

John M. Coleman; A T No. 32 and 33 Philadeiphia Arcade, respectfully A invites the attention of dealers to an extensive stock of Pocket and Table Cutlery, Razors, Scissors and Butcher Knives of his own importation, which will be sold in lots to suit purchasers, at a small advance on importation cost. The assoriment comprises Joseph Rodgers & Sons', Graves & S. ins', Wade & Butch-ers', Wostenholm's, Fenny's and other celebrated ma-kers. Also on hand, a larce assortiment of Guns, Pis-tols. Hunting Kjives, Chapman's Razor Strops, Pock-et Books, Purcuesion Caps, Spectacles, Violius, Accor-drons, &c. Philadelphia, January 3d, 1846. 1--ly

TO COUNTRY MERCHANTS.

INDIA RUBBER OVER SHOES, OR GUM ELASTIC OVER SHOES.

John Thornley,

135 Chestnit st. one door above fourth street,

5000 pairs Women's and plain Ruhbers. 5000 do do fo gured and plain lined and fur hound. 500 pairs Women's ribbon and fur hound. 500 pairs Women's ribbon and fur hound. recian ties. 00 pairs do buskin, leather and gum

soles. 2000. do Ladies Sandal.ieather & gum soles 1000. do Men's gum shank sheet rubber

Also, Children's gum elastic shoes of every descrip tion. Life Pteservers, Life Jackets, Swimming Belts, Yon-y Belts, Surput Coats, Support Suppor orticle. ひ All kinds of India Rubber Goods made to order a a short notice, by JOHN THORNLEY. short notice, by Philada, Nov. 8, 1845. DALE'S DOUBLE BEAM PLATFORM SCALES.

foundries, and workshops; in the Cotton and other manufactories in the East, and Steam Boats on our principal rivers, whilst on our Rail Roads and Canals it is destined in time to be exclusively employed. The consumption of this fuel for domestic purposes now, bears but a small proportion to the aggregate consumed in the generation of Steam and in manufacturing processes, . The following is the official quantity of Anthracite Coal sent to market during the past season:

Schuylkill-per Rail Road, •• ; Canal, Lehigh,

1083.796 tons. 432.080 ... Lackawanna. 273.435 Wilkesbarre, 178.401 Pinegrove, 47.928 Shamokin. 10,000

ment in land and houses, as our rising towns and villages testify.

Furnishing a fuel which now ranks amongst the principal neces-

saries of life, generating the moving power of the Steam engine,

and becoming a new source of our Iron and Cotion manufac-

tures, its influence is deeply felt in all the most important depart-

ments of industry. To the abundance and cheapness of Coal in

in the vicinity of the great Cifies of Manchester, Birmingham,

Leeds and Sheffield, in England, and Glasgow, in Scotland, is

ascribed their rapid growth and increase, by means of which they

put in motion the most powerful and complicated machinery, and

produce results which could not otherwise be accomplished. In

this country, if the policy of fostering our domestic industry shall

be sustained by an enlightened system of legislation, we have rea-

son to believe the Coal trade will be productive of equally beneficial

consequences, and while it multiplies the sources of individual

happiness and prosperity. it will impart new energy to our career

of national greatness. Anthracite Coal is now extensively used

in our Furnaces in the manufacture of Iron: in our rolling mills,

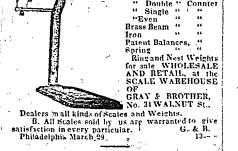
The President and Managers of the Philadelphia and Reading Rail Road, are entitled to our acknowledgements for their able and indefatigable exertions to render this noble work tributary to the business of the region. We congratulate them on the fact that their efforts have been crowned with extraordinary success, considering the difficulties to be overcome, abundant evidence of which is to be found in the great increase of the coal trade, and the unprecedented receipts of the road, the just reward of a liberal and enlightened policy. By their annual Report for the year ending on the 30th November last, it appears that their road has transported 814 279 tons of coal, 26,039 tons of merchandise, and 63,719 passeng rs. "Their gross receipts have amounted to the large sum of \$1,060,381 09, while their gross expenditures for the transportation department have not exceeded \$400,544 08. They have employed 54 locomotive engines. 3,104 coal cars. 294 freight cars and 21 passenger and baggage cars. The total amount of coal transported on the road to the above date, is equal to 1,505,700 tons. These results are verified by authentic evidence, and are truly wonderful; but let us observe the prospective condition of the road. In addition to the force of last year, they are constructing 21 locomotive engines and 1500 coal cars of 5 tons each, four of which locomotives are of the first class-all of which will be in full operation during the present senson, and adequate, it is estimated, to the transportation of 1.250,000 tons of coal. Their road is connected with the Schuylkill Valley, Mill Creek, Mount Cathon, West Branch and Little Schuvlkill Rail Roads. They have appointed agents in this region with liberal salaries, to superintend the apportionment and delivery of coal cars at our respective collieries. Their whole machinery is represented to be in excellent condition, and well prepared to meet all demands upon it. In short they appear to have laid under contribution all their resources of capital, skill, industry and enterprise, to render their work in the highest degree useful to the trade, profitable to the stockholders, and beneficial to the public at large.

The enlargement of the Schuvlkill Navigation to an extent sufficient to pass Canal Roats of 200 tons burthen, is now under skilful and energetic superintendence, rapidly progressing to completion.

1845 " " 3.50 6 00 6 to 7 The following list exhibits the number of Furnaces and Rolling Mills in Pornsylvinia and New Jersey that are now in operation,

and in a rapil course of completion, using Anthracite coal as a fuel : 180 tons per week. 3 at Stanhope, projucing "Lackawana. 45 - I Fishing Creek, 150 -2 29 45 1 Roaring Creek, 29 Danville. 275 ... Red Point. 75Shāmokin, 45° . • • 55 Harrisburg, Mount Joy, 30 90 Columbia, York. 40 St. Clair. Schuvlkill Co. 75 Pottsville, (first one built) 35 5. 17 Valley Furnace Schl. Co. 30 Reading. 75 Phoenixville 165 40 Conshehocken. ... Spring Mill, 100 220 Easton Cranesville. 250 - 3 200 Allentown, - 9 . , , Birdshorough. 30 Mauch Chunk, 20 Conestoga near Lancaster 100 2360 tons per week. Aggregate ROLLING MILLS 6.000 tons 1 Lackawana, manufactures annually 1 Wilkesbarre, 12.000 I Danville-Rail Road Iron

purposes. Seeing then, that coal lands pay at least their full proportion of taxes. upon, what principle of equity we would ask, should the product of coal lands be taxed, and the products of other lands not taxed. The principle of equal and impartial taxation, certainly requires that the ame tax which may be levied upon coal. should be levied upon all other products of the mine. the quarry and the soil; iron ore. copper, marble, salt, wheat, rye, indian corn, &c., &c., would be equally fair subjects for taxation. It is said that when the owner of the soil furnishes the greatest part of the value of a product, as he does in respect to products consumed nearly in the primary state, he it is, that bears the greatest part of that portion of the tax that falls on the producers - nevertheless we heieve the most considerable portion would fall on the producer and the workingman, depress the wages of his labor, whilst it would increase the price of the article, and diminish the consumption. The consumer in neighboring states, would clamor loudly against the taxation of an object of primary necessity, contract his demand, and direct his attention to the importation of foreign coal, as the only means left of self protection. And thus the suicidal policy of such a system of legislation would disclose itself in the utter prostration perhaps, of the Anthracite Coal trade of Pennsylvania. As to the profits of those engaged in the mining of coal, it is a fact, attested by the entire history of the coal trade, that whilst ruinous losses have been encountered, no fortunes have been realized. An immense outlay in the opening of veins, crection of machinery, houses, fixtures, &c., is indispensibly necessary on the very threshold of the business. onsidering the heavy expenditures involwed in mining operations, the axtraordinary fluctuations in the prices of coal, and the wages of labor, it is easy 'o understand why the annual profits of the coal operator have scarcely vielded him a fair livelihood. We are indebted to the labors of the Editor of the Miners' Journal, for much of the statistical matter in this report All of which is respectfully submitted. GEO H. POTTS, President. Pottsville, March, 1846 JAMES M. POWER AT HOME .- The Mercer Whig, published at the home of James M. Power, Esq., the People's candidate for Canal Commissioner, says in better nomination could not have been made. His experience for many years in canal operations, his knowledge of the "policy by which they ought to be regulated, derived, as well from his long connection with them. as his more recent experience as director of the Erie Extension Penneylyanian Canal. all eminently fit him for the responsible office to which he is nominated. If it should be the fortune of down-trolden Pennsylvania to throw off the shackles that hind her, and repudiate the narrow policy of her present Canal Commissioners, adopting a morecourse in reference to her system of tolls, we are assured she could find no man more able and willing to advance her true interests than Mr. Power. ANOTHER ELOPENEST WITH & MORMON.-The Unhotville. Telegraph gives an account of the e-opement of a married woman of that village, with a Mormon elder or priest. It is similar in its cir-cumstances to the elopements of Mrs. King. of Hartford, with two of these "latter day saints, who it would seem have been prowling about in this region, "seeking whom they might devour." The name of the woman who was enticed away from Cabetville is Mrs. Brockway, the wife of a respectable mechanic. She has gone off with a saint hy the name of Shurtlift, who, it appears, has been paying sundry improper attentions to be for some time. BEFANATION OF CHARACTER.-A bill has passed the Massachusetts Senate, to abolish the distinction between written and spoken defamation of character. Every person who shall de-fame another by words, shall be punished by fine, or imprisonment in the common juil, or by both fine and imprisonment, at the discretion of the court. The truth of the matter charged as slanerous, is allowed to be a sufficient justification for defamatory words. MISSING VESSELS -- The fine ship Hermann, from Liverpool for Baltimore, with a valuable argo, is about eighty-four days. The ship Virginia sailed from Liverpool on the 29th of December for New York, and has not been heard of since. She had a large number of teerage passengers on board.



DALE'S Single Beam Patform Scales

SPRING BALANCES. 1000ZENSALTER'S largeover SPRING BALAN-OCES with and without Dishes, with a full supply of the different sizes of Dale's Platform, and Conster-SCALES, just Received and for sale at the SCALE

 
Wharehouse of
GRAY & BROTHER,

30 34 WALNUT St., below Second.
13 

12: ndelphia March 20,
13 adelphia March 29,

SICALES \$1 50,--DALE'S EVEN BEAM COUN-DTER SCALES ARE MORE DURABLE ACCU-LIE, AND CONVENIENT than any Scale inuse. Will weigh from one grani to 100 pounds for sale at the very by price of \$4 50 each Larger size \$5, and \$5 36 with Dish, warranted to give satisfaction. GRAY & BROTHER, No. 34 WALNUT street. Thill delphia March 29, 33-

Cheap Watches and Jewelry, AT the Philadelphia Watch and Jewelry Store, No. 96 North Second street, corner of (1) Quarry, below Race street

Solalever Watches, full jewelled, 19 carat cases \$15,00 23,60

Sliver '' seven jewels 23,60 "' '' seven jewels 15,00 G. A Pencils 200 G. A Pencils 200 Fine Sliver Spectacles 1,75 Gold Finger Rings, 374 cents to \$3; Watch Glasses, plain, 124 cts.; patent, 184; lunet, 25; other stricles in proportion.

proportion. All Goods warranted to be what they are sold for. O. CONRAD.

Clocks, Watches and Jewelry, of every descript cleaned and repaired in the best manner, by experien-ced workmen. 45 All Clocks and Watches repaired at this establishment are warranted to perform well. Philada., Nov., 9, 1845. 38.1y



No. 23. Pear street, below Walnut, near Third, PHILADELPHIA. Philadelphia, Jan. 10 1846, \_2-1y

To Machinists and others.

PLATT'S universal Chuch, all sizes, from 6 to 20 inches; Saiter's Spring Balances, made expressly for Steam Engines, 50, 50 and 24 pounds. Platform and Counter Scales, more than 56 different sizes and patterns. For sale wholesule and retail at the lowest manufacturer's prices; at No. 31 Wainut street, by GRAY & BROTHER. Philadelphia, Feb. 7, 1616. Philadelphia, Feb. 7, 1616.

Important to Dealers in Tea

AND TEA DRINKERS.

THE success of the PEKIN TEA COMPANY, No. 30 South Second street. toni'AN 3, No. 30 South Second street, beiween Market and Chesnut, Philadei-phia, has been unparalled. Our clitzens are now able to obtain a superior article of Teas, at tates much cheaper than have ever before been offered in this country, and they have the assurance that there are no drugs or oth-elf foreign substances mixed with the Teas. they have the assurance that there are no drugs for oth-er foreign substances mixed with the Teas. They are done up in packages (lined with lead, to preserve their strength and flavor.) o' from one quarter to five pounds, to suit customers, and are sold at different prices, from fifty cents per pound-for an excellent article-to one-dollar und fifty cents. C- All persons visiting the city are invited to pay the Company's extensive establishment a visit. Agents wanted in every place where they are not yet established. For particulars address, post paid the sub-scriber G. B. ZIEBER, Agent for the Company. 30 South Third street; Philadelphia. Philada., 28, 1840

Confectionery and Fruit Store.

Conlectionery and Fruit Store. THIs subscriber takes this method of informing Coun-try Merchants in general, that he keeps constantly on hand a large supply of Foreign Pruits. Nuts, &c., of the latest importations, which he will sell as redu-ted cash prices. Candy manufactured fresh every day from Steam Clarified Surar, warranted to stand all weather, with fair usage. Please call and cramine for yourselves, at No 426 Market street, between 12th and j3th street, Philadelphia. BTEPHEN F. WHITMAN. Philade., February 21, 1866. 8-3mb

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2.025.640 tons. This is an increase of 393,000 tons over the production of 1844 :

820.237

263,559

of this increase, the Pottsville district furnished 243,862 tons. while the Lehigh, Lackawanna, Wilkesbarre, Pinegrove and Shamokin, jointly, only furnished 146,138 tons. The Schuylkill Region still maintains the position she has held since 1832, of furnishing more than one-half the supply of Anthracite Coal sent to market. Since the trade commenced in 1820 up to the beginning of 1846, the supply from all sources amounted to 13,467,302 tons; of this quantity the Schuylkill Region has furnished 7,392,744 tons, while all the other Coal districts have only furnished 6.074,-558 tons, showing the Schuylkill Region to have furnished 1,318,-136 tons more than the combined production of the other districts. The previous Reports of your Board have contained the quantity of Coal disposed of along the lines of the improvements leading to the different Coal districts. In the Report of 1845, it is set down at 250,000 tons; this year it has not been possible to arrive accurately at the quantity sold along the line of the Schuylkill improvements, in consequence of the manner in which the entries have been made in the Books of the respective Companies: but taking the increase of previous years as our data, we may safely calculate the quantity this year to have been equal to 350,000 tons. Assuming this estimate to be correct, we find the quantity that went forward to shipping markets, to have been 1,671,674 tons. The operators in this Region, who send Coal to market, number

95-of this number 27 shipped upwards of 10,000 tons each-41 upwards of 5,000 tons each, and the balance of course less than 5,000 tons. The ninety-five operators are thus distributed :

01000 totta.	The nuery-uve operators a	te titus distributed.	11 1
On On	the West Branch;	33	
Sch	wylkill Valley, 🖕	32	11 -
	unt Carbon Road,	21	·
MI	l Creek,	9	11
		· · · · · · · · · · · · · · · · · · ·	14 1
	- A	·· ` 95	11 .
The number of	f Engines engaged in the (	loal business in this	
	o the beginning of 1845, w		41
region, up t	o me beginning of 1045, w		-11
· · · ·	Aggregate Horse Power,	1278	
There were b	uilt during the year 1845 in	Potts-	1 .
ville, for C	olliery purposes,		17
	Aggregate Horse Power,	380	11
There more h	uilt in Minersville, do.		10
There were D			10
	Aggregate Horse Power,	360	-
	1 · · · · · ·		68
	1	2018	
Making the	total number of stationary	Engines engaged in	the
	an aggregate power of 20		
with an aggre	gate power of 740 horses h	aving been added du	ring
the fast year.	There were also five other	r Engines built during	the
year by our m	achinists, with an aggregate	e power of 235 horses	for
other nurnose		•	· · · ·

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other purposes. The following is the quantity of Coal transported over the difforent Rail Roads in Schuylkill county, during the past year ; Schuylkill Valley, 128,448 West Branch, 442,220 Mill Creek, 'Mount Carbon, 257,457 109.828 Little Schuylkill, 74,850 Pine Grove, 47,928

In their last Report your Board in their estimate of the probable amount of Coal that would be mined and sent to market in 1845, set the quantity down at 2,000,000 of tons; this was supposed by many at the time to be an extravagant estimate, yet the actual quantity sent to market somewhat exceeded that amount, and it is now generally believed that the whole of the above large amount will be consumed previous to the first of April.

The quantity of Anthracite Coal sent to market in 1845 exceeded that of 1844 by twenty-five per cent-assuming the same increase to continue for the present year, it will be seen, that the quantity actually necessary for the consumption of 1846 will exceed two millions and a half-of tons. This quantity can be readily mined and sent to market by the different Coal districts, should no extraordinary or unforeseen interruption occur in their business.

The construction of a new iron Rail Road of excellent superstructure and light grade, by the Schuylkill Valley Navigation and Rail Road company, extending from Port Carbon (where it forms, a connection with the Reading Rail Road) to Tuscarora, a distance of nine miles, now in successful operation, has imparted a new stimulus to the mining operations of the Schuylkill Valley Region. As this Rail Road traverses the extensive coal field embraced in this district, running in a longitudinal direction with the coal veins throughout the whole distance, connected with numerous laterals penetrating in transverse directions a large portion of the basin, it is unquestionably destined to produce a large accession to the product of former years. Owing to the defective character of the old decayed wooden rail road, which has now been so happily Ĩ

It is confidently anticipated vulless some unforeseen accident of contingency should happen, that the business of transportation will commence on it about the beginning of July next. The successful prosecution of this extensive and important enterprise, sis entitled to our best wishes, destined as it is to be productive of the highest advantages to the coal trade. As the work is of great magnitude, and the late severe winter has been unfavorable to the rapid progress of excavation and masonry, its completion may be delayed beyond the period above indicated, notwithstanding every effort to accomplish it. We hope, however, that this latter suggestion may not be verified. It will he an event of immense importance to the prosperity of this region Two excellent modes of transportation from this region will then be presented to the operator, together affording him unrivalled facilities, and jointly guarding him against any interruption in his business, arising from a deficiency in the means of transportation. The least suspension of a large colliery, however temporary, is always attended with serious loss and damage. whilst a protracted interruption will often blast the prospects of a whole year. Such is the peculiar character of mining operations in which large numbers of hands are necessarily employed. expensive machinery kept in motion, and extensive contracts for the supply of coal entered into at the opening of the season, that an unfailing supply of the means of transportation, is of the last importance to successful results. It is believed that there will be coal enough mined in this region to give ample employment both to the Canal and Railroad. Both, therefore, are destined to triumphant success. The spirit of emulation or rivalry which may exist between them, without doing material injury to either, will benefit the coal trade, in diminishing the cost of transportation, and instimulating industry and enterprise The Anthracite Coal Region of Schuylkill county may justly indulge feelings of pride and pleasure in the successful completion and operation of both of these great works of improvement, since together they will elevate her to her true position, place her beyond danger from the competition of adjacent regions, and open to her a communication with the Atlantic cities that must ensure her the largest demand for the products of her mountains.

We would remark that the cost of constructing the Schuylkill Navigation, including its present enlargement, will not greatly exceed the sum of five millions of dollars Considering the length and lockage of the Canal, and the immense amount of transportation it is destined to receive, when capable of passing boats of 200 tons burthen, freighted with millions of tons of coal (r merchandise, the sum thus expended cannot be deemed disproportionate either to its intrinsic value or prospective revenue. As in former times this work was regarded as the most productive of any in our country, so hereafter, on its completion, we think it will be elevated in public opinion to its original position, and by its enlarged capabilities attain a point of prosperity never before realised.

The recent great freshet so destructive in its effects in other quarters, has done but little injury comparatively to the line of the Schuvlkill Navigation. We learn that no serious delay will be produced by it Considering the violence of the floo l, the damage done to our collieries and Railroads is unusually light

The following is the quantity of coal imported into this country. from June 30th, 1821, to June 30th 1845, both years inclusive, in tons of twenty-eight bushels, obtained from the official documents at Washington, together with the quantity of Anthracite sent to market during the same poried .

er		ime period:	er during trie s
1 t.	Anthracite Coal-	Foreign Coal.	Years.
:	365		1820
ar	1,073	22,122	1821
b	2,240	34,523	1822
la	5,823	30,433	1823
m	9,541	7,228	1824
di	33 699	25,645	1825
_∖T	48,115	35,665	1826
i, th	61,567	40,257	1827
p	77,413	32,302	1828
ſe	110,403	45.393	1829
tł	174,737	58,136	1830
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	176,820 368,871 485,365 376,636 556,835 696,526 874,539 723,836 817,659 865,414 956,566 1,108,001	36,509 72,978 92,432 71,626 49,969 108,432 153,450 129,083 181,551 162,67 155,394 141,521	1831 1832 1833 1834 1835 1836 1837 1838 1839 1839 1840 1841 1841 1842

I Drive Schuylan, -	4,000
1 Pottsgrove,	2.000
2 Norristown	8.000
2 On the Schuylkill, Philadelphia,	6,000
1 Manayunk.	· 2,000
1 Trenton-Rail Road Iron	10.000
1 Conshehocken,	1,500
3 Phoenixville,	15,000
3 On the Delaware, above Philadelphia,	6,000
1 Duncannon,	6,000
1 Near Harrisburg, (opposite)	3,000
1 Harrisburg.	3,000
1 Bridgton, New Jersey,	3.000
1 Boonton, do	6,000
1 lersey City,	2,000
Å aaroante 5	114 500

do

1 Little Sabuvil-ill

2 Reading,

10,000

1,000

10,000

Aggregate, 5 114,500 The foregoing list exhibits a large increase of furnaces and rolling mills, since our last report. It is an indisputable fact, that only four Anthracite furnaces were in operation prior to 1842.

Whether the protection offered to this branch of our industry by the National Government, in the passage of the present tariff, has has had the effect to bring into existence this great increase in the number of our furnaces and rolling mills or not, yet it is nevertheless true, that they are now in successful operation. The coal trade, is intimately connected with the prosperity of the iron trade. The progressive increase in the consumption of coal, arising from its use in the manufacture of iron is extraordinary; - about 41 tons of coal is necessary in the manufacture of every ton of bar iron, or any other description of rolled iron, or rails; this would consume about 550,000 tons of coal in manufacturing the products of the above furnaces. A single establishment at Danville, already consumes upwards of 100,000 tons annually. The future magnitude of the coal trade, under the influence of the iron trade, must therefore be immense. These bright prospects, however, may be utterly defeated by injudicious legislative interference with the industry of the country, and the iron ore and coal of Pennsylvania, her most valuable mineral treasuress rendered comparatively useless

A very extraordinary statement has been put forth on high official authority that the effect of the present Tariff is oppressive to the poor man and reduces his wages. Whether this grave allegation is based on credible information, personal observation or random conjecture, we pronounce it to be utterly incorrect and unfounded, so far as it applies to our mining region. During the past, and for several former seasons, the wages of labor have been from 30 to 40 per cent higher than in the year 1842, and for several years before the present Tariff went into operation Miners' wages now range from 8 to 10 dollars per week; the rate of wages in 1842 was from 5 to 6 dollars per week. This rise in wages took place immediately after the general effects of the present Tariff began to be felt, in the revival of manufactures and industry throughout the length and breadth of the land. Therefore, whether this revival be admitted to be owing to the present Tariff, or the fact denied, it is in either case idle and preposterous to assert that the wages of the working man have been reduced by it. 'The spirit of party may indulge in fictions to subserve its ends, but facts are stubborn things, Theories unsupported by facts are the mere vagaries of the imagination. But they become dangerous and pernicious in their influence when gravely put forth under colour of authority, to destroy e industry, and affect the high destinies of the nation.

We assert that it may be demonstrated that the present healthy and prosperous condition of the coal trade, the fair prices received by the Operator and the high wages received by the miner and aborer, are mainly attributable to the Tariff of 1842. Experiments on the labor and currency of the country are great iscouragements to every branch of business. The repeal of the l'ariff of 1842 would soon he followed by another revulsion in he coal trade, the wages of labor again be reduced to the lowest mint, the bitterness of poverty and oppression again in reality be elt by the poor man. In short, we should revert to that state of things, which existed during the prevalence of low duties, when the cries of distress were heard from all quarters, and the whole, trade involved in scones of trouble and embarrassment. Our present condition contrasts most favorably with our then condition. nd practically refutes the fallacies of politicians, and the speculations of theorists.

The project of imposing a tax upon Anthracite Coal, has been again revived in our Legislature. The proposed tax would not nly embarass and depress the Coal Trade, but would operate with glaring inequality and injustice on the producer, consumer, and land owner. Taxation is a necessary burthen imposed upon individuals, by the ruling power, for the purpose of discharging the public debt 1842 141,521 1,108,001 i or uenaying and grant and I or defraying the public expenditures, but taxation becomes an -

RETIREMENT .- As the dew lies longest and produces more fertility in the shade, so woman. n the shade of domestic retirement, shuds around her paths more permanent plessings than the man who is exposed to the glare of public life. Thus the humble and afficted heart receives better and more lasting blessings than the prosperous worldling whose very prosperity parches up and deteriurates his moral soul.

Inwa .- Efforts are making towards dividing this tertitory so that it may form two convenient States. The ling proposed is the 42d degree of north latitude. The Southernnost division of the territory would then be about 120 miles wide. thus forming a State compact and accessible from Il points: The nothern division will contain the larger superfices.

TICKETING CHILDREY .- The New York Herald recommende that parents pin a label, containg their name and residence, to the clothes of their little children, so that when they happen to stray away, they may be readily returned to their anxious relations. This is an excellent suggesion. Fifty lost children per diem. on an sverage, are said to be found by the New York policeaen.

LONGEVITY .-- A colored man, named William Smallwood, died near Emmettsburg, Md., recently, at the very advanced age of one hundred and venteen years.

Religion is a most cheerful and happy subject for contemplation and practice; but a most sad and melancholy matter to neglect.

A close observer of the fashions, remarks that ladies' dresses are fuller hehind than he over saw thom before. An Irishman advertises that he will not be an-An IHEDMAN BUVETHER THE AND AS NO HAS DEVER DOEN swerable for his wife's debts, as he has never been married to her. married to her.