did very well for half ton waggons, but as soon as we wet ton waggons on with have never it dien. Whether he thinks they make all this money by put ton waggons on with horse power, it disappeared almost as rapidly as the former. Here we might have stopped and said, iron was not the thing it had been cracked up to be, and then set to work to discover the laws of its rapid destruction ; but our operators took a more common sense view from Pennsylvania, instructing the course of your of the matter; they believed that they had not proportioned the means to the end, and substituted

iron 11 in. by 1 inch, and 2 in. by 1 inch. It was then found that 5 and 6 times as much coal could be hauled over this in ton waggons as the former, with less than half the cost of repairs, and the iron still remain good. The same experience and reaconnecting with the Navigation, the Reading Rail Road Company, &c. But does this prove that iron

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per mile, but pass directly from the mines to the wharves where the coal is shipped. The length of the line and its branches is 38

miles, but the coal passes over an average distance be one mile, and made some slight improvements of only 25 or 26 miles. The Charter of the Company originally limited t the Richmond wharves. I find also that, du-

the charge for 'railway dues' at half a penny (one cent) per ton per mile on sall coals which shall be shipped on board any vessel in the port of Steck not intended for exportation-not being subject to this limitation, by the act of incorporation, are now charged by the company, according to Wishaw 21d; or four and a half cents per ton per mile. Merchandise, of which there passes through the line six trains a day, or about six times as much Increase of debt in 11 months, Odd receipts for these 11 months, all as passes over the Reading road-is charged various prices, ranging from six cents to nine cents per ton per mile. It is only under the limitation of the Charter that a low price is adopted on a cer-

for the whole visible amount expended during the noted that the above charges on coal are for 'rail way dues' only, and that the company make still another charge of half a penny (or one cent) per ton per mile for haulage.

In addition to this, the colliers own and keep in repair the cars, the expense of 'upholding' which is not included in these sums. And further, there is an additional charge of four cents per ton for the use of the wharves at Stockton and Middlesbo rough no part of which goes towards the shipping of the coal. I conceived, therefore, that a charge f four and a half cents was a correct representa tion of the average charge on this line-though that average would obviously be much higher, bu

or the restrictions imposed by the charter. Finally, it is stated by Wishaw, p. 422, that the oal engines are limited in velocity to six miles per hour: and if the engine men are found driving t a velocity exceeding eight miles, they are invaiably fined.' It is owing to this rigid limitation of the speed that the company have destroyed but ix tracks of edge rails, in bringing down less than

000.000 tons of coal. Having now disposed of the disputed points, we will repeat our comparison of the facts, for facts are truths, and see what there is in the success of one of these roads to justify its quotation in evi-

dence of the probable success of the other. It was stated by De Pambour, a distinguished writer, who spent much time on this work, that the

r nine years' experience, estimate the company af expenses of haulage by locomotive engines, 'at 1d two cents) per ton of coals carried to one mile in toing down the line."

The same result is given by Wood, also a disinguished writer, and experienced engineer, in a work published four years later. And it is again iven by Vignoles, in 1843, as an established fact. It is, indeed, a fact established by eighteen years' Now, I wish to be informed by Anthrax wheth

er the 15 per cent. dividend, which he says is paid by this company, on a capital of \$4,700,000, is and the feelings of all plain and straight-forward carned, as he represents, by carrying coals at half a penny, or half the admitted actual cost? I wish him to consider whether the success of this company and their large dividends (for I never heard they were financiers) is not to be attributed, in part at least, to the fact, that the company carrying coals at a loss of one cent per ton per mile (for their expenses are two cents, and he says that their charge is but one,) or whether the fact that they charge four times as much for each ton of merchandise, and convey about five times as much of it, as this Reading company, is not more likely

o account for the thing? In point of fact the Stockton and Darlington Company recievo twice as much per ton per mile for one class of coals, (the class on which the price is limited by the charter.) and more than four and a half times as much per ton, besides the wharf-age, on the class on which the charter gives them

Heading company. And it is also a fact, and a most important fact, soning have been applied to our wooden roads that the Stockton and Darlington Company can reach the coal mines and keep in repair but 38 miles of main track and branches, while the Readmiles of main track and branches, while the licad-ing company, for the same object, must keep up a-to think that if Mr. Archibald had the superinten-

S. In second

the last year the Company purchased twelve locohe Town Hall, agreeable to the order of arrange motive engines and 450 coal cars; and that they had laid ten additional miles of single track, sevannt. eral sidings, of which the aggregate length may

he accounts on the 30th November, they reduced

apparent interest to probably less than

With these data, I submit for your inspection

ement and financiering of this Company.

We have the following objects of expenditure

90.000

8.000

221,000

200.000

\$665.000

\$1.640.85

\$831.250

\$809,604

I wish you

12 locomotive engines, at \$6000, \$72,000

9 milessingle track (old iron)\$6000 54,000

meet the case, I will allow 25 per cent. on thei

estimate on the sum paid for cars and engines,

the interest. Let us see how the account then

Exmanded during the year as above,

Of which we can explain \$665,000

To which we add for usury 166,250

But we have yet, you perceive, a bal-

for which the public cannot account.

And we may thus account for

o account for this sum:

rack and wharves-on the expenses and even on

I assail, I repeat it, neither the character nor

the conduct of any man. I respect the character

iniprovements at Richmond, say

Expenditure susceptible of expla-

he following statement of the account :

nvestment Dec. 31st, 1842,

which have been expended.

And we obtain the sum of

450 coal cafs, at \$200.

Admitted expenses,

nation.

Interest, say

stands.

ance of

Other improvements, say

JOHN K. CLEMENT, Esq. on "Education Our Duty, and Man's Happiness"-was a masterly cf-fort; and there can be no diversity of opinion in regard to the beauty of composition, and viger of ining this period, they expended the sum of \$221.tellect therein displayed. repairs and transportation. By closing

(C) Next Monday Evening. the 12th insta Ho-RACE SHITH. Esq. Loctures on the "Durability of Republics,"—and on Friday Evening the 16th inst. the Rev. J. B. Monss, will locure on #The Arts." We hope these gentlemen will be better

encouraged than their deserving predecessors. We Iggregate investment, Nov. 30, 1843, \$7,119.292 shall feel the benefit if it is so! Pottsville, Feb. Sth, 1844. J. M. C. 5,866,633 1.252.659

IT IS NOT VAINLY PRETENDED, that ALL diseases of the human system, can be cured by Dr. STEELING'S PULMONARY SYRUP; but the astonishing number of certificates, speaking of it in the highest terms, from 385,195 incates, speaking of it in the inclusive terms, aroun ny of the most respectable citizans in the U.S. proves ond the shadow of a doubt, that it is one of the best harcas ever discovered, for Consumption, Coughs, re Throat, Measles, Croup, Asthma, Pains in the e, Breast or Back, Scarlet Fever, &c. Price 50 cts. \$1.637.854 We wish now to compare this sum with the

per bottle. DR. STEELLIN'O VEG. ANTIBILIOUS PILLS, are not ictual value of the objects for which it was expened-the only mode by which we can arrive at a DR. STEELING View and salutary purgative-take them urpassed as a safe and salutary purgative-take them as the fore retiring to rest-Price 25 cts a box. The Roy. G.A.acey, Pastor of the M. E. Churchs Manny correct conclusion of the character of the man-

The BSY G Ancey, Fusion of the h. L. Child, and myank, states from experience, that one dose of Dr. Steelling's Pulmonary Syrup, is sufficient to recurve Horizences in him, produced by public legacking. For sale in Pottsville, wholesale and retail at J. C MARTIN'S Drug Store, and in Philadelpiki by T. W. DYOTT, Sen.

The second s		 		۴.
t> The last doubt removed	: ī`		<i>i</i> n	Ч

c5 The last doubt removed the second seco But, it will doubtless be alledged that this com any's credit is notoriously bad; that their course as been indirect and deceptive; that their policy

is suspicious; and that people, as is natural, do not like to trust them. That they have been JAMES W. WOUDAUT T. We the undersigned, are acquainted with Mg. F. Y. Woodruff, and can assure all who do not know that that his statement is entitled to full cred. White is known his word needs no our "adordement. J. P. for the County of Esser, S. J. ELIAS WINAN, J. P. Records of Elizabiantown J. J. compelled, accordingly, to pay usurious rates, in order to raise this money. As I mean to be rigid, I will also be just. I admit the defence; and to

J. P. for Borough of Elizabaintown, Y. J. Sold in Pottsvile by JOHN S C. MARTIN. BARAH MORRIS. In Reading by

/ 65 "A CERTAIN CONVOCATION OF POLITICAE WORMS are e'en at hin," says Hamlet speaking of the dead Po-lonius. But "convocations of worms" are at work on the living as well as the dead "-preparing a banguet for their sepulchral confederates. Look at that peog child with a complexion the rolor of tallow ; mark the black circle round his eyes, the enlargement of his absomen, the queritious, whining cough, the coolencies of his volce, the lassitude of his hody. A "convocation of worms are e'en at him," poor fellow. If they are not destroyed and chelde he will die. Administer JAYNE'S TONIC VERMIFUGE, and in forty-eight hours that child will be a different being. We have seen the experimentified, and herer, even in the worst case, have we known filts remedy to disappoint those who made a fair trial of it. Mothers should never be without it. For sale by EUCHOLTZ & SANDERSON, Portaville, Agents for the proprietor.

gents for the proprietor. Feb., 10, ÷ 6-31

> NEW STORE. Oliver & Mars,

ESPECTFULLY announce to the citizens of R Schuylkill county, that they have commenced busi-ness in the Store recently occupied by William C. Leib, one door south of the Pest Office, in the Bofsugh c ottsville, where they have just opined a new arefully selected stock of

Dry Goods, Groceries, Glass, Queens, Earthen and Hollow Ware, &o., &o., &c.

low Ware, &o., &o., &c. Amonz which may be found Cioths, Cassimorns, Sat-tinctis, Mouacline du Lains, Gingham, Lawis, Meri-noes, Siks, Satin, Laces, Nankins, Hollands, Elannolts, Marseilles, Valencia, Sik, Batin, and other Vichings, a reat variety of Muslins, Bleached and Unbinothed, Bilk, Catton, and Ginghams, Hundkerchiere, Summer, Clotts, Velveteens, Ladie's aid Gentleman & Stock-ings, Gloves, and Mirs oftal descriptions. Also, Syrup, Marar House and New Orleans Molasies, Eugn, Coffee and Tea, Cheese, Candie's, Sand, Sandon, Shad Mack-eral, Herring, Huns, Shoulders, and Smoked Meat, Lard, Sweet Oil, Lamp Oil, &c., &., &c. Having purchased their goods with great care, and on reasonable terms, they will be enabled to algobase of them, at picca quite as low as their neighbors.

men. But I do say, and I am responsible for what I say, and for nothing more than I say-that there is here a clear balance of \$810,000 more or less, yet unexplained, and for which this compa ny have not dared to account to a deceived nunity.

ng, for less than the actual cost.

\$300,000 of which the company have accounted for \$221,000.

as one who has already spoken for the company, to tell me for what it has been used. I want no lofty dignity, and no explosive indignation; but I want to know what has been Hone with that

money.

I do not say that any man, in particular, has used this money; but I do say that whenever thi balance of \$810,000 is properly explained, item

for item, charge for charge, and entry for entry, we shall have a clue to the reason why this com pany continues to carry coal, as they are now do-This vost sum has not been consumed in sup-

pressed running expenses, as many believe. Th aggregate expenses this year, apart from deprecition and extraordinary accidents, ought not, under ordinary management, to have exceeded

But the money has been used, and I ask you

Again. You have brought forward a new esti-

e usual latitudes, as is now charged by the