POTTSVILLE.

Saturday Morning, Feb. 19, 1848.

BENJAMIN BANNAN, *Editor.*
ELE BOWEN, *Assistant Editor.*

Democratic Whig County Meeting.

The County Committee invite the Democratic Whigs of Schuylkill county to assemble in County Meeting, at the Court House in the borough of Orwigsburg, on *Monday, the 6th of March* next, (Court week,) at 1 o'clock, P. M., for the purpose of appointing delegates to the State Convention to be held at Harrisburg, on the 15th of March, and also to appoint conferees to meet those from Dauphin and Lebanon counties, to select a delegate to the National Convention, and transact such other business as may be deemed necessary in the present alarming state of the country.

It is earnestly requested that the Democratic Whigs should turn out that there may be a full and free interchange of sentiments on the public measures of the day from all sections of the county. British Free Trade, the offspring of Locofoco ascendency, is unfortunately saddled upon the country, and its desolating effects is witnessed in our idle collieries, deserted work shops, and the lowness of wages which threaten the laboring classes of the country.

C. W. Pitman,	Jacob Kline,
John Reed,	James H. Graeff,
Daniel B. Kershner,	John W. Heffner,
George Kaufman,	John Provost,
Joseph Bressler,	John Bolio, Jr.

County Standing Committee.

Philadelphia and Reading Railroad.

Through the politeness of Mr. Walker, we have received a copy of the Reading Railroad Company's report for the year ending the 30th November, 1847, from which we make the following abstract. Its length precludes its publication in full.

The whole receipts of the Company were as follows:

From Coal,	$1,698 663 99
do Merchandize,	136 219 92
do Passengers,	156 201 45
do Transportation of Mail, &c.	11,860 26
Total Receipts,	$2,002,945 62

The receipts for Merchandize on the Road in 1846, were $137,583 52, showing a falling off of only $1,363 60, notwithstanding the competition of the Canal.

The total tonnage of the Road, including Passengers and materials for Company, in tons of 2000 lbs. was for the year, 1,770,916.

The number of Passengers carried during the year was 97,463, equal to 49,604 through Passengers. The number carried in 1846, was 88,641, equal to 45,155 through passengers.

The following is given as the expense of maintaining the Road during the year:

Repairs of roads, beds, tracks and bridges,	$95,570 01
Engines, cars and machinery,	11,470 34
Railroad Iron,	10 305 87
Watchmen,	9,191 94
Water stations, depots, Engine houses,	3,436 17
Superintendence and office expenses,	2,806 13
Materials on hand last year,	4,041 69
Total expense for maintaining way,	$136,822 15
Add expenses of transportation department,	836,077 24
	$968,857 74

Equal to 48 per cent of the receipts of the Road.

The cost of repairing Wharves at Richmond, during the year was $9,438 64.

Rails.—During the year, 1919 Rails weighing 312,2 tons, which cost $24,117 45, were removed from the Road, and the same number of new Bars substituted. After deducting the value of the old bars, it leaves the loss on Iron, $10,305 87, or less than ⅜ of a cent per ton on the tonnage of the year.

Bridges.—During the last year *fifteen* stone Bridges, varying in span from 10 to 35½ feet, and *six* Iron Bridges, with spans from 25 to 40 feet, and *five* Timber Bridges, have been erected during the year. There are now on the line 35 Iron and Stone Bridges, and 48 wooden bridges. The latter will be gradually replaced by stone and Iron Bridges, as fast as they require repairing.

The whole amount expended for new bridges during the year was $86,687 82.

Expenses of Transportation.—The expenses of transportation of Coal last year, was 45 84-100 cts. per ton. Merchandize 85 9 10 cts. per ton, and 47 2-10 cents per passenger.

Wood.—During the year there were 90,716½ cords of wood consumed, which cost $225,622 07

Cutting do	33,632 73
Loading and unloading, do wharfage, Agents &c.	18,899 49
	$278,154 29
Which is about $3 02½ cents per cord.	
Coal for fuel, only	$4,389 19
And carrying coal too *from* a Coal Region.	

Locomotives, Cars, &c.—The Company own 77 Locomotives, one of which is out of use.

4606 Coal Cars, one of which is an 8 wheeled Iron car, and 3019 4 wheeled iron cars. The remainder are wooden cars.

502 Cars for freight of different kinds.

22 Passenger cars.

7 Snow Ploughs.

2 Small Express Locomotives, and

50 Horses.

Liabilities.—The liabilities of the Company were on the 30th of Nov. 1847 $12 236,559 58
do on the 30th Nov. 1846 11,589,695 67

Increase during last year including stock dividend of 12 per cent, amounting to $434,150 04. } 646 862 91

During the year, $1,400,000 of the floating debt of the Company and bonds due were converted into a Mortgage loan, the commissions and charges of which were $143,027 14.

The indebtedness of the Company is as follows:

Capital stock,	$3,432,000 00
Loans,	8,095,050 00
Bonds and Mortgages on real-estate,	213,158 66
Sundry accounts due by Comp'y	$507,637 27
Sundry bills due the Co. for freights &c.,	$61,401 79
Notes receivable,	333,716 68
Cash on hand	50,317 92
	445,436 39
	62,200 88
By balance subject to a dividend,	434,150 04
	$12 236,559 58

A number of experiments are now making by skillful Engineers, to substitute the use of Coal instead of wood in the Locomotives, which when accomplished, will prove a great saving to the Company in the item of fuel.

A proposition has been made by gentlemen in the Eastern States to rent the Company 1000 Coal cars, and the necessary number of Engines. The proposition is approved of by the President, and he *is* of the opinion that the Company ought to avail themselves of the offer, as no debt would the incurred, and a large profit for their use may be anticipated.

THE SENATE.—Some rich scenes occasionally occur in all Legislative bodies, and it would be remarkable, indeed, if the Pottsville Senate should not sometimes descend from its dignity, since it is believed that the honorable members are "but flesh and blood." The members of the Senate of Columbia, we perceive by the *Spy*, are also "apprehensive;" as witness the following:

Senator from Arkansas. Mr. President, I am opposed to the question being take up to-night!—Sir, I protest against the gentlemen *gouging us down*, who have not yet had an opportunity to speak on the amendment.

Senator from Massachusetts, (a little excited.) Mr. President, I do not wish to "*gouge down*," (with great emphasis.) Nor, sir, nor do I wish to *choke down* (greater still) any gentleman who may yet wish to speak.

Why did not the "honorable gentlemen" *look* each other down. *That* is the plan now generally adopted by Senators!

REPORT

Of the President and Managers of the Schuylkill Navigation Company to the Stockholders. January 24, 1848.

At the annual meeting, held in January, 1845, the Board of Managers, recommended for adoption, a plan for the improvement and enlargement of the works of the Company, and very fully and clearly, exhibited the necessity of the measure.

With singular unanimity, the work was ordered by the Stockholders to be undertaken, and an ordinance passed, providing for the raising of what was then deemed a sufficient sum by loan, to effect this new purpose.

The arrangements for commencing the work, depending upon the negotiation of the loan, the perfecting of surveys, and the making of contracts, occupied the larger part of the year 1845; and after the usual season for navigating the canal had terminated, the extraordinary labours of the officers and agents of the Company were begun.

The period, therefore, marks a new era in the history of the institution; and while the past may be referred to as furnishing the basis for calculations, and the ground of reasonable hope, the completion of what was then taken in hand, will mark hereafter, as distinctly, the new work from the old, as the latter marked its character upon the trade that had flowed over the River Schuylkill, when the charter of the Company was granted.

Since the autumn of 1845, the Schuylkill Navigation may be said to have been undergoing a great transformation; and while you have been annually informed of the progress, and prospects of the change, you have yet scarcely begun to feel, and not at all to realize, the success of your labors.

Although boats and trade were passing the line of your works during a part of the year 1846, they may be regarded as only the earnest of what would sometime follow; but when your proper work had been accomplished, there remained yet much to be done, especially for the accommodation of that part of the trade, which formed the chief inducement for the change you had ordered.

The Spring of 1847, found us in a new and extraordinary position. So far as the Boad had, or could obtain the means, cars, landings, and boats had been provided, for the purpose of receiving and carrying coal.

It was supposed, that out of the stock of boats and cars used for the trade on the old works, a considerable proportion would be found fit for service, and answer until the new supplies could be constructed.

It was anticipated also, that our new works could be used by the boats engaged in the trade on other lage canals, that at the season when they usually have but little employment, (but which is the most active one with us,) they would seek our line.

But these anticipations have not been realized: the stock of boats and cars, formerly used in the trade of the Schuylkill valley, has either from natural decay or some other sufficiently controlling cause, sunk into inadequacy, and the arrangements of the Rail Road Company for the trade of the mining district for 1847, and the profitable employment of their boats on other canals, in the carrying of the great agricultural products of the country to market, under the stimulus of an unusual foreign demand, have limited the business for us, to the extent that our own independent means could meet.

We have, therefore, been this year engaged in preparing many things for the future, and in trying an experiment, to determine whether we are to any extent to rely upon others, or to trust entirely to our own efforts.

We have tried the experiment; and from it we have learned, that while in the absence of any extraordinary competition, we might rely upon others, the existence of such a competition, demands from us more than we had originally contemplated doing.

We must, under this competition, not only build cars, and boats, and landings, but also cause them to be used by parties who act independently of us, and require a large share of the profits earned by the use of them. And this state of things arises, not so much from the wishes of those who are engaged in the trade, as from necessity: the rapid increase of the business, and products of mining coal, demanding all the capital that those engaged in it can possibly command.

But for the future there is not so much uncertainty, as the natural increase of the coal and other trade of the Schuylkill Valley, will in the course of the next three years fully occupy, the great channels that have been prepared to carry that trade to its appropriate markets.

There is, therefore, sufficient inducement for capital to be profitably employed elsewhere, to seek either through our hands, or by independent application, investment in the vessels and machinery needed for the carriage of coal, and other heavy products, and of valuable merchandise, and passengers, over our works.

This inducement ought, however, to be secured by a judicious and reasonable policy on the part of our Company; and it should rest upon the express approbation and direction of Stockholders, that it may have permanency, and not be adopted with reference to securing trade for a single year, or to avoid the nice question of one board of managers binding their successors. If our policy bears the seal of approbation by the Stockholders, and is only to be changed to liberalize it, we shall soon find new vigour and activity infused into our affairs, and vigour and activity will speedily yield profit.

By adopting as the basis of our charges for the use of our canal and other works, prices will with a moderate and reasonable trade, pay our expenses and interest, we may safely rely on the people, (and trade, for it is fair if not a rich dividend to our Stockholders.

In framing the tariff of tolls for the year 1848, and in announcing it at an unusually early period, the Board of Managers have had these objects in view, and they have been gratified to learn that the proposed changes meet with general approbation.

We therefore ask for your formal confirmation of the policy therein proposed, in order that those who might be deterred by the fear of an unfavourable change in our system of charges and management, from building furnaces, or manufactories, or embarking in the business of transportation, shall have that assurance of stability in our plans, which it is essential to have before investing capital in undertakings that can only be successful where such stability is to be found.

It may not be inappropriate to consider here, the position the company now occupies for the coal trade of 1848.

They had secured by lease, at the date of the last annual report, a large and well arranged dock and landings at Schuylkill Haven, and were engaged in constructing others at Mount Carbon and Port Carbon.

These have been so far completed during the present year, as to give them landing facilities for the shipment of at least 500,000 tons of coal, entirely under their own control; and the landings owned by others, and suited to our new works, will accommodate about 100,000 tons more,—making a total of 600,000 tons. These landings admit of considerable linear extension, without any unusual expense, and they may, therefore, be gradually enlarged, as an increasing trade may make that necessary.

We have now upwards of 600 cars of the most approved form and materials, in good order, and capable of yielding, if run upon the tributary rail roads of the region with ordinary diligence, a tonnage for the canal of more than 500,000 tons. And we would propose, that at the earliest practicable period, the number of our cars should be increased, so as to afford a full supply for a trade of 600,000.

We have not been able to add to the number of our boats during the past year. The vast amount of other work requiring the attention of the Board, and the expectation that boats would either be built expressly for our canal, or come upon it from other quarters, prevented contracts being made for them, until the season was too far advanced to procure them in time, but a number have already been contracted for, which are to be delivered early in the year 1848; and other contracts for more will no doubt be made as early as the funds of the company will permit.

We have already adverted to the limited trade on the canal for the year 1847, and indicated the causes that controlled it, but the limitation mainly to the coal trade. In the other branches of our business there has been a gratifying result; and the tables of our miscellaneous tonnage, show that it may be relied on, at least to pay our current expenses and keep the work in repair. As the valley of the Schuylkill becomes more and more densely peopled, and as new manufactories, furnaces, &c., are erected within its borders, the miscellaneous trade must greatly expand; and it may by proper encouragement be made quite equal to the coal trade that a few years ago satisfied our Stockholders, and actually glutted the market.

We are, however, compelled to pass from these considerations, to others of an embarrassing and painful kind. For the first time since the opening of our canal, we find ourselves unable promptly to meet our engagements to the loan-holders and other creditors of the Company. In order to raise the money required for the enlargement of the canal and works, a part of the loan authorized by the Stockholders in 1845, was negotiated under the authority of an act of assembly obtained for that purpose, at the rate of seventy-five dollars in money for every one hundred dollars of the certificates of loan. As the work progressed towards completion and the monetary affairs of the country assumed a character of greater ease and stability, it was supposed that the remainder of the cost of the improvement might be raised on more favorable terms: and it was determined by the Board of 1846, to procure the amount then needed, upon the promissory notes of the Company, secured by deposits of the convertible loan as collateral security. In the annual report presented in Jan. 1847, the amount of the notes thus issued was stated at about $844,000. In order to complete the works, to pay for cars, boats, and landings, and to meet the current expenses of the Company and the interest upon its loans, a large sum beyond the current income has been required, and it has also been raised by the issue of the Company's promissory notes, secured to a considerable extent by like deposits of the convertible loan as collateral security. The amount now due by it under such liabilities, is about $1,500,000. The interest due January 1, 1848, amounts to $49,037 33; the debts due for work, materials, &c. on the line, are about $50,000; the usual expenses for preparing the work for use in the Spring, will need about $50,000; and there are other claims which must be met, and preparations to be made, for aiding the expected trade of 1848 by furnishing boats and cars, that will require about $150,000, making an aggregate of present and proximate liabilities of about $1,800,000, for which permanent provision is absolutely necessary.

The funding of this debt, and the proper provision for the contingent liabilities just stated, had been postponed under a belief that the trade of 1847 would command the money at or near par for the convertible loan; but the revulsion that occurred about two months since, has deprived the Board of the ability to do so, and placed the stockholders under the necessity of submitting to a very large sacrifice.

Embarrassed by such a position, and unable to bring the stockholders together in regular meeting, to provide for the emergency, the Board first invited a number of the large stockholders and loan holders to meet with them, for consultation and advice; and the result of their deliberations was a proposal on the part of the Managers to raise by a convertible loan, payable in twenty years, and to bear interest at the rate of six per cent. per annum, the sum of one million eight hundred thousand dollars of the certificates of the loan at fifty dollars in money for one hundred dollars in loan.

After this course had been resolved on, an informal meeting of the stockholders, loan holders, and others interested in the proposition, was called by the President, and an explanation of the causes which had made it necessary to resort to such an extraordinary movement, was submitted by him to the meeting; and the resolution of the Board was then with very great unanimity approved. But as the Stockholders are now regularly assembled, and very generally in possession of the facts which regulated the decision of the Board, we respectfully ask for the new loan, their sanction and formal confirmation.

The Stockholders, at their annual meeting in 1847, when apprized of the method adopted by the Managers for raising money by promissory notes confirmed it by resolution, and directed the Board to proceed, and complete the great undertaking; and if the Board have failed to seize, what may now be deemed to have been a favourable opportunity for funding the floating debt, that failure must be placed rather to an honest error of judgment, than to any want of a proper regard to the interests of the Stockholders.

Aided by a large and active committee of the Stock and loanholders, whose efforts and labours have been unremittingly given to the work, the sum of $3,000,000 has already been subscribed to the new loan, and there is every reason to believe, that it will in a few days be entirely filled up, and then according to the conditions of the proposals for it the subscriptions will be available for the relief of the Company.

The Board have felt that the Stockholders ought to participate fully in the advantages offered to the subscribers to this new loan; and they have endeavoured to reach them with the notice of its terms and conditions. But they regret to find, that many of them have not yet come forward, and they now make the last appeal to them that is within their power.

Annexed to this Report, will be found a tabular statement of all the ascertained liabilities of the Company: and from it the Stockholders will be able to form their own conclusions, as to the value and prospects of their works. But it will be doubtless expected, that the Managers should go into some explanations, to show what may be reasonably anticipated by those who may be interested as loanholders or creditors.

The aggregate liabilities of the corporation, exclusive of capital stock, will, if the new loan be subscribed for, amount to about $7,000,000; and the annual interest thereon will be $420,000.

The current expenses and repairs will probably amount to $80 000; and we have therefore an annual charge of $500.000.

The revenues of the Company consist of its tolls, boat, car, and landing rents, water rents, and a small amount of rent from its real estate. Its income, of course, depends mainly on its tolls; and these for the future, may be safely estimated as follows, including on the charge on coal, the rent for boats, &c., and observing that a proportion of the trade, both ascending and descending, does not pass over the whole line of the canal.

For the year 1848,		
Coal trade. . .	Tons 500.000 at 65	$325.000
Miscellaneous trade, .	" 200,000 at 50	$100,000
Rents,		20,000
Total,		$445.000
Deduct expenses,		80,000
Net income,		$365,000

Assuming that there will be an annual increase in the trade of the canal, equal to twenty per cent. per annum on its coal trade, the net revenue for the next five years, if the scale of tolls for 1848 be adhered to, as recommended, we shall have the following estimated results:

For the year 1849, . . .	$430.000
For the year 1850, . . .	$508,000
For the year 1851 . . .	$601.000
For the year 1852, . . .	$713.000

It therefore appears reasonably certain, that in the year 1850 the Company will have paid the interest on the whole of its loans, in full and have a surplus of about $43,000; and in 1851, they may, in addition to paying their interest, either pay a dividend of 12½ per cent. on its capital stock, or set apart $100 000 towards reimbursing its loans, and give a dividend of about 7½ per cent. on its capital stock; and in 1852, this surplus applicable to dividends and to the reimbursement of loans, would be $293,000.

In presenting these estimates, it may not be improper to bring to view the condition of the Company and its revenues in the year 1841, when the trade on the old canal did not vary very greatly from that assumed for the year 1848—the toll, however, being somewhat higher on coal and other articles than that for the latter year.

The nett income for 1841, after deducting current expenses and repairs, was $463,000.

Out of this income, $112,000 were paid for interest, a dividend of $99,936 made the Stockholders, and the debt of the Company reduced to $202,906 03; and since that period, the coal trade has been steadily increasing at the rate of twenty per cent. per annum.

While, therefore, the policy of our Company should be steadily directed to secure by all honourable means its fair share of the coal trade, its prices must be so adjusted that they will neither provoke ruinous hostility on the one hand, nor stimulate premature competition on the other, by preventing inducements for new and costly works. The investments made by the Schuylkill Navigation Company, as they will be represented by their Stock and Loans, after the new loan is filled will be about $9,000,000, the annual interest upon which is $540,000, or about sixty cents per ton on less than half of the estimated trade of the Schuylkill region for 1848.

We shall no doubt have that portion of the trade passing through our locks; and as they have the full capacity for a transit of at least 1,500,000 tons, with but a small additional expense for reservoirs at the head of the line, the surveys for which have already been made, the expectations of the most sanguine will soon be realized.

When this quantity shall be reached—and the anticipation of it is more reasonable now than what were deemed the visionary dreams of the projectors of the canal—those who are now timid and wavering, will regret that they had not sustained the Company in its hour of trial, and be willing then to pay a large advance to the bold and fearless. To the Stockholders who are most deeply interested in the prosperity of the Company, and whose whole investment may be sunk if the present financial arrangement should fail, we earnestly press the invitation to come forward. Their's is the sacrifice, their's ought to be the profit: a full subscription made by them will be no sacrifice—they can, if they choose, get six per cent. per annum on the par value of their shares, and the cost of the loan. They will place the institution once more in the path of safety and honor; and its servants will be relieved from the embarrassments which now interfere with the successful administration of their trust.

By order of the Managers,
FRED'K FRALEY,
President.

NOTE.—Since the annual meeting, the whole amount of the loan of $3 600,000 has been subscribed for. The certificates of the ten per cent. loan will be merged in the new loan, and no further issue of the ten per cent. loan will be made.

State of the Company, January 1, 1848.

ASSETS.

Cost of works, &c. prior to enlargement	$3,892,332.78
Improvement of the works	2,463,666.90
Schuylkill Navigation Co. Stock, 10 shares	$60.00
Phoenixville Bridge Co. Stock	180.00
Bonds receivable	6.787.00
Bills receivable	22.782.00
Real Estate	58,702.25
Rail Road Cars and Boats	267,639.01
Cash on hand	390,36
Loans of the Company held in trust by the President	128 921.66
Due by sundry persons	73,730,06
	$6,849,543 55

LIABILITIES.

Capital Stock	1,665,600.00
Permanent Loans	3,152,776.37
Interest on permanent loans	5,670.96
Dividend account	734.35
Boat Loan	139,827.22
Contractor's Improvement Debt	146.340.00
Bills Payable	1,511,891.51
Bonds Payable	13,400.01
Due to sundry persons	11,626.44
Surplus	201 676 69
	$6,849 543 55

NOTE.—In addition to the above liabilities, there are the following:

Interest on Permanent Loan, due Jan. 1848,	$49,037.32
Estimated debt due for wages and materials, &c.	50,000 00

Income and Expense Account, 1847.

INCOME.

Tolls on Coal,	$122.405 81
Tolls on other articles,	86,666 77
Rents of water power and real estate,	22.845.51
Boat, car and landing rents,	23,034.01
	$254,952 10

EXPENSES.

Interest on permanent and temporary loans,	$283,756.69
Current expenses—salaries, wages, repairs, rent of landings, repairs of boats and incidentals,	108,307.13
Drawbacks and towage paid,	23,052 90
	$415.116 72

Tonnage of articles descending the river in 1847.

Coal, (tons)	222,693	Lime, (tons)	50.844
Limestone	29,943	Lumber	14,246
Pig Iron	7,127	Flour	6,240
Grain	5.221	Iron	3 769
Wood	2.351	Iron Ore	1,768
Marble	1.496	Sand	1.493
Blooms and cast's.	1.491	Shingles,	1,411
Nails	878	Soap stone	609
Bituminous Coal	739	Stone	220
Bricks	208	Bark	173
Staves	157	Clay	130
Butter and Eggs	107	Sundries	1,646
		Nett	355,160

Tonnage of articles ascending the River in 1847.

Limestone, (tons)	15,910	Iron ore, (tons)	13,116
Lumber,	12,654	Grain,	7,083
Mdze,	6,113	Sand,	2,139
Pig Iron,	2,503	Plaster,	1,969
Bricks,	1,829	Stone,	1,701
Lime,	1,662	Iron,	1,181
Soap-stone,	1,061	Salt,	1,032
Clay,	722	Fish,	718
Hay and Straw,	595	Coal,	560
Rails,	473	Marble,	398
Manure,	378	Flour,	345
Wood,	212	Shingles,	194
Bituminous Coal,	124	Malt,	119
Hides,	106	Sundries,	1.340
		Nett,	77,237

Items of Gossip.

About Noses.—The last number of the Vermont Asylum Journal (edited by insane persons)—! contains some humorous remarks on the subject of *noses*. The mad writer asserts that "the nose has been placed by Providence directly over the mouth, to pass judgment on the food—a sort of sanitary sentinel—a kind of quarantine officer, to prevent the entrance into port of all things that are unsafe or unfitting.

Government Clerks.—Mr. Hobbie, Assistant Post Master General, it is said, wishes to introduce the English rule to the Government clerks—that their appointments shall be permanent. He wishes all the clerks discharged. He desires a law passed preventing their removal for political opinions and only upon charges of misconduct or immoral character.

Jersey Forever.—We received the Camden *Democrat*, the other day, with the modest request "please exchange." The said paper contained four or five columns of small-pica matter, among which was an announcement of the death of Chancellor Kent!—received, no doubt, by Magnetic Telegraph.

Just like Them.—A Carlisle paper says that "petitions signed by more than six thousand ladies have been presented to the Legislature of this State, praying for the abolition of the death penalty. The dear creatures!—the only hanging in the world ought to be about *their* necks!"

Sad Accident.—Mr. Samuel Francis Davis, son of Hon. J W. Davis, who is about to depart on the mission to China, being present at the launch of a flat-boat, on the 3d inst., in Indiana, was struck by a falling piece of timber. The blow killed him instantly. His age was 23 years.

True Benevolence.—A number of excellent young ladies in a town in New York have formed a new Sewing Society, the object of which is to provide clothing, at this inclement season of the year, for "bare possibilities" and naked "realities."

A Useful Hint.—Take one ounce of cloves, one of cedar and one of rhubarb, pulverize and sprinkle them in a drawer or chest in which clothes are to be placed. It will prevent moths from injuring the clothes, and create an excellent scent.

A Peculiar Word.—Heroine is, perhaps, as peculiar a word as any in our language. The first two letters of it are male, the first three female, the first four a brave man, and the whole word a brave woman. It runs thus—he, her heroine.

An Exchange Paper says nothing makes a young man, who is generally impervious to blushes, so ashamed of himself, as to be caught looking over the will of the father of the young lady whom he is courting from a feeling of the purest affections.

Take Warning!—A man who was hung lately in a neighboring State, for burglary and murder, confessed under the gallows, as we read, that his career of crime began by *stopping a newspaper without paying for it.* Awful!

A Witness in Court, recently described what he called a *dark transaction* thus—when I see a blind black man, in a dark cellar, with a dark lantern, looking for a blind black cat, that, in my opinion, is a very dark transaction.

Rank and File Wit.—The soldiers dubbed Gen. Taylor "Old Rough and Ready." A different *soubriquet* has been given Gen. Scott. He is known among the soldiers as old "Fuss and Feathers," notwithstanding his great military genius.

Life Insurance.—J. P. Whitney, who died recently at New Orleans, some time since, effected, through some merchants of that city, an insurance of $30,000 upon his life—which handsome sum will now revert to his widow.

The London Times.—The subscription price of this great Journal, is six pounds ten shillings sterling, or between thirty-one and thirty-two dollars per annum.

Gov. Ansel Briggs of Iowa, has lost his wife and two children within a few weeks, and was very sick himself at the date of our last advices.

Joshua R. Giddings was the solitary *no*, on the adoption of the resolutions by the House of Representatives, voting gold medals to Generals Scott and Taylor.

Bull's Army.—The effective regular military force of Great Britain is rated at 140,000 men. This force is about equivalent to 20,000 Yankee volunteers.

Texan Family Amusements.—In Goliad county, Texas, recently, Mr William Spencer was killed in a scuffle with his son-in-law, a Mr. Gorman, who butchered him with a bowie knife.

Why is a lady walking in front of a gentleman, like the latest news? "Because she's in advance *of the male!*"

The Dallas men, since Mr. Buchanan has beaten them out in this State, are taking ground for Gen. Cass for the Presidency.

A Rival to Tom Thumb has made her appearance in the person of a Cuban Girl, eleven years of age, and weighing fifteen pounds.

"Union is not always strength," as Sir Charles Napeir observed, when he saw the purser mix his rum with water.

Gen. Scott estimates the annual revenue of Mexico at $23,275,000.

Many friends are lost by ill-timed jests. Rather lose your best jests than your worst *friend.*

Thomas Cole, the celebrated American landscape Painter, is no more.

Select Miscellany.

More Proof.—In the late Whig State Convention of Indiana, Mr. Albert S. White, well known as a prominent Whig member of Congress a few years ago, said he could vouch for the fact that Gen. Taylor was a Whig, good and true—that his written pledges were in the pocket of a Senator of the United States—that there were Whigs present who had seen them—that if made Chief Magistrate of this Union, his entire cabinet should be selected from the Whig party—and that none of the opposition could ever obtain office through any agency of his.

A Big Leap.—A horse belonging to a Mr. White, of Baltimore, made a leap at Charlestown, Va., a few days since, which is close kin to the famous leap made by Putnam's horse, in revolutionary times. Running off from fright, he encountered a mill-race 12 feet in depth which he attempted to leap 10 feet from its edge but striking the opposite bank with his head, dislocated his neck, fell back and expired. The distance he jumped is said to be *twenty-five feet!*

New Use of Chloroform.—It is suggested that all railroad and steamboat travellers should be constantly provided with a bottle of this new agent for destroying pain, and clap it to their mouths on the first appearance of danger; its action is represented as being so speedy, that a blown up individual can inhale it as he rises, and before he commences his descent, feel confident that he is in a "pleasant dream;" a consumation devoutly to be wished.

Military Glory!—Wm. Tompkins, a New York volunteer, who was with Scott's army in all its Mexican battles, is now in N. York without his left arm, ragged, penniless, and pensionless. —So says an exchange. If he only wore epaulettes now, he would be feasted to his sting, and smothered with obsequious adulation. The world is very discriminating in such matters.

A Strange Circumstance.—Charles Lamb's Library, with numerous original manuscript notes in the proper hand writing of his friends Coleridge, Southey, &c., has been strangely enough, brought to New York for sale.

The Guerrilla Flag.—The Albany Argus gives an engraved representation of the Mexican Guerrilla flag captured at Mina Flores. It is described as about two feet long, and from twelve to fifteen inches wide; the centre is a broad crimson stripe, with the motto "No Quarter," wrought in silk; on either side of the centre is a black stripe, of about half the width, with a Death's head and cross-bones. It has a narrow border of pale green, and the points have fascels of crimson. It is usually borne on the end of a lance.

Mr. Healey, an eminent portrait painter, is occupying a retired room in the capital of Washington, in making studies for a contemplated historical picture, representing Daniel Webster replying to Hayne.

THE GREATEST MEDICINE OF THE DAY.—*Dr. Swayne's Compound Syrup of Wild Cherry.*—The universal celebrity which this valuable medicine is gaining throughout the United States, and the many astonishing cures it is constantly performing, has proved it to be beyond all doubt, the only safe and certain cure for Pulmonary Consumption, Coughs, Colds, Asthma, Spitting Blood, Liver Complaints, Nervous Debility, Tickling or Rising in the Throat, Bronchitis, Difficulty of Breathing, or any symptoms of Consumption.

If the bowels are costive, a mild purgative should be resorted to occasionally. Dr. Swayne's Sarsaparilla Pills will be found a valuable acquisition to the Wild Cherry and will prove a valuable medicine where an aperient is required. Dr. Swayne's Compound Syrup of Wild Cherry is a medicine which has stood the test of experience, and if used according to the directions (as described in Dr Swayne's Guide to Health) seldom fails. The above pamphlet is well worth a perusal.

Caution! Caution!—Avoid all spurious preparations of Wild Cherry, such as Balsams, Bitters, Syrups of Wild Cherry, Pills purporting to contain Wild Cherry, &c., &c., as they are *all fictitious and counterfeit*, and contain none of the virtues of the original and *genuine* preparation, as prepared by Dr. H. Swayne, and the first ever prepared in this country. *Dr. Swayne's Compound Syrup of Wild Cherry* is composed of vegetable ingredients, the Wild Cherry, and other medicinal substances, equally as efficacious if not more so; the whole so effectually concentrated, as to render it beyond all doubt the most pleasant, strengthening, and effectual remedy ever discovered for the cure of Pulmonary Consumption, and all diseases of the Lungs and Breast.—The very fact from its having so many spurious imitators, stands to prove its great curative powers.

Therefore, invalids, inquire for the original preparation, each bottle of which is enveloped in a beautiful wrapper with a likeness of Wm. Penn engraved thereon; also bearing the signature of Dr. H. Swayne, the counterfeiting of which will be punished as forgery.

Prepared only by Dr. H. Swayne, N. W. corner of Eighth and Race streets, Philadelphia.

For sale by J. G. BROWN, Druggist, and DANIEL KREBS, at the Post Office, Pottsville; C. & G. HUNTSINGER, Schuylkill Haven; FRAILEY & HOBART, Orwigsburg; S. & G. SHOLLENBERGER, Hamburg; JAMES B. FALLS, Minersville; H. SHISSLER, Druggist, Port Carbon; JOHN WILLIAMS, Middleport; E. J. FRY, Tamaqua; BELFORD McLEIN & Co., Summit Hill.

SUDDEN CHANGES.—There is nothing more trying to the human constitution than sudden changes of weather. Heat rarifies the blood and increases the perspiration; but when suddenly checked, those humors which should pass off by the skin, are thrown off inwardly, causing Coughs, Colds, Consumption, Difficulty of Breathing, Watery and Inflamed Eyes, Sore Throat, and many other complaints.

Wright's Indian Vegetable Pills are a delightful medicine for carrying off a cold—because they expel from the body those humors which are the cause of the above complaints. Four or five of said Indian Vegetable Pills taken every night on going to bed will in a few days carry off the most obstinate cold; at the same time the digestive organs will be restored to a healthy tone, and new life and vigor will be given to the whole frame.

BEWARE OF COUNTERFEITS.—The genuine for sale by THOMAS D. BEATTY, corner of Centre and Norwegian streets, sole agent for Pottsville. For other agencies, see advertisement in another column.

Principal office, 169, Race street, Philadelphia.

Remember, the only original and genuine *Indian Vegetable Pills*, have the signature of WM WRIGHT.

THE GREAT MEDICINE OF THE DAY: DOCTOR TOWNSEND'S SARSAPARILLA.—This medicine has the peculiar fortune of being recommended and prescribed by the most respectable physicians of the country, and only requires a trial to bring it into general use. It is put up in quart bottles, and is six times cheaper than any other preparation. Doct. Townsend is a physician of great reputation in Albany, N. Y; and the Physicians generally in that city prescribe it in their practice. The following is a certificate from some of them:

OPINIONS OF PHYSICIANS.

Dr. Townsend is almost daily receiving orders from Physicians in different parts of the Union.

This is to certify that we, the undersigned Physicians of the city of Albany, have in numerous cases prescribed Dr. Townsend's Sarsaparilla, and we believe it to be one of the most valuable preparations of the Sarsaparilla in the market.

H. H. PULING, M. D.
J. WILSON, M. D.
R. P. BRIGGS, M. D.
P. E. ELMENDORF, M. D.

Albany, April 1, 1846.

Dr. Seymour, the writer of the following, is one of the oldest and most respectable Physicians in Conn.

Hartford, Ct., May 21, 1846.

DR. TOWNSEND.—Dear Sir: "Townsend's Sarsaparilla" finds a ready sale in Hartford—is highly esteemed by all who have made use of it, and we have reason to believe its good qualities will be daily appreciated by a discerning public. I have daily calls for it, and hope you will be remunerated for your exertions to render service to the afflicted. I am sir, your obedient servant.

HARVEY SEYMOUR, M. D.

The General Agency for the sale of the Sarsaparilla is at Bannan's Bookstore Pottsville, where Druggists and others can be supplied wholesale at the Manufacturers prices.

It is also for sale in Pottsville at John G. Brown's, Clemens & Parvin's, and John S. C. Martin's Drug Stores; E. J. Fry, Tamaqua; J B. Falls, Minersville C. Frailey, Orwigsburg; Henry Shissler, S. M. Kempton, and W. L. Heisler, Port Carbon; Paul Barr, Pinegrove.

See advertisement in another column. A circular containing a large number of certificates from Physicians and others can be examined at Bannan's Bookstore. Price $1 per bottle, or 6 Bottles for $5.

BEWARE OF COUNTERFEITS.—*Taylor's Counterfeit Detector, and United States Money Reporter*, the best in the United States, containing fac simile engravings of all the Gold, Silver, and Copper coins in circulation with their value attached: corrected monthly. No merchant or dealer ought to be without it.

Persons enclosing one dollar to the subscriber will have the Detector mailed monthly one year to their address. S. BANNAN,
Oct 2 40] sole agent for Schuylkill Co.

IF YOU have a bad cold go to Hughs' new Drug Store, and get a bottle of his Expectorant; it is the best thing we have ever tried. [Feb5-4

CAPITAL PUNISHMENT.—A sermon on the law of death in the case of wilful murder, will be delivered next Sabbath afternoon, in the Central Presbyterian Church, by the Rev. W. W. Bonnell, Pastor.

A FREE AND FULL GOSPEL.—The University quilt society, under the pastoral charge of the Rev. J. W. McMaster, continue to hold morning and evening services every Sabbath, in the Lecture room of Stichter's new Hall, at the usual church hours.

PULASKI LODGE, No. 216.—An adjourned meeting of Pulaski Lodge No. 216, will be held on Monday evening, Feb. 21, 1848, at