POTTSVILLE.

Saturday Morning, Nov. 2, 1844.

☞ We have received a communication on the subject of the coal trade, which will appear next week.

☞ The labors incident to a preparation for the great contest that came off yesterday, will excuse us with our readers for any inaccuracies in this morning's paper. We are also compelled, from the same cause, to ask their indulgence for the lack of variety in the miscellaneous, and quantity in our editorial columns. After the stir and bustle of the election shall have subsided, we will bestow more care and attention on our paper than we have been able to give it for the few weeks last past.

THE ELECTION.—It is all over,—and, we feel assured for the Whig party, gloriously over; we feel that the People of Pennsylvania have unequivocally declared their confidence in Whig men, their reliance on Whig principles. We have a good hope, founded on no slight and temporary cause, but on the abiding and deep felt conviction—that the masses of the people are honest. This is our faith, and we do not choose, but believe it—relying upon this faith,—upon the honesty and intelligence of the people, we do not conceive it possible that they should have been swayed by party prejudices and sympathies when the interests of their country were at hazard. Our voters all know how all the mighty interests of Pennsylvania depend upon the fostering and protecting care of the government, and how those interests have languished whenever that care had been withdrawn—in brief Pennsylvania, is a Tariff State. The party assuming to itself the cognomen of 'Democracy' is antagonistical to protection—they must comprehend this, and, while experiencing, in the most salutary effects, the benefits of Whig policy, and the Whig Tariff, cannot have sacrificed their own interests and the interests of their country to an ancient prejudice. If they have done so, it is the first time that the true men of Pennsylvania have ever acted against the clear convictions of duty, and their honest interests. All is yet in doubt; the guess we hazard is vague and shadowy; but we have a good heart of hope. Our faith in the intelligence of the people is our assurance that we have succeeded; and we look for the announcement of the result, anxiously but with confidence.

Terrible Steamboat Explosion.

SIXTY TO EIGHTY KILLED.

It is with peculiarly acute and painful feelings we are called upon to notice another of those terrible steamboat disasters, so frequent on our waters.

The steamboat Lucy Walker, Capt. Vann, left Louisville on the 23 ult., for New Orleans, crowded with passengers. On the passage, about five miles below New Albany, some of the machinery became disarranged, while she was delayed and undergoing the required repairs, the water in the boilers grew low, and in a few minutes the whole three boilers exploded with fatal violence and heart sickening effect. The part of the boat above the boilers was rent into a thousand pieces, and although she lay in the middle of the river, heavy portions of the boat and boilers were thrown entirely over to the shore. The air was filled with human forms. One man was thrown upwards to such a height that the impetus of descent forced his body entirely through the deck of the boat. Another was severed by a splinter from the boiler. There are many such heart-agonizing instances as these. Many were thrown into the river and drowned before aid could reach them, and the cries and exclamations of the survivors, and groans of the wounded are described, as beyond imagination, awful and distressing.

The Snagboat Gopher, Capt. Dunham, was within a few hundred yards at the time of the explosion, and hastened to the scene of disaster to render all the aid in their power to rescue the drowning. The books of the Lucy Walker were destroyed, it is therefore impossible to ascertain with certainty the number killed; it cannot however, fall short of eighty. The Louisville Morning Courier in speaking of the occurrence, remarks—Capt. Dunham left the wounded at New Albany, all of whom were kindly and well cared for by the hospitable and humane citizens of that town. Capt. Dunham deserves the thanks of the community for his humane and vigorous exertions to save the lives of, and his kindness and attention to the sufferers. He stripped his boat of every blanket, sheet, and every thing else necessary to their comfort.

Mr. John Hixon and Mr. Henry Beber, passengers in the Lucy Walker, deserve notice for their coolness and their efficient exertions in saving the lives of drowning persons. The following are the names of the dead, missing and wounded as far as we have been able to learn them.

KILLED AND MISSING.

Gen. J. W. Peyton, of Richmond, Va.
Sam'l. M. Brown, Post Office Agent, of Lexington, Ky.
J. R. Cormick, of Virginia.
Chas. Donne, of Louisville.
Philip Wallis, formerly of Baltimore.
Rebecca, daughter of A. J. Foster, of Greensville, Va.
Jas. Vanderberg, of Louisville.
Mr. Hughes, formerly of Lexington, Ky.
Mr. Matlock, of New Albany, engineer of the steamboat Mazeppa.
Nicholas Ford, formerly of this city.
David Vann, the Captain.
Moses Kirby, pilot.
Second Mate, second clerk, second engineer, bar-keeper, and three deck hands, names unknown.
Four negro firemen.

The boat was owned by Capt. Vann, of Arkansas, and was insured.

A SHIP BURNT.—The Ship Mary Kingsland, of New York, was burnt at New Orleans, on the 17th inst. while lying at the dock, at the foot of Esplanade street, taking in cotton for Liverpool. She had taken on board about 2000 bales when the fire broke out in the hold. The Mary Kingsland was a New York built ship of 797 Tons burthen, owned by the Messrs. Kingsland, of New York, and by Capt. Wear. The New York owners are insured, but Capt. Wear was not. The total loss is about $120,000.

SNOW—It did, on Wednesday last, in regular winter style.

CONVENTION OF THE PROTESTANT EPISCOPAL CHURCH OF THE UNITED STATES—CONSECRATION OF THE BISHOPS OF CHINA, OF TURKEY AND OF ARKANSAS AND TEXAS.

The Convention of the Church assembled at Philadelphia, has finally adjourned; the utmost good feeling and harmony prevailed during the session and pervaded all its deliberations. A Pastoral letter, addressed to the Clergy and members of the Church in the United States, was read at the close of the Convention, and may justly be regarded as one of the most interesting features in the proceedings of the body. It is a beautiful illustration of the forcibleness and spirit of the apostolic injunction, "speak the truth in love." The christian duties are set forth with clearness and perspicuity, and urged with that affectionate eloquence, pious zeal and holy fervor, which characterizes every emanation from the House of Bishops.

On Saturday, for the first time in this country, the solemn and interesting ceremony of consecrating Bishops for foreign lands, was performed at St. Peter's Church. At an early hour the Church was crowded. At the time appointed the Bishops entered the Church from the session room in their Episcopal robes, and passed along the centre aisle to the chancel at the East end.

After the morning service and a beautiful and appropriate sermon by the Rt. Rev. *Stephen Elliott*, D. D., the Bishops elect were brought forward. The Rev. Dr. Boone, Bishop to Amoy, and other parts of China, was presented by Bishop Mead and Elliott; the Rev. Dr. Freeman Bishop to Arkansas, the Indian Territory and Texas, was presented by Bishops Otey and Polk; the Rev. Horatio Southgate, Bishop to the dominions of the Sultan of Turkey, was presented by Bishops Doane and Whittingham.

The proceedings of the House of Bishops, relative to the nominations of the Bishops elect, were then read by the Rev. Dr. Wainright, and the certificates of election of the House of Clerical and Lay Delegates, by the Rev. Wm. H. Odenheimer.

The solemn form of queries, preparatory to the consecration, was then put by the presiding Bishop, after which the Bishops elect were clothed in Episcopal robes and the consecration or laying on of hands concluded that portion of the service.

Bishop Henshaw read a letter of fatherly advice and counsel, addressed to the Bishop of China, signed by all the Bishops present at the consecration. The holy communion was then administered, first to the Bishops, then to the Clergy and the congregation, by Bishop Chase, assisted by the other Bishops present. After this, the benediction was pronounced by the presiding Bishop, and then the assembly dispersed.

☞ We received a letter from Philadelphia, on Wednesday last, with the following postscript:

"This letter is not private or confidential, it may be stolen by any rascal, or opened by any miscreant Post Master who pleases, and then published!"

☞ The "Washington Artillerists" returned from their excursion to Pinegrove, on Saturday last. They were much gratified with their visit.

☞ The "National Light Infantry," Captain Bland, paraded in considerable strength on Wednesday last. They looked, as this fine company always looks, remarkably well.

PRESIDENTIAL ELECTION.—The following is a correct table of the time of voting for President in all the States. The State elections take place on the same day in Massachusetts, New York and Michigan.

STATES.	TIME ELECTIONS.	ELECTORS.
Maine,	November 11	9
New Hampshire,	November 4	6
Vermont,	November 12	6
Massachusetts,	November 11	12
Rhode Island,	November 6	4
Connecticut,	November 4	6
New York,	November 5	36
New Jersey,	Nov'r 5,	7
Pennsylvania,	November 1	26
Delaware,	November 12	3
Maryland,	November 4	8
Virginia,	November 4	17
North Carolina,	November 4	11
South Carolina,	December* 1	9
Georgia,	November 4	10
Alabama,	November 11	9
Mississippi,	November 4	6
Louisiana,	November 5	6
Tennessee,	November 5	13
Kentucky,	November 5	12
Ohio,	November 1	23
Indiana,	November 4	12
Illinois,	November 4	9
Missouri,	November 4	7
Michigan,	November 4	5
Arkansas,	November 4	3
		275

* Elected by the Legislature.
Necessary to a choice 138.

GUANO.—There have been so many disturbances among the vessels at Ichaboe, loading with Guano, in quarrelling for turns, that a vessel of war has been sent from St. Helena to preserve order. If war should grow out of this struggle for manure, it would be deemed a singular tho' fertile cause of quarrel.

New Iron Mill.—The Danville (Pa.) Intelligencer states that the very extensive rolling mill, in front of the Montour furnaces, in that place, is rapidly progressing towards completion. It is the intention of the proprietors to have it under roof this fall. It will be the largest rolling mill in the United States.

RAIL ROADS IN ENGLAND.—Canals are getting entirely out of vogue in England, and although the country is penetrated in all directions with these lines of artificial navigation, they are now considered as entirely inadequate to furnish the facilities for travel and transportion which are afforded by Railroads. The Liverpool Times of the 12th inst, just received by the steamer Great Western, says—

One of the most remarkable features of the day is the speculation which is now going forward in new railway projects, and of the manner and extent of these projects, the crowded columns of the London and country papers afford daily evidence. It has been stated by persons practically acquainted with the subject, that the railway acts obtained from the Legislature during the last session of Parliament will require for the completion of the undertakings within a trifle of twelve millions sterling—sixty millions of dollars; but if all the parties who propose going to Parliament in the next session, succeed, at least six times that amount of money will be abstracted from the ordinary channels of trade!

VAULTING AMBITION.—An American, some time ago, admiring the statue of Peter the Great at St. Petersburg, was desirous of getting on the back of the horse—so he clambered over the railings and got behind the Czar, and while comfortably seated was seen and dismounted by the police, and fined five thousand roubles. Upon complaining of the enormity of the fine, he was coolly told if he wished to ride with great men he must expect to pay a very high price.

☞ We publish the following communication at the request of Mr. Ellet, and in accordance with our usual custom of permitting every person who may feel himself aggrieved by any remarks of ours, the use of the same medium for a reply. We would also take occasion to say that we quoted Mr. Ellet entirely from memory, and may have done him *some* injustice in our quotation. This was not from design, but wholly unintentional on our part. At least eight months had transpired since we read his communication in the Journal of the Franklin Institute, and could not place our hands upon it when we penned the article in question. With regard to the INSINUATION that the data for said article was furnished by some person connected with the Railroad, we can positively assure Mr. Ellet that he is in error. We had no communication with any person connected with the Road—no such person sent us, *or ever requested us to publish* any thing in relation thereto, for the last ten months—nor did we even see or read the article alluded to in the Philadelphia Inquirer. We penned it from our own knowledge, and general observation of the business of the road, and time, we think, will verify the truth of all our predictions. The Company are not, therefore, responsible for our remarks, as Mr. Ellet, would fain make the public believe, and on which supposition, a large portion of his attack on that company is based. The cost of the road, we incidentally learned a few weeks since, in the course of a conversation, with a gentleman interested, who stated that when the contracts which the company had entered into, were all completed, the cost would be about ten millions of dollars. The extent of these contracts, and the portion not yet completed, we are unacquainted with.

In speaking of the tonnage which has passed over the road, we embraced every description, such as coal, merchandize, passengers, and the Company's own transportation, which as far as wear and tear is concerned, is equally as destructive as the road as the transportation of coal. That eight hundred thousand tons of such tonnage had passed over the single track of a large portion of the road below Reading, before the second track was used, we think the Reports of the Company will prove.

Mr. Ellet evidently writes with considerable feeling, which does not augur well for his cause. When the weight of the rails laid down are properly adapted to the trade to be transported over them, we feel confident that Mr. Ellet's "formula" will not hold good—and to apply it to any other, would be as unfair as it would be improper and unjust:

Reading Rail Road.

TO THE EDITOR OF THE MINERS' JOURNAL:

Sir:—Your paper of Saturday last, in an Editorial concerning the Reading Railroad, contains the following paragraphs.

'About one million of tons of freight will have passed over it at the end of the *present* year; thus practically exploding the 'formula' of *Charles Ellett, Jr.*, Engineer, by which he attempted to prove that 800,000 tons would destroy it.'

'The old track is capable of bearing the passage of at least a million tons. As it will be used for light travel, it will probably last as long as the new track.'

'This Rail road was undertaken at a time of great financial embarrassment; it has been completed in the midst of difficulties at a cost of $10,000,000, and in a style of solidity,' &c., &c., with the usual puffs.

I am sure, sir, that you are not aware of the fact that *every idea* contained in the first of these quotations is either absolutely untrue, or so framed as to convey a false impression. The facts, I apprehend, were furnished to you by the same party who furnished the same facts—and in pretty nearly the same words, and altogether in the same *order*—to the Editor of the Pennsylvania Inquirer. That gentleman was prudent enough to publish the paper with quotation marks, and avoided the responsibility of endorsing it; while you, apparently relying more strictly on the truth of your authority, seem to have incorporated the facts as they were given to you, in your editorial. I will merely refer you to the 'Inquirer' of Friday last, to satisfy you of the common parentage of the notes published there, and of the statement made in your own editorial.

The quotation which I have given above, is a literal extract from your article; and I will request you to compare it carefully with the language which I actually used in my publication in the December number of the Franklin Journal, on the subject of the wear of Rail Road Iron, and with the facts which I shall presently furnish you to assist the comparison. This is my language:

'The rails of the Reading Road are, by common consent, acknowledged to be good; the pattern is considered, by the advocates of edge rails, to be unexceptionable; and the mode of manufacture adopted—that of making the lamina horizontal—is considered to render them almost proof against wear.'

'In regard to these rails, with all their merits, and all their superiority, I affirm,

'1st. That they will not withstand the rolling of the trade of the Schuylkill Valley for one year.' (That trade is about a million tons.)

'2d. That before 800,000 *tons of coal* have passed down, and the empty cars returned on it, the present track will be entirely *unfit for safe usage*.'

This, I say, is my language, which you are pleased to call 'formula,' and which I wish you to compare with your own version of it. The difference between what I said, and what you attribute to me, is simply this—I averred that those 800,000 *tons of coal* have been passed down and the empty cars been returned on the same track, that track would be '*unfit for safe usage*.' You represent me to say that 800,000 tons of *freight* would 'destroy' the track. I hope you perceive the difference.

We have yet to compare the tonnage actually borne by this track, with your representation of its amount; and I shall leave out of view the 60,000 tons of miscellaneous freight which does not affect the present issue.

The second track of this road was nearly all brought into use about two weeks before the celebration; when the whole tonnage which had been carried on any part of it

In 1844 amounted to		320,000 tons,
" 1843	"	229,015
" 1842	"	49,902
Total tons of coal carried on the old track,		598,917

These quantities are taken from the company's official reports; and they represent, you will observe, the number of tons conveyed on those rails which have sustained the most. The company, however, commenced using portions of the second track in July last. Up to that period the whole quantity of coal conveyed on the road, from the beginning, was but about 420,000 tons. The greatest quantity of coal, then, which has been carried on any part of the first track, is 598,917 tons; and the least quantity on any part of the line between Port Clinton and the Falls of the Schuylkill, is about 420,000 tons. *The average is 510,000 tons.*

But you have informed your readers that by the end of this year there will have been conveyed a million tons of *freights*—thus practically exploding the 'formula' of Charles Ellet, Jr.,' &c.—Now, sir, admitting for the argument that there will have been a million of tons sent down by the end of this year, I would ask you seriously, whether the freight that will be conveyed on the second track, can, by possibility, injure the first track—and how the correctness of my views is in any way affected by the coal actually carried, or to be carried before the first of January, on any other track than the one to which my remarks refer?

The work that is done on the new track does no more damage to the rails on the old one, than if it were done on a track in the moon.

The person who furnished you this information has contrived to stretch 510,000 tons of coal into a million of tons of freight—and it is greatly to be regretted that the Company's receipts cannot be stretched in the same proportion—as I shall shortly show you by a very plain financial statement. At present we will finish with the matter of those rails.

'The old track,' you say, 'is at least capable of bearing the passage of 1,000,000 tons,'—and 'about 1,000,000 tons will have passed over it at the end of the present year.'

If one is at liberty to draw any conclusion from this language, you mean to say that the rails are *now half worn out*; but I have already shown you that they have actually sustained but 510,000 tons of coal and about 60,000 tons of freight. In all 570,000 tons. With these data they will be used up, by your own estimate, or that of your authority when they have sustained the passage of 1,020,000 tons of coal, or 1,140,000 tons of freight. Now you perceive that there is not a very wide margin between us; and if you will compare the estimate made by the chief engineer of the company last December, with your present estimate, you will have reason to believe that we shall shortly be altogether of the same opinion on this subject.

At page 26 of the company's report the engineer uses this language—'with the facilities of a second track of 60 pounds per yard, I am of opinion that the transportation of twenty millions of tons *will not* wear out the rails *on the Reading road*, and render new Iron necessary.' Since that report was written the rails *then on the road* have sustained the passage of about 350,000 tons, and you now estimate their ability at 1,000,000 tons. If the passage of 350,000 tons reduced their apparent ability nineteen millions of tons, how much do you think they will be capable of bearing when 350,000 tons more have rolled over them? Views are approximating with sufficient rapidity; and you may rely upon it, Mr. Editor, the action of 50 heavy locomotive, and 2400 coal cars is a potent means of working out the truth. The fact is, the old rails, in many parts of the line, are getting to be in a very desperate condition, and nothing but the timely completion of the second track has saved them from the destruction which I foretold, and which has been experienced on every railroad I have seen, here or abroad, on which one million of tons of paying freight has been carried. I make no exception in favor of 'single parallel' rails of any size or pattern from the weight of 35 pounds to 75 pounds per yard.

The new track will bear about a million of tons and will then perish.

We will now look at another point. You inform us that '*the railroad has been completed at a cost of* $10,000,000.' Can this be possible! Can it be true that this company have made way with three and a half millions of dollars since last December—*three and a half millions in ten months?* I am sure there must be some mistake—but as I am bound to suppose that you speak knowingly, I will take the fact for the present on *your* authority.

The interest on this sum is $600,000 per annum. The interest for the first nine months of this year—up to the 1st of October—was $450,000. The *gross receipts* of the company, from all sources, up to the same period, was $437,179, or about $13,000 less than the interest on their investment. You cannot attribute this low figure to the fact that they have had but a single track—for the receipts have been less every week since the completion of the new track than they were immediately before the opening.

It appears, therefore, that if it cost nothing to keep up this road and its bridges; nothing to run and keep in repair, 50 locomotive engines; nothing to mend and renew 2500 cars; nothing for oil, for fuel, for agents, for accidents and contingencies; nothing to replace the iron that wears, or the timber that rots; and nothing to pay the wages of about one thousand men—this company would not be able to pay the interest on their investment. If they would forever borrow the money for all these things, they could not earn their interest. If, therefore, you can inform the public by what process the receipts can be stretched sufficiently for these purposes—(and the party who furnished you the estimate tonnage of the road could probably afford valuable assistance in such an emergency)—you will certainly do the company valuable service.

Since you have called me out—and I do not wish to be troubled often in this way—allow me to say one word more.

How much is this road really going to cost? The first estimate, made, you will recollect, when the line was nearly all ready for use,

in 1838 was	$3,153,507;
The next, in 1839	4,576,971;
It increased in 1843 to	7,119,292;

And you say now, in 1844 *it's cost* 10,000,000;

What do you think is to be the limit? If to this sum of ten millions of dollars, we add for next year's interest—say five hundred thousand dollars; for another thousand iron cars to carry the increased trade, say three hundred thousand dollars; and for another thousand iron cars to take the place of the wooden ones, which are found to be so tender that they are pulled apart by the heavy engines, say three hundred thousand dollars more; and for new engines to pull those new cars, and other new ones to take the place of the old ones, which are now pretty well burnt out and overstrained, say two hundred thousand dollars more; and for the renewal of the old track which the engineers last year assured the company would bear the passage of twenty million tons, and which you now think will bear only the twentieth part of that amount, say six hundred thousand dollars; and the sum required to make stone culverts in place of the present wooden bridges over the small streams; and needed to rebuild the large bridges which are now nearly all standing on stilts; and the losses on carrying the coal trade at half its cost, in order to break down the canal company, and then put up the price; if we sum up these things, and assume that the money is all to be raised by selling bonds at 70, what, I ask you, is to be the real cost of this enterprise?

I wish you would solve this problem by *your* 'formula.'

CHARLES ELLET, Jr.
Philadelphia, October 21st, 1844.

RAIL ROAD ITEMS.—We gather the following from the New York Tribune—

'The receipts on the ten following works, to the 1st of September, shows an increase of $800,357. This list contains only three of our railways and two of New England. It is thought that the receipts on all the public and private works—railways, canals and turnpikes—in the different states this year compared with the last, will present an increase of four millions of dollars, or an enhanced value of eighty millions of dollars, calculated on an interest of five per cent.

	1843.	1844.	Increase.
Utica & Schenectedy,	155,044	179,078	24,034
Towando to August,	27,033	52,022	24,988
Buffalo & Utica, Aug.	20,939	34,179	13,250
Norwich & Worcester	91,911	140,960	58,149
Western Railroad	349,556	460,677	114,121
New York Canals	858,445	1,137,717	279,272
Pemsylvania	578,879	714,801	140,922
Reading Railroad	232,037	365,004	132,367
Southern Railroad	1,452	4,364	2,911
Hartford & N. Haven rrd	89,288	99,633	10,343

The various lines all show a very favorable state of things, and clearly demonstrate that for investments railroad shares are as profitable as Bank Shares.

REPUDIATION.—It seems now that some of the London Clubs have adopted a rule to exclude from their buildings citizens of those states of this Union that have repudiated. This seems to be cutting off their nose to spite their face; unless, indeed, they have found that the Mississippi boys can beat them at their games, and carry off their profits.

But by what course of justice are the citizens of repudiating states treated discourteously? Perhaps they belong to the party of those states, that is most opposed to repudiation—most willing to sacrifice personal comforts and personal possession to save the honor of the Commonwealth.

Would the gentlemen of the Clubs think it a righteous retribution if, when they come to this country, they should find the doors of the houses closed against them, the reason publicly assigned that they were of the country that stifled and murdered our citizens in the Jersey ships? Life is worth more than raiment.—*U. S. Gazette.*

Earthquake in western New York.—On Tuesday morning last a very perceptible shock of an earthquake was experienced in the town of Alden, Albion, Attica, Batavia, Bethany, Darien and Elba.

All sorts of Items.

The New Comet.—A comet, which completes its revolution round the sun in five years, has just been discovered. It was first observed by Signor Vico, at the Observatory of the College of Rome, on the 22d of August last, and has been seen at the Observatories of Paris, Altona and Kensington.

Slaves Liberated.—Nathaniel H. Hoe, of King George co., Va., lately deceased, left by his will nearly all his slaves free, amounting to some 200 or 300, with ample provisions to carry them to Liberia. The liberated slaves are to be removed under the direction of the colonization society.

The Dead.—The Buffalo Gazette says: "The number of lives supposed to have been lost from vessels and steamers during the gale, as near as we can learn, is 35." This is exclusive of some 20 whose lives were lost in the city.

An immense Fortune.—It is said that the late King of Sweden left a private fortune of $16,000,000. It is well known that after he became Crown Prince of Sweden, he invested his money in every speculation.

The Iowa convention, to form a constitution of State government, met at Iowa City on the 7th inst. Shepherd Seffler, of Desmoins, is presiding officer. The several subjects requiring the action of the convention were referred to committee.

A Suggestion.—A capital idea has been promulgated by a French chemist, and that is that arsenic should never be sold unless mixed with one per cent. of sulphate of iron and cyanure of potash which would cause it to change the color of any food or drink with which it was mixed.

The Abolition Vote in Ohio.—The Columbus Journal says—The Liberty vote is large, and will probably reach, if it does not exceed ten thousand, a large portion of which is deducted from the Whig strength.

There are thirty three schools in the city of New York from which the Bible is excluded.

Foreign News.

ARRIVAL OF THE GREAT WESTERN

The Great Western arrived at New York on Saturday night last. She brings intelligence eight days later.

The King of the French, was in England. He was received with all the respect due to his station.

The price of Cotton remained steady without change.

Business in the manufacturing districts was improving.

On the 8th inst. Dr. Symons, who was opposed by the Puseyites, was elected Vice Chancellor of Oxford University by a majority of 882 to 183.

Letters from Naples states that they expect another eruption of Vesuvius. The crater is full of lava, and the fountains and springs no longer give their usual supply of water.

Mr. O'Connell, Darryniane.—The Kerry Examiner contains the following:—"The Liberator though received with enthusiasm everywhere on his route from Dublin, could not have been more warmly or cordially welcomed than on his entrance, and all through his native mountains, to Darrynane Abbey. The roads were thronged with joyous human beings. He sojourned for two days at Hill grove, the hospitable mansion of his relative and agent, John Primrose, Esq., with his son John and lady, and the two sons of his friend, the Right Honorable David Pigot where a large number of the neighboring gentry, were also entertained. On Monday morning he left, with his splendid pack of beagles, and hunted on his way to the Abbey. Within seven miles of this lovely spot, he was met by tens of thousands of the people, showing their joyous welcome to their liberator and martyr.

Frightful Inundation in Sweden.—Letters from Stockholm of the 24th ult. represent nearly all the Swedish provinces to have suffered severely from inundation, but in the greatest degree the country bordering on the river Roeyo, which rose thirteen feet in less than an hour, rushing in torrents upon the large village of Conradslout, and its environs, which were quickly submerged; sweeping away all the houses and factories, and twenty-two windmills, and in fact, leaving nothing but a mass of ruins. About 500 persons are said to have perished, and the loss of property is estimated at 800,000 rix-dollars, 1,200,000 francs. Subscriptions for the relief of the sufferers have been opened at Stockholm, at the head of which stand the names of the King and Queen, with considerable contributions annexed.

Iron Trade.—The monthly meeting of the Scottish Iron Masters was held at Glasgow, on Wednesday, the 24th inst. at which there was a full attendance, and the utmost harmony and good feeling prevailed. A code of regulations was adopted, by which any undue increase in the make will be prevented, fair remunerating prices are expected to be maintained, and the market protected against such fluctuations as have recently been experienced.

DREADFUL COLLIERY EXPLOSION IN ENGLAND.

Sunderland, Sept, 29.

Intelligence has just reached this town that an explosion, attended with a dreadful loss of life, took place yesterday afternoon at Haswell colliery, about ten miles from this place. It is stated that it happened at the time when there were upwards of 100 men in the pit. The men work in 'shifts,' or sets, one of which had just descended to relieve the other. Up to 8 o'clock this morning it is reported that 80 bodies had been taken out dead; this may be an exaggeration, but that the loss has been fearful, appears too probable.

On Saturday, at 3 o'clock in the afternoon, a most awful proof of the danger constantly attendant on the work in which coal miners are employed, occurred at Haswell colliery. It is believed that upwards of a hundred lives are sacrificed, but the extent of the injury is not yet known with certainty. Our information is derived from a private source; our informant states that he was at the pit's mouth for some hours on Saturday night; the cage was then constantly going up and down the shaft, but no one was permitted to descend except some workmen of the colliery; afterwards some stonemasons were sent for, and descended. At that time (7 o'clock on Saturday night) none of the bodies had been brought to the bank, and the greatest secresy was maintained as to the number who had perished, and the cause of the accident. Some persons who expressed a wish to descend, were refused.

The accident is attributed to an explosion of fire-damp, which occurred, as before stated, at 3 o'clock on Saturday afternoon. At that time it is believed there were upwards of 100 men in the pit; and no one appears to entertain any doubt but that all have perished. The state of the neighborhood it is utterly impossible to describe.—Haswell is a small colliery village, 18 miles from Newcastle-upon-Tyne, and 7 from Durham.—It is supposed that an inquest will be held on Monday.

Sunday, 1 o'clock.—I sent two of my clerks to Haswell at 3 o'clock this morning; they have just returned; 96 are killed—there may be more, that number were brought to the bank. The men at the colliery are all busy in knocking pieces of wood together for coffins. It is believed that three men who were at the bottom of the pit were saved.

FURTHER PARTICULARS.

This calamity appears to have been even more dreadful than we at first announced. The number of men in the pit at the time of the explosion was nearly 150. Only one man, it is said, has escaped alive or uninjured. Upwards of 100 dead bodies have already been brought to the bank.—It is utterly impossible to describe the dreadful anguish of the surviving relatives.

One man was found unsinged, with his cap in his mouth; he had probably placed it there in order to prevent the foul air from getting into his mouth.

Several had their fingers closed into each other, and pressing on their mouths.

15 putters (young men and boys employed in taking coal from the hewers to the bottom of the shaft) were in one lump—all clasped together.—They had their clothes on prepared to ascend.—When working they are nearly naked.

The state of the relatives beggars all description. Each cottage had its dead father or brothers, or both.

Three men at the bottom of the shaft were saved; the shock was so great that the roof near them had fallen down and so blocked up the passage as to stop the further progress of the bad air. These men, thus providentially rescued were the first who brought the intelligence to the bank; the explosion was not heard by those outside of the pit. The men when asked the cause of the dreadful accident say that the state of the pit must have been known to some persons; but it does not appear that any complaints had been previously made.

One lad had his bone sticking out of his thigh; many had their bones broken, some were very much scorched, while others, to all external appearances, were uninjured. The 'after-damp' is generally fatal to those who escape the immediate effect of the explosion.

The Three men saved are John Thompson, wagon waymen; John Hall, hewer; and —— Coats, putter. These three were at the bottom of the shaft when the explosion occurred.

An equally disastrous explosion occurred 20 years ago at Wall's-end, about four miles from Newcastle-on-Tyne. 101 perished on that occasion. Wall's-end was then under the superintendence of the late Mr. Buddle; who was also the head viewer of the Northumberland and Durham coal trade; and it strangely happens that Mr. Foster, the present head viewer, is the practical superintendent at Haswell and some neighboring collieries.

Pennsylvania Vote for President in 1840 and for Governor in 1844.

(OFFICIAL.)

In order that our readers may institute a comparison of the vote polled on the 8th ult., for Governor, and that given for Resident and Vice President in 1840, we publish the following returns. The abolition vote in the State then was 313—precisely the Harrison majority.

	1840.		1844.	
	V. B.	Har.	Shunk.	Mar.
Adams,	1628	2153	1848	2485
Allegheny,	4673	7020	5863	8105
Armstrong,	1744	1260	1986	1407
Beaver,	1710	3143	2093	2730
Bedford,	2446	2910	2884	3045
Berks,	7425	3582	8316	3840
Bucks,	4488	4705	5106	4844
Bradford,	2844	2631	3525	2967
Butler,	1864	2100	2054	2197
Carbon,			784	453
Crawford,	2908	2169	2920	2410
Chester,	4882	5643	5475	6139
Columbia,	2829	1325	3199	1593
Cumberl'd,	2695	2790	3008	2971
Cambria,	920	811	1129	969
Centre,	2242	1447	2384	1736
Clinton,	649	637	925	807
Clearfield,	812	499	1049	611
Clarion,	1366	618	1889	793
Dauphin,	2187	3124	2352	3213
Delaware,	1235	2531	1493	2069
Elk,			132	103
Erie,	2981	3636	2297	3591
Fayette,	3035	2755	2354	2836
Franklin,	2892	3586	3211	3797
Greene,	2010	1359	2255	1425
Huntingdon,	2266	3826	2330	4022
Indiana,	1239	1953	1417	2098
Jefferson,	592	476	727	617
Juniata,	1043	953	1188	1085
Luzerne,	4119	2774	3619	2561
Lancaster,	5172	9578	5532	9513
Lebanon,	1492	2560	1748	2478
Lehigh,	2451	2405	2683	2413
Lycoming,	2181	1594	2600	1915
Montg'y,	4869	4108	5334	4311
Mercer,	2336	3219	2714	2765
Monroe,	1447	345	1631	377
Mifflin,	1269	1226	1585	1536
McKean,	276	263	416	397
North'mp'n,	3838	2846	3466	2455
Northumb'd,	2187	1351	2384	1498
Perry,	1970	1072	2246	1316
*Phila. Co.	13303	10189	12200	14138
Phila. City,	4774	7655	5265	9282
Pike,	524	135	643	142
Potter,	363	180	527	302
Somerset,	765	2501	922	2450
Schuylkill,	2184	1881	3217	2390
Susqueh'a.	2923	1550	2463	1535
Tioga,	1721	835	1975	1940
Union,	1518	2424	1777	2721
Venango,	1275	855	1239	873
Washington,	3611	4147	3958	3991
Wayne,	1188	675	1553	811
Warren,	929	827	1167	843
Westmld.	4704	2778	4764	2778
Wyoming,			858	751
York,	4332	3792	4631	3892
	143676	144019	160403	156114
		143676	156114	
Majorities,		343	4289	
*No returns were made for the 6th ward, Northern Liberties. The vote given out on the night of the election by the officers of the ward, was for Shunk 556, Markle 448. This district will add to Shunk's majority			108	
Locofoco majority,			4,397	

Modest Young Gentlemen.—A gentleman advertises, in a New York paper, for board in a quiet genteel family, where there are two or three beautiful and accomplished ladies, and where his society will be deemed sufficient compensation for board, lodging, washing and other etceteras.—Here is a rare offer, and tempting as rare. Another gentleman 25 years of age wishes to be adopted by an aged lady or gentleman, or both of fortune. He says that he has the disposition and ability to make himself agreeable.

STEAM COMMUNICATION BETWEEN NEW ORLEANS AND NEW YORK.—A project is on foot at New Orleans to build four iron steamers, to run between that port and New York, at an estimated expense of one hundred and ten thousand dollars each. One public-spirited citizen, when the project was mentioned to him, put down his name for twenty thousand dollars. The steamer Alabama has been fitted up with a view to run between these ports the present season.

THE SYNOD OF NEW JERSEY, embracing seven Presbyteries and extending over portions of New York and Pennsylvania, met at New Brunswick last week. There was not a complaint or appeal from any, nor has there been for years that are passed. The Synod of Virginia assembled at Norfolk on Wednesday last.

PLEURISY.—This dreadful complaint generally begins with chillness and shivering, followed by heat, thirst and restlessness—to those succeed a violent pricking pain in one of the sides, among the ribs, and which is generally most severe when the patient draws his breath.

Wright's Indian Vegetable Pills are a speedy and certain cure for the Pleurisy; because they purge from the body those morbid humors which, when lodged on the inside lining of the breast, are the cause of that acute and dangerous malady called Pleurisy.

In all urgent cases, from four to eight of said Indian Vegetable Pills should be taken every night, or twelve hours, until all inflamation and pain is removed; after which, three or four Pills, taken once in twenty four hours, will, in a short time make a safe, and effectual cure of the most violent attack of Pleurisy.

For sale, Wholesale and Retail, at the Principal Office, No. 169 Race street, Philadelphia.

☞ *Caution*—As Counterfeiters are abroad, be particular, in all cases, to *ask for Wright's Indian Vegetable Pills*, and avoid purchasing from those who offer to sell at a reduced price.

For sale in Pottsville, by Messrs. T. & J. BEATTY: Agents, for the proprietor and by the other agents in Schuylkill county.

November 2, 44—

BUSINESS DEPARTMENT.

TERMS OF THIS PAPER.—Two Dollars per annum, payable semi-annually in advance, by those who reside in this county—and annually in advance by those who reside at a distance. If not paid within the year, $2 50 will be demanded. Five Dollars in advance will pay for three year's subscription.