

URPHY, No. Jan. 2. 47	1, Waterlool Ro	N, and Mr. RICHARD oad, Liverpool.	Hours of starting on From Pottsville, at 9	and all	or Monday	e Oct 6, 1845
STON		SEMINARY	From Pottsville, at 9 "Philada.; " 9 HOURS OF 1	PASSIN	G READI	NG
"HE course	or Young of study include	es all the branches of a	For Philada., at 16 "Pottsville" 1	0 A. M., 2 A. M., ES OF F	3 <u>1</u> 4	1.1
Lathorouzh E and-French	Inglisheducation languages, Musi	n, together with the Lat- [Between Pottsville and	l Philada	1., \$3 50 at g. \$1 40 a	nalw
el'LEAN. Mrs. II. bas	a thorough kn	lowledge of the French	Philada., Oct. 11	·	· · · · · ·	15-
nguage, havi	ing resided many th the best syste	y years in Paris, and is, insofeducation in Euro-			ding Read.	· · · · ·
Miss McClea of the Engli	n is an experienc ish branches./	ced and successful teach-	Reduction of F			
afural Scien ma williar	ces, with the aid	ish Literature, and the i of Philosophical appa- is of familiar lectures, by	ON AND AFTER M Goods will be forw	Monday ard(d w	next, Jun ith despat	e 26th, 1844, tch at the fol-
ie Rev. B. S. The French l	Huntington, A. language will be	M. Spoken in the family.	lowing rates of Freig points below stated, per			ding and the
SITUATION 1., about two	- Aston Ki"2e hours' ride from	is in Delaware county, Philadelphia, via, Ches- althiness, and beauty of			Beriveen Reading	Between Reading
enery The re enjoy the	number of pups retirement and	s being limited, they will l'advantages of a quiet	<u>،</u> •	• :	and. Phila.	and Pottsvills.
ristrn hom TERMS –P Thistralude	fer session of fiv	e months, \$112, for boarding, washing,	Plaster, slate, tiles, \$0 Pig Iron, blooms, timbe	er, 🍞 🎾	1 10	75 ctš. 90 cts.
el lights, ber	dding, use of yoo'	ks and stationery lozeth- oxLy extra charges are nent always in advance.	 marble, tosin, tar, pit and grindstones, Nails & spikes, bar iro)	1 20	30 CI3.
The session: f November.	eomment, ont	he 1st of May and the 1st	castings.lead.turpent bark, raw tohneo, s provisions foratoes, l	alt.	ə 40	1 00
		BISHOP POTTER.)	Flour per harrel,	ر	16 ct	s. licts.
he proposed I	féguale School a	asure in recommending it Aston Ridge, to the fa-	Wheat, corn. rye. clo seed, & salt per bush	icl, S	4 či	s. 3 cts.
no are mem Besides fail	bers of the Profe think literary a	ents, especially of those estant Episcopal Church, nd religious in-truction	mestic liquors, machi	do-		
rom well qua' résumable ac	lined preceptors. Ivantages of a re	, the pupils will enjoy the stired, refined, and affec-	, cheese, late and tall	ow,	10	1 35
he State. The subscri	ber is gratified/:	est beautiful positions, in to learn that the number	ters, hemp, and cords	age.		
f admissions artaké esseni	is to be so restri gally of the char	irted, that the School will actor of a private family. ALONZO POTTER. '	Dry Goods, drugs & me cines, foreign lique wines, glass, paper, fr	ars. [2 60	1 70
(FRC	THE Eriscor	AL RECORDER)	fish, meat, confection	ma-		n storage of
han fulfil all	that is promised	the institution will more in its prospectus."	No additional charg receiving or delivering ny's Depots on the line	g treign	at any (of the compa-
rl, Co., Pa.	Jan. 23, 15		July 15, 1843			
2	of Løts in CHUYLK	Donaldson,	RAIL I	ROA at Bar R	D IR : ail Road II	ON.
	dd ar Buldie sale	- at Longison's Hotel: in	OU'50 do li x i	do. do	do,	do with spikes.
County, a put or for Swata	mber of convent ra Coal Land Ce	f Donaldson, Schuylkill jent building lots, laid out singany, as an addition to	And Plates, for sale	do by ON, 4, 5		do .st., Philada.
he town of D ared at the h	lonaldson. The lead of the Swot,	town of Donald on is lo- ara Rail Road, which will with the Mine Hill and	Philada., July 11, 18	546.		
schuylkill H of the Coal Re	aven Rail Read	l, thus giving that section uss to market From its	BURDEN S PA	DF THE	5 best refi	ned American
areha tarawat	towns in the Co	estionably, to become one oal Region, and, there fore effor secure them early.	Iron, for sa	de at abo , being a	out thể sau saving lo	he prices of the fabout 100 per hoes sold, ar
The sale w April next, al	ill take place on 10 of clock A. M	Saturday, the 16th day o . Terms made known of C. WHEELER,	Wwarranted.	, and if	not satisf	actory, can be be refunded.
ried iy of sal Feb 12	Agent for	Swatara Coal Land Co. 7-ts	GRAY & BRO	THER,	42 Walnui	. st., Philada. 23—
	RIES AN	DPROVISIONS	SAL	r! s	ALT	!
,	AT WHOL	-/ . ·	SALINA Salt in bar Market price, del	livered	on hoard	of Rosts on the
I XNOUN	CES to his frien	OWNEX ds and the public, that h	Schuylkill, FREE of P 31 Walnut st. 6	ORTERA G or Locus	GE by RAX & I Lst. Wha	ROTHER.
A has just i	received direct f x and Pilot, the	from New York per steam following articles of gro to will sell wholesale a	Philadelphia July 1		. ·	29 <u> </u>
New York p Per Steam	rices freight aud boat Pilot :	led.	KALL			
bbls, Scale f	shi 10 do-Herria 10 do No. 1/Mad	Butter, 57 quis, Cod ásh, 2 5, 50 do Blue ásh, 20 do No Skerel, 19 half do No, 14d	5 tons H v I. 10 tons	11 8 1.5	tons 11 x	 AISO, 50 1005
10 do Mess ?	vo 1 do, 16 do No	o. 2 do, 10 quarter do Ne rails Cabbage, 50 sacks fin	best refined fron, con	nsisting	of round. T. & E.	square and flat
of tube hut	boat Phœniz - ier, 30 bbls. Suz	ar. 49 quis Cod fish, 29bbl	P 1	1816.		17-tf
Blue do, 100 Sente fish, 20	reams Straw p do No. 9 Mark	aper, 60 blds, Oil, 13 bbl erel, 10 do No. 1 do, 200	IRO		FORE	
So knobaly A	nione 25 blds 10	ack Tea, 40 boxes Raisin juor. er Oat Meal, 100 tons Pla	i anto laure in 'tuto t	have cor to suit p s Shear	stantly of stchasers, and Sprin	Bar Iron, Boil-
ter by the qu Dec 12 15	nantity or top.	50-	quality Flue Iron, sui	itable fo d and pr	r Schules, Digiptiy ex	ecuted for Flat
		Fracts to Rent	Rail Road Iron and	for Chai	ns suitabl MORRIS	e for mines, by
I land/belo	onging to the A	ipplicants, all that tract (forth American Coal Co act, containing the follow		• kil	l 7th stree	t, Philadelphia.
ing list of C	oal Veins, many Iountain Veins-	of which, among other -having a range of over	a mure enhancembara	invite t	he attent	ion of Country
Mountain V	eins, Green rai	vis, / Spohn, Barracleuch ison, Little Tracey, Peac rkor Ravensdale Vein, Pe	h all of the very best of	he follou quality ;	ing articl	es in their line,
pendicular. with many (Diamond, and i others not name	Gig Diamond Veins, alor d.	E Do do	kegs of	5 165., 10 1	ibs., and 20 Ibs
Also, at! I	hat tract called 1 id Coulpany, con . Mortimer. To	the Jupction Tract, belong maining the Salem, Forres mnel, Black Mine, C. Law	L Do do	boxes of	2 doz. ha	arter lb. tins." If lb. tins.
.Rabbit Hole	fred Lawton Ve	ill Creek Tract, all of whit	Chocolate and Coc	inal. Merent	kinds.bath	ground and un-
-Rabbit Hole ton and Al Grist Mill.s	ituatof on the M		ground, riz -Nuta	negs, M	ace, Cint	Tamon' Courses
-Rabbit Hole ton and Al Grist Mill.* will be rent	ituated on the M ed on moderate	DAVID CHILLAS, Ag'L 9-			ad on the .	most reasonable
-Rabbit Hole ton and All Grist Mill.* will be zent Pottsville	ituated on the M ed on moderate , Feb. 21	DAVID CHILLAS, Ag'ı. 9-	Alispice, Pepper, Gil The above goods a terms, and delivered	nger. are offer d to any	y partiot	the city tice of
-Rabbit Hole ton and All Grist Mill.* will be rent Pottsville	ituated on the M ed on the derate , Feb. 21 Tarrisge C	DAVID CHILLAS, Ag't.	Alispice, Pepper, Gil The above goods a terms, and delivered expense or ", WITHINGI	nger. are offer d to any ION, Pi	ANCIS &	most reasonable the city free of E WELCH. , Duichstreet. 15

	1.10	₹ Ē	365 1,073 1,073 5,8240 5,8240 9,541 9,541 9,541 9,541 9,541 9,541 23,290 25,107 41,750 41,750 41,770 41,770 41,770 103,900 111,777 105,241 112,840 111,250 113,260 111,277 115,381 112,387 113,387 113,387 113,387 113,387 113,387 113,387 113,287 207 201 201 201 201 201 201 201 201 201 201	
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	SCHUYLARIA	·		
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Ċ	·	Y ILS.	1820 1820 1820 1820 1820 1820 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1833 1835 1835 1835 1835 1845 1845 1845 1845 1845	
•		T	to to the mind is the quantity of coal that passed over the un-	- [
		fere	at Railroads in Schuylkill county in the year 1040.	۱ I
•	ţ,		Minenili & Schuyikin Harciny	: ربو
	1.		Schuylkill Valley / discharged into Mt. 223,112	-
•		•	Mill Creek. (Carbon & Port Carbon, 109,000	
			Mount Carbon & Port Carbon, 407,281 July Schwill 91,007	·
			In the Schuy is in a stand into 37,178	: 4
	Ľ.	•	Lorberty Creek: Union Canal R. R 21,748	
	4		TT	
	1) I	The amount of coal distributed along the lines of our Canal the amount of coal distributed along the lines of 150 000 tons, and	
			Railroad in the first year, was upwards of 150,000 tons, and n the best information to be obtained from other sources, we	
r	·		stude that at longt 970 thin tong have been similarly disposed	
-		- 6 -	- the other lines making a Intal of 420,000 with disperseur	
-		on	the lines of improvements for consumption, and leaving 23,992 tons of Anthracite that reached the terminations of the	·- '
		· D.,	Ironds and Canals on tide water.	:
		· · T	" looking over the increase for a few years past, we must	. •
•••	-	1	alude that about 9,800,000 tons will be required to supply	-
		1 the	demand for the present year, and following up the same rate annual increase which may be observed in the business for	•
_		1000	no more most we shall hnd that the product in the year room.	
5			as he at least 4 500 000 tens to meet the demand of which	
ne	i	4 h -	Schuylkill will be required to send forward 2,500,000 tons, Schuylkill will be required to send forward 2,500,000 tons, perhaps more, as her portion of this rapidly increasing trade.	
1	1		a Solumbill Trade the present year will probably reach 1.000	
t		0.04	here There now annears to be 142 Uniteries in this could	
•	Ì		the have mobiled in the nast year 1.200.040 tons of the	
-	-	giv	ing an average of 9000 tons for each colliery, though the antity produced by each, has varied very materially from the	•.
	1.	- qua	antity produced by each, has tarted tery and tons, and otherage, some having yielded as much as 30,000 tons, and otherage.	
: 8 1 C		0.00	pot more than 2000 tons.	-
			Of these 142 Collieries, 107 of them are above the water lev-	
		el,	and 35 of them below. They are located as follows : Above water Below water	
-			level. level.	
r		•	Little Schuylkill, 8	d.
i.		•	Schuylkill Valley, 34 Mill Creek 11 6	
4			Norwegian, 13 12	1
			West Branch, 31 12	•
-			Swatara, 10	•.

35 107 . 142 Total The whole number of Steam Engines employed at the Collieries up to the commencement of 1846, was 68 2018 Aggregate power in horses In Pottsville there was built in the year 1846, for colliery purposes 23 636 Horse power; ່ 5 In Minersville, 130 Horse power 10 In Port Carbon, 137 Horse power, 2921 106 ÷-

These 106 Engines employed about the Mines, are equal to 2921 horses in power, while working the customary hours of labor, but as many of them are employed in pumping water at hight, they may safely be set down as doing the work of more

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on coal 30 cents per ton, over and above what it was in 1845; which will make the whole cost to Philadelphia about the same as it was in that year-excepting some drawbacks allowed during the first two months, or until the first of June.

small boats, must very materially lessen the mere cost of trans-

porting coal. The Company have, however, increased the toll

As far as relates to coal delivered on the line, these drawbacks are partly counterbalanced by the heavy tolls charged on all empty boats returning, that have not gone so far as Rhiladelphia, and it is so arranged, that the toll charged on coal to Manayunk, will be 8 cents per ton more, and to Norristown the same rate as to Philadelphia. To Reading the toll charged will be twice as much as formerly, and we cannot perceive how coal is to be carried any cheaper including all charges, to some points on the Canal, than it was previous to the enlargement; and we think some alteration in the rate of tolls may be found unnecessary The Company consider the present improvement, with an ample supply of boats, sufficient to pass, in an ordinary season, 1,500, 000 tons, and that with further improvements, the capacity of the canal can be made equal to the passage of 5,000,000 tons way trade annually.

The cost of this work to the present time has been about \$5,600,000, exclusive of Boats, Wharves, Cars, &c., which the

company have and are now constructing. I The Philadelphia and Reading Rail-road company during the past year have done much to make their work more effective, by increasing their stock of ears and locomotives; extending their wharves-laying down more sidelings and switches-building and improving depots, work-shops and Engine-houses-replacing some of the small wooden bridges with permanent structures of stone and iron, and numerous other arrangements intended for extensive and profitable working of the Road.

During the past year, they have added to their running machinery 19 hecomotive engines of the first class, and 1522 iron coal cars, besides freight and other carse It appears that they now have on the road and used for transporting coal. &c., 71 locomotive engines, 4559 coal cars, 250 house, platform and truck cars, and -19 passenger cars. Also, 232 cars of different kinds kept for transporting materials for the road. If these 4559 coal cars can be so managed as to make two trips' each per week throughout the year, they are capable of transporting over 2,600,600 of tons, but there are certain seasons of the year when coal is not so extensively required as at others, and some irregularity of working necessarily occurs.

The statement made respecting the loss by replacement of Iron rails, is certainly very gratifying, not being one-half cent per ton on the tonnage of the road, yet we believe that much longer experience is required to arrive at correct data in this item of expenditure. The whole cost of this Rail-road now, with all its appurtenances, may be set down at \$11,600,000.

The coal feeders to these two great works just spoken of, are prised in the following list of Rail-roads:

Little Schuylkill,	22	milės.cos	t \$500,000
Schuvlkill Valley,	- 16		300.000
Mill Creek,	6	do 🕴	120,000
Mr. Carbon & Pt. Ca	rbon with depots, 2	do do	120,000
Mount Carbon.	7	do	120,000
Mine Hill & Schuylk	ill Haven, 26	do do	580,000

\$1,740,000 81 The Rail-roads constructed by individuals, and leading into the above-named incorporated roads, cannot be less than 70 miles long and cost \$180,000 ; to which may be added 80 miles of individual roads under ground, costing about \$100,000. Here, then, we have in the Valley of the Schuylkill, 324 miles of Rail-road, and 108 miles of Canal, in constructing which there has been expended upwards of \$19,000,000, including the locomotive engines and cars on the Philadelphia & Reading Rail-road-It will be interesting here to bring into view what has been expended in other places for the accommodation of the Anthracite Coal Trade of Pennsylvania-

Lehigh Navigation from Easton to Whitehaven, \$4,555,000 71 miles, cost, Whitehaven & Wilkesbarre R. R., 20 miles cost, 1,350,000 with 1 tunnel & 3 inclined planes, Mauch Chunk R. R., from Summit and Rhume Run, with back tracks. 36 miles, cost, 600,000 360,000 Beaver Meadow Rail-road, 26 miles, cost, 120,000 do do 10 Hazleton Buck Mountain do 40,000 đo 4 20,000 do 21: do Summit \$7.015,000 Total cost of improvements on the Lehigh, Danville & Pousyille Rail-road unfinished, and

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f a few years, will be extended even beyond the calculations of some who are now considered over sanguine.

ternal improvements already made and now being constructed

will permit the ore and coal to be brought together at a moderate

expense, we feel fully justified in the belief that this branch of

These are the two principal elements at the base of England's present position as a manufacturing nation, and which, if fostered in this country in connection with other branches of manufacturing industry, will advance us with giant strilles to the highest pinnacle as a manufacturifit, agricultural. and commercial naion. The Iron Trade of England, from a very small business, has tion

in 60 or 70 years reached its present magnitude ; while the Iron business of this country has now only got fairly under way; but in some other branches of manufactures, the advances made in the last twenty years, we searcely to be credited; and the Anthracite Coal Trade in the same period has run up to more than two millions of tons, and is now about equal to all the shipments from this to foreign countries in the year 1845, and there can be no doubt that it is destined very shortly far to exceed our foreign trade in the amount of tons transported.

These anticipations, however, are all founded on the premises and in the most confidant belief that the policy of protecting domestic industry, willshe restared and continued ; for we cannot believe that the American people will persevere in pursuing a course so destructive to their own prosperity, ds deficient protec-tion has always proved to be, by limiting their pursuits, smothing their inventive powers, leaving their skillkundeveloped, and

paralizing their industry. Such was the policy pursuel by Great Britain towards us while we remained her colonies, and none of the arts or trades were permitted to gain a footing, not even a hob nail were wo permitted to make ; and this attempt to keep the people of her colonies in grovelling vassellige brought on the war of independence.

At the close of this way we were governed by the Articles of Confederation, under which we had free trade to its fullest ex-tent, and our country was flooded with foreign goods, and the silver and gold which had circulated largely during the latter years of the war, was rapidly returning by the usual course of trade to those countries from whence such large quantities of goods had been imported, and trouble and distress fell heavily on the people throughout the land.

After the people had suffered severaty for some years under this " free trade" system, they adopted the present Constitution; and the first Congress slitting under the Constitution being composed of many of the men who planned this instrument, adopted a preamble declaring this necessary for the support of government and the encouragement and protection of manufactures that duties be laid on foreign goods and merchandize," and in accordance with this preamble they passed laws for the protection of domestic industry.

No sooner was this done, than confidence was restored, the industry of the whole people was put in requisition, and a new career was open to them.

Again in 1816, after the last war with England, our industry was languid and remained without adequate protection until 1824 when a bill was passed containing the true protection principles: then, immediately the manufacturing and other industrial pursuits of the country revived and advanced stradily until after the compromise act of 1832, withdrawing the prefection from domestic industry.

As soon as this bill went into operation to any extent, business began to decline, and in less than ten years from its passage, the whole industry of the country was prostrated, the middling classes were sunk to a state of poverty, and those who were only poor before, were degraded almost to beggary.

The passage of the tariff bill of 1812 instilled new life into all kinds of business and the people were contentedly and prosperously progressing in their various avocations, when during the past year a bill withdrawing a large poition of the protection heretofore enjoyed, was passed into a law of the land, unasked, unpetitioned for, and unexpected by the people

And we fully believe that the people as soon as they feel the influence of this law, if not before, will demand a repeal of such suicidal enactment, and return to that course of policy under which we have always enjoyed most individual and national prosperity.

The prosperity of our Coal Trade is so identified with the successful prosecution of all other business of the country, that it becomes us to look well, thoroughly, and continually to the promotion of the national prosperity permitting no local influence. from any source whatever to swerve as from this line of policy. Respectfully submitted on behalf of the Board of Trade,