Miners' Journal.

Saturday Morning, Feb. 19, 1848.

TAMAQUA.

☞ Mn. E. J. Fay is authorised to receive subscriptions for the Miners' Journal, and receipt for the same, at his Drug store, in Tamaqua.

VOLNEY B. PALMER,
At his Real Estate and Coal Agencies,
Corner of Third & Chestnut Streets, Philadelphia,
No. 160, Nassau Street, New York,
No. 16, State Street, Boston, and
South east corner of Baltimore, & Calvert Streets, Baltimore, is our Agent for receiving subscriptions and advertisements for the Miners' Journal.

☞ The circulation of the Miners' Journal is greater than any other paper published in Northern Pennsylvania, and has nearly double the circulation of any other published in Schuylkill county. It also circulates largely among capitalists, manufacturers, iron and coal dealers, throughout the Atlantic and Eastern States."

THE PROTECTIVE POLICY OF THE COUNTRY!
The People Demand its Restoration!

For President,
General ZACHARY TAYLOR;
Subject to the Decision of the Whig National Convention

☞ Application has been made to the Legislature for the incorporation of a new Railroad from the West Branch Coal Region to Schuylkill Haven, and we have received a communication on the subject in reply to some remarks made in the *Emporium* of last week. We would here remark that our columns are open for the publication of all proper communications respecting the interests of this region. There are some grave charges made against the Forest Improvement Company, which we did not admit into our columns, until we were satisfied of their correctness. The overtures were made to the West Branch Company, by the Forest Improvement Company for a series of years, and were finally unanimously rejected by that Company—and from that moment extraordinary efforts have been made by the agents of the former company, to array the Coal Operators against the latter, with a view, no doubt, to force them into an acceptance of their *corrupt proposals*, and thus prostrate individual enterprize in that section of the Coal Region.—Corporations and individuals engaged in the same kind of business, cannot exist together—one or the other must succumb. This has been the whole experience of this region—and therefore we would advise the individual Operators to be cautious how they aid a Coal Company, (for the Forest *Improvement* Company, it is asserted, is nothing but "a *Coal* Company in disguise,") in gaining a strong foothold in their Region—if they do, they may rest assured, that they will ere long have more just cause of complaint, than they ever had against the West Branch Railroad Company. We may be in error—but this is our candid opinion. We owe all our prosperity to the triumph of individual enterprize in our region, and we care not how soon every Coal Company is banished from among us. As individuals on an equal footing, we shall always welcome them—as corporators clothed with privileges not enjoyed by our individual Operators, we shall always oppose, and *expose* them, whenever they come in conflict with individual enterprize.

ANOTHER ACCIDENT.—On Friday evening last, an accident occurred to the freight-train on the Reading railroad, when a short distance above Schuylkill Haven. The axle of the locomotive broke, and threw the engine and some of the cars off the track, the former of which rolling down the bank some fifteen or twenty feet. There were seven or eight persons on the engine at the time, of whom four were so severely bruised and scalded, that they survived but a few hours; two are still laboring under their wounds, but expected to recover, and another, the engineer, made his escape unhurt. The engineer had sometime previously been discharged from the service of the company, on account of a similar accident to which he was a party, and having again been employed, this was his first trip over the road in his new engagement!

The names of the persons killed are John Loeser, of Reading, (an engineer on the road, and a brother to Captain Loeser, now in Mexico) John Mattson, Timothy Shane, and John Johnson. Henry Christian, though severely injured, is said to be in a fair way of recovery.

The frequent occurrence of accidents of this character is truly alarming. The company have made every effort to avoid them by laying down rules for the government of the engineers—but, it would appear, that little respect is entertained for them by those officers. For example, they are positively prohibited from running at any considerable speed while passing each other with trains, and especially when passing the passenger trains, yet every one knows that this rule is not observed. We have frequently been alarmed in passing over the road, at the extraordinary speed with which coal trains pass by, for if the least accident should at such time happen them, incalculable would be the mischief! The life of every passenger would be in peril, and placed far beyond reparation by any means accessible to the Railroad Company or their agents.

POTTSVILLE SENATE.—The lecture of Mr. J. P. Smith, on Tuesday evening, was numerously attended. The lecturer embraced in his subject a cursory view of nature, animate and inanimate, and commencing the whole into the great first cause, unfolded correct poetical ideas of the *beautiful*. It is much to be regretted, however, that the lecturer, owing to other engagements, had not sufficient time to arrange his subject differently, and to explore it at greater depth. The grand phenomena of Nature—than which what can be more grand in contemplation!—should have been considered in the outset. This done, the lecturer would have been left free

"To expiate over all this scene of man,
A mighty maze—but not without a plan;
A wild where weeds and flowers promiscuous shoot,
Or garden tempting with forbidden fruit."

This step would have broken the seal which shuts out the Beautiful of Nature from the imagination;—revealing Life, Beauty, and Sublimity *everywhere*, and sparkling in universal Truth, like the stars in the firmament.

The next Lecture will be delivered by R. M. Palmer, Esq. It will occur on Thursday evening next.

A NEW ARTICLE OF EXPORT.—Some of our citizens have commenced shipping ice from this region to Philadelphia and elsewhere, and we learn that two or three contracts for large amounts of the commodity have been entered into with dealers in the former place. It is believed that at least 15,000 tons will be shipped the present year, and supposing it to be worth $3 to $3,50 or more per ton, deliverable at Philadelphia, it will be readily perceived that the trade has some importance. Our streams are situated between rugged mountains, and the water upon many of them is slacked, and perfectly clear and sparkling. The ice, therefore, cannot be excelled anywhere, and attains an unusual thickness. This year its average thickness is about 10 inches, and we doubt whether this measure has been obtained elsewhere upon narrow fresh-water streams. The mildness of the weather during the last two weeks has been very unfavorable to its growth.

ANOTHER PUZZLE.—One of our subscribers at Boston, Mass. after making some kind suggestions which we shall take into consideration, adds: "A friend at my elbow has reckoned up your puzzle, and makes, as you will see, that the woman had 295 eggs when she started—truly a good basket full! I will, in return, send you a *puzzle*:—it is not new this way, but it may be to some in your region. I will also enclose the solution, so that you may be prepared for any who may be skeptical upon the subject, for although it may seem easy to you with the answer before you, I assure you it is somewhat hard to the generality of people:

A ship on a voyage from England to America, sprung a leak and it was discovered that a piece of plank twelve inches square, (1 foot,) would just fill the hole. Upon examination they found a piece of plank 9 by 16 inches, which they cut into *two pieces*, and by putting them together made a piece just 12 inches square, and thus they filled the hole and saved the ship. Now, how was the piece cut?"

For the Miners' Journal.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD.

Mr. Editor—I observed an article in the *Emporium* of the 10th instant, which requires some notice. If the article in question was not intended to operate upon the Legislature, but prepared for home consumption, no notice of it would be necessary. The facility with which that medium can be made use of, to attack anything in this region, however upright and meritorious, even for a very small *quid pro quo*, is well known; and of course none but those unacquainted with the motive of the writers consider them worthy even a passing remark. My object, however, is not to waste words with the mendacious contributors to that sheet, and I will therefore proceed at once to place the subject in its true light before the public and the Legislature.

It is a notorious fact that the Mine Hill and Schuylkill Haven Railroad has always been considered the best in the Region; it was the first that laid down heavy iron rails, and so great were the facilities given in that section of the Coal Field, that a great many Operators from other quarters were attracted to its vicinity, and a large section of Coal Land thus brought into use which, under other circumstances, would have remained a vast unfrequented wilderness. During the last six or eight years they have expended heavy sums annually, in making various extensions and relaying the road in a permanent manner; and only last year they made an expenditure of $150,000 in substituting motive power for horse power, on their road. This change was necessarily accompanied with some delay and vexatious difficulties,—as all like changes are;—yet it was accomplished with less delay than was encountered on other roads—for it is notorious that the increase of the trade on this road last year was 113,000 tons, which is a greater increase than was made on any other road in the Coal Region of Schuylkill County, in the same space of time. Its capacity was sufficient to transport all the Coal the Reading Railroad could receive, from their limited supply of cars and engines, and quite as much as the Coal Market required.

While the rates of toll and motive power on the other Railroads in Schuylkill County are 3 cents per ton per mile,—and on one, I believe, they amount to full 4 cents—the charge on the Mine Hill Railroad is only 2½ cents per ton, the lowest rate charged on any Railroad in the Coal Region. Even if the Stockholders *are* now receiving a remuneration for the investment of their capital, (for the first eight or ten years they received nothing) these facts prove that they have not been regardless of the interests of the Operators in giving them cheaper facilities than are enjoyed by those in other sections of the Region. But the opposition does not spring from this cause—it has all been engendered and fostered by the Forest Improvement Company, a Coal Mining Company in disguise, and which is daily violating its charter.

This Company, which is composed of persons residing in New York, received a charter from the Legislature of Pennsylvania for the purpose of making *improvements* in the Coal Region—thus conferring corporate privileges upon citizens of other States to make improvements within the reach of individual enterprise, while our citizens are compelled to make their own improvements and open their own mines in their individual capacity. For what purpose the Legislature committed such an outrage upon the rights of our citizens, it is difficult to imagine;—but if I am not greatly mistaken in "the signs of the times," it never can be renewed by the same authority! This Company, immediately after its organization, *modestly* made application to the Mine Hill Railroad Company for permission to transport their Coal over that road by paying a small sum annually, or, in other words, at about *one-half* the toll charged for Coal transported by individual Operators! They resisted the application. Iron for laying down a *second track* was then offered, to procure a reduction of tolls in their favor:—this failed also. Then a *reduction* of 10 cents per ton on all Coal over a *certain amount* was asked for—and this proposition was also declined:—the Mine Hill Railroad Company declaring that they could not make a *partial* reduction without making a general one. To this the Forest Company replied that they "did not wish to *canvass the subject of a general reduction!*" In 1843 a reduction in favor of the Forest Improvement Company was again applied for. The whole subject was then submitted to a Committee of the Managers, who gave a final Report in substance, that the road was a public highway; that they had heretofore always pursued an *impartial* course, and that however satisfied they might feel as to the *advantages* that might accrue to themselves by adopting the proposition, they felt constrained not to depart from the position they had always held—*impartiality*—and consequently begged leave to decline proposing any resolution that might alter their position." This report was unanimously adopted by the Board.

This, then, furnishes a key to all the hostility to the West Branch Railroad. Before these applications were resisted, no fault was found with the Company—everything moved as smoothly as could be desired. That the Forest Improvement Company, and its Agents, should therefore find fault with the West Branch Railroad Company for failing to obtain from their hands what they had already obtained from the Reading Rail road Company, (a reduction of tolls in their favor, while individuals were to pay full rates) I am not at all surprised. It is natural! But that *individual operators*, who were thus shielded and protected from the rapacity and grasping disposition of this Corporation, should now join with it in a crusade against those who honestly stood by them in their time of need, is certainly unaccountable! Nothing but ignorance of the movements of that Company, can palliate their conduct. If they doubt these statements, let them call at the office of the Company, and they may see the "written evidence," as the writer of this article has seen.

That the Reading Railroad Company should find fault with the Mine Hill Railroad Company is also very natural. They are endeavoring to get control over all the Railroads in this Region, for the purpose of "carrying grist to their mill." They failed in the attempt with the West Branch Railroad—hence *their hostility!* They have unfortunately succeeded, to a certain extent, in one or two instances, much to the regret of all the Operators on the routes, and others interested. It would be unfortunate for the individual Operators on the West Branch if either the Railroad or Canal should get control of that road. The true policy of the Operator is to keep both of these improvements as distinct and separate as possible from the Railroads in this Region. Any controlling influence would only render him more dependent, and as a necessary consequence, his business would be completely at the control of others.

The attack upon capitalists who have invested money in our region, and by which our resources have been developed, and a large population planted among our mountains, is quite characteristic of Locofocoism—and especially so of the editors of the *Emporium*. These kind of appeals to the worst feelings in our nature, have done more to obstruct the investment of capital in our state and to drive it into others, than any other cause. Thousand of dollars are annually driven from us and invested in other States, where the honesty and intelligence of the people will not permit such foul mouthed, corrupt and dishonest demagogues to cast their slime upon those who, having accumulated money through honest industry and integrity, invest it for the benefit of the community at large.

It is natural that those who invest money should seek to have it as much under their control as possible. And as nearly all the capital invested in incorporated Railroads, in this Region, was obtained from Philadelphia, at the earnest solicitation of our citizens, their management, of course, will be principally confided to them. It could not consistently be otherwise. Locofocoism advocates the "individual liability clause" in corporations, to prevent persons, as they assert, from squandering the funds! Surely, therefore, those who invest money in corporations, (according to such doctrine) ought not entrust any person with the management of their affairs, who is not directly interested in husbanding their resources to meet liabilities.

If I am not greatly mistaken, the President and Managers of all the other incorporated railroads in our Region, reside in Philadelphia. This, of course, is to be regretted; but so long as the stock is held there, so long will the management, to a certain extent, be there also. As soon as we of the Coal Region become richer in worldly goods, (which we all hope will be in the course of a few years) we may buy up the stock and manage the roads ourselves.

I do not believe for a moment, that the Legislature could be prevailed upon to commit so gross an outrage as to incorporate under existing circumstances, another road, running parallel with the West Branch Railroad, at the mere whim of the Forest Improvement Company. It they could, and the road were made, the capital for its construction would have to come from abroad—from among the capitalists of our larger cities; and this would render it liable to the same objection urged against the West Branch Road. All the available means in this region are absorbed in business.—There is none open for investment in stocks. Such a course would, besides, destroy all confidence in investments in the Region;—the multiplicity of roads, not wanted, would destroy each other, and capital would at once be withdrawn from amongst us, and thus operate in the end, very disastrously to the common interests of the county.

A COAL DEALER.

NEW DEPOT.—The Schuylkill Navigation are erecting a new depot on the Delaware for the accommodation of their trade. The location is opposite the mouth of the Navigation, on the Jersey side, called Red Bank. The Company have already commenced building wharves, extending three hundred feet into the Delaware river. Coal boats will be towed across by steam tow-boats which will be kept in constant readiness for that purpose. The point is deemed very favorable, being some eight or ten miles nearer the ocean than Port Richmond, the present depot of the Reading Railroad. The Navigation Company are evidently stretching forth their arms for trade and their present course is well calculated to reach it.

LOCOFOCOISM.—The Organ of the Locofoco party of this county for several weeks past has had its editorial columns occupied with nonsensical jargon about tariffs, currency, and banks and the writer appears to have a mortal hatred to each. He appears to be in favor of closing all the banks in the State, and, taking it for granted that he promulgates the "principles" of the party, we infer that a general suspension and removal of deposites will soon occur. In that case the Schuylkill Haven Bank, which has always been in the exclusive keeping of Locofocoism, (with not a *solitary* exception that we are aware,) will no doubt lead off in the grand *finale* of "winding up."—We shall see.

☞ St. Valentine's Day was observed with much spirit in our Borough. The interesting missives flew about in every direction, and the post office was surrounded and filled, all day, with anxious expectants, of every age and condition.—The Festival, we think, is likely to be brought into disrepute by the increased tendency to resort to coarse caricatures, and the interchanging of them among persons of the same sex. All *gentlemen* should send to ladies *only*, and the ladies, if they do not wish to destroy a celebration calculated to add to their amusement, should send only to the gentlemen. Them's our sentiments.

☞ The *Ledger* is advocating *direct taxation*. This of course is consistent. *Locofocoism* and *taxation* are synonomous terms—they are as certain to follow each other as that day follows a night. At a certain period of our history *Tea* and *taxation* stood in the same attitude—but the people in order to get rid of the latter, threw the former overboard. If we mistake not, the people are disposed to treat locofocoism in a similar manner.

☞ Godey's Lady's Book for March, is already upon our table. It is full of elegant engravings of every description—good Poetry—Miscellany—Tales—Criticism—Music, &c. As Mark Meddle observes, "we have no hesitation in saying—and we say it boldly"—that Godey can't be beat. Single copies 25 cents—to be had at our Bookstores.

☞ Our paper this morning is mainly occupied with the interesting reports of the Schuylkill Navigation and Reading Railroad Companies—the former of which we give at length, and of the latter a satisfactory synopsis.—They will be read with interest, and we need therefore offer no apology for the lack of our usual variety.

☞ A grand Ball will be held at the Mount Carbon Hotel on Tuesday evening next, in celebration of the birth of Gen. Washington.—The arrangements are of the best character, to attract the beauty and fashion of our Borough. It is expected that at least one hundred ladies and gentlemen will be present.

☞ The Philadelphia papers announce the death of John White, Esq. for many years President of the Delaware Coal Company, and an active and influential citizen. He was, in a manner, identified with the early enterprizes of the coal business, and owned himself large tracts of land in this region. He was in his 66th year.

THE OLD GUARD.—Thomas E. Franklin, Esq. has been appointed a delegate to represent the County of Lancaster in the Whig National Convention, with instructions, *unanimously* adopted in general County Convention, to support Henry Clay as the choice of the Whigs of that county for the Presidency.

☞ Mr. David Wilmot has been elected a delegate from Bradford county, to the Locofoco State Convention, which will meet in Harrisburg on the 5th March next. He will no doubt offer resolutions on the subject of the *Proviso*, and a "rich scene" will thereupon ensue among the "harmonious democracy," without doubt.

MR. CLAY IN PHILADELPHIA.—The Hon. Henry Clay is expected to arrive at Philadelphia early next week, on his way home. People in the country are already flocking to Philadelphia to see him. Several of our citizens left this morning.

☞ Book the 4th of Ewbank's Hydraulics and Mechanics has just been issued. It is full of historical fact and profound scientific research on the subjects of Hydraulics and Mechanics—illustrated with elegant engravings on wood. To be completed in six numbers, at 25 cents per copy. For sale at Bannan's Bookstore.

☞ The Hibernia Society of this Borough, will celebrate the birthday of "the father of his country," by a public dinner, to be served up under the direction of P. F. Mudey, Esq. The "eating" will take place in the large saloon of the Town Hall—the hour one o'clock, P. M.

☞ By reference to an advertisement in another column, it will be learned that a party of Indians intend visiting our Borough next week, for the purpose of exhibiting the characteristics of their tribes, &c.

☞ We never before experienced such mild weather, at this season of the year, as we have enjoyed for two weeks past.

☞ F. W. Hughes, Esq. of this Borough, has been re-appointed Deputy Attorney General for this county.

☞ "Independent," the Washington correspondent of the *North American & U. States Gazette*, declares that he has seen the written evidence that Gen. Taylor will not permit his name to be used as a candidate for the Presidency in case Henry Clay should be nominated by, and accept the nomination of a National Whig Convention. It is needless for us to add that Mr. Clay would not be a candidate in case Gen. Taylor received the nomination of said Convention.

☞ We regret to learn by yesterday's papers that the firm of Murdock, Leavett, & Co. has failed. It was caused by the great fall in the price of Iron, which is equal to $20 per ton.—They were the Agents, and, we believe, the principal owners of the Montour Iron Works at Danville.

☞ We shall next week lay before the public the recent able speech of Hon. Andrew Stewart, in defence of the Protective Policy, and in review of the Report of the Secretary of the Treasury. Those desiring extra copies should send in their orders as early in the week as possible.

☞ The splendid painting of Christ Healing the Sick, by the late Benj. West, which is now being exhibited in Havana, is exciting unbounded admiration. The Bishop of Havana has made an offer of $16,000 for it.

☞ We refer our readers to the call for a Democratic Whig Meeting, in another column, to take place on the 6th of March next, at Orwigsburg.

The Coal Trade for 1848.

Amount of Coal sent over the Philadelphia and Reading Rail Road, for the week ending on Thursday evening last:

	WEEK.	TOTAL.
Port Carbon,	4,185 16	20,927 11
Pottsville,	1,182 15	13,894 04
Schuylk'l Haven,	5,407 06	31,036 13
Port Clinton,	1,584 07	8,485 03
	12,360 04	83,703 16

RATES OF TOLL AND TRANSPORTATION ON RAIL ROAD.

	From Mt. Carbon.	Sch'l. Haven.	Pt. Clinton.
To Philadelphia,	$1 70	$1 60	$1 40
To Richmond,	1 70	1 60	1 40

MINE HILL AND SCHUYLKILL HAVEN R. R.

The following is the amount of coal transported over this Road, during the week ending on Wednesday evening last:

Per last report,	6,088 01 tons. 25,455 01 "
Total,	31,543 05 "

WILLIAM NEWELL, Collector.

SCHUYLKILL VALLEY RAIL ROAD.

Amount of coal passed over the Schuylkill Valley Rail Road, for the week ending Saturday evening last:

Per last report,	1,580 03 tons. 6,195 11 "
Total,	7,875 14 "

JESSE TURNER, Collector.

MOUNT CARBON & PORT CARBON RAIL ROAD

Amount of coal passed over the Mount Carbon and Port Carbon Rail Road, for the week ending Saturday evening last.

Per last report,	4,325 10 tons. 23,442 03 "
Total,	27,771 03 "

JESSE TURNER, Collector.

MILL CREEK RAIL ROAD.

Amount of coal passed over the Mill Creek Rail Road for the last six days:

Per last report,	3,193 03 tons. 12,585 16 "
Total,	15,778 19 "

GEORGE HADESTY, Collector.

MOUNT CARBON RAIL ROAD.

Amount of Coal transported over the Mount Carbon Rail Road, to Thursday evening last:

Per last report,	1,512 02 tons. 14,221 18 "
Total,	15,778 00 "

NATHAN CLEAVER, Collector.

TO MACHINISTS AND OTHERS.—Plath's universal Chucks, all sizes, from 6 to 20 inches; Salter'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 wholesale and retail at the lowest manufacturer's prices, at No. 34, Walnut street, by
Philad., Feb. 19 1848-8] GRAY & BROTHER.

PLATFORM AND COUNTER SCALES.—Fairbank's and Dale's celebrated SCALES of all sizes, for sale at manufacturer's lowest prices, by
GRAY & BROTHER,
Dealers in all kinds of Scales, Weights, and Weighing Machines, 34, Walnut street,
Feb 19 1848-8] Philadelphia.

FLOUR.—New York Extra Family FLOUR, for sale or to trade by
GRAY & BROTHER,
Feb 19 1848-8] 34, Walnut st., Philadelphia.

SALT.—20,000 bags New York Dairy SALT for sale by
GRAY & BROTHER,
Feb 19 1848-8] 34, Walnut st., Philadelphia.

IMPORTANT TO PHYSICIANS.—Chloroform for surgical operations for sale by
J. C. C. HUGHES;
Feb 19-8]

Iowa Indians.

THE party of ELEVEN IOWA INDIANS that have for the last few months exhibited through the Middle and Eastern states with great success, and now on their way home, will stop here and give a exciting entertainments at the Town Hall, Pottsville, on *Friday, Friday, and Saturday evenings, Feb. 23d, 25th, and 26th*, for three days only. The party consists of one CHIEF, three BRAVES, four WARRIORS, and three SQUAWS, all in full Indian costume and war paint.—A gentleman accompanying this party will give a brief LECTURE on the manners, customs, superstitions, &c. of these warlike people, as well as fully describe the different dances, games, &c., which they will give at each exhibition, among which will be the War-brave, Scalp, Green Corn, Bear, and other dances, songs, yells, &c. The entertainment is both instructive and amusing.

Doors open at 6½ o'clock; Lecture commence at 7. Strict order and decorum will be enforced. Admission 25 cents—no half price for children unless accompanied by their parents or guardians.

The Indians will be at Orwigsburg on the 22d; at Minersville on Thursday afternoon and evening, the 24th; and will give a day exhibition at Pottsville, on Saturday, at 2 o'clock. [Feb19-8-1t

INDEMNITY.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA.

OFFICE No. 163, Chesnut street, near Fifth street.

DIRECTORS.

Charles N. Bancker, George W. Richards,
Thomas Hart, Montgomery D. Lewis,
Tobias Wagner, Adolphe E. Borie,
Samuel Grant, David S. Brown,
Jacob R. Smith, Morris Patterson.

Continue to make Insurance, permanent or limited, on every description of property, in town and country at rates as low as are consistent with security.

The Company have reserved a large Contingent Fund, which with their Capital and Premiums, safely invested, afford ample protection to the assured.

The assets of the Company on January 1st, 1848, as published agreeably to an act of Assembly, were as follows, viz.:

Mortgages,	$599,558 65	Stocks,	51,563 25
Real Estate,	108,358 93	Cash, &c.,	45,157 87
Temporary loans,	125,459 00		$1,220,097 67

Since their incorporation, a period of eighteen years, they have paid upwards of *one million two hundred thousand dollars*, losses by fire, thereby affording evidence of the advantages of insurance, as well as the ability and disposition to meet with promptness, all liabilities. CHARLES N. BANCKER, President.
CHARLES G. BANCKER, Secretary.

The subscriber has been appointed agent for the above mentioned institution, and is now prepared to make insurance, on every description of property, at the lowest rates. ANDREW RUSSEL, Agent.
Pottsville, June 19, 1841-25 [Feb19-8

HARDWARE.

JUST received by the subscribers a general supply of English and American HARDWARE and CUTLERY, GUNS, PISTOLS, and RIFLES which they will sell to country merchants at very low prices, on liberal terms, consisting of
Trace and Ox Chains,
Weeding Hoes, Manure Forks,
Anvils, Vices, and Smith's Hammers,
Brass and Enamelled Preserving Kettles,
Locks and Latches in great variety,
Bone, Buck, and Ivory Handled Knives and Forks,
Pocket Knives and Razors, with celebrated devices marked thereon, Rough and Ready, Buena Vista, Monterey, &c., with every other article belonging to the business, and respectfully ask the merchants of this vicinity to favor them with a call, when they next visit the city. WM. T. HOWELL, & Co.
Phila, Feb 19-8-3m] No. 181, Market street.

Lumber Yard.

THE undersigned will continue the lumber business at the old stand of P. Gould & Co., and is now adding to his stock a fresh supply of seasoned Susquehanna Boards and plank recently purchased at Phila. These in want of good dry lumber will always be accommodated by calling on
Feb 19-8] P. GOULD.

PUBLIC SALE OF HOUSEHOLD FURNITURE, &c.

ON *Saturday, the 26th day of Feb'y*, next, at the house of the subscriber, in Port Carbon, will be sold by public sale all his household furniture, consisting of beds, bedsteads, wash stands, tables, chairs, bureaus, settees, carpets, looking glasses, stoves, cupboards, tubs, pails, &c.—eight day clocks, window blinds, and all sorts of kitchen utensils—Queens' ware, China, Glass and Crockery ware, knives and forks, spoons, castors, Tea ware, &c., all in good order, with many articles too tedious to enumerate; all of which will be sold without reserve. Sale to commence at 9 o'clock, A. M.—terms cash. MICHAEL McDONOUGH.
Port Carbon, Feb 19 8-

AGENCY FOR THE PHILADELPHIA AND NEW YORK PEKIN TEA CO.

THE citizens of Pottsville and surrounding country, now have the opportunity of drinking the finest and most delicious TEAS cultivated in China. It cannot longer be urged that good teas are not to be had in this country, for, through the exertions of the above Company established some years since, the lovers of that wholesome and delicious beverage may now enjoy it in all its richness and purity. The following is a list of teas receiving fresh by every arrival from Canton:

Young Hyson,	75	Fine Young Hyson,	$1 00
Ning Yong,	60	do do	75
Orange Pekoe,	75	Silver Leaf,	1 00
Fine Oolong,	75	English Breakfast,	75

The above teas can be had wholesale and retail at city prices. (Feb19-8) J. ROBINS, Ag't.

PROCLAMATION.

NOTICE is hereby given that a Court of Common Pleas, for the trial of causes at issue in and for the county of Schuylkill, will be held at Orwigsburg in the county aforesaid, on Monday, the 13th day of March next, to continue two weeks if necessary.

Therefore all persons having suits pending, and all persons whose duty it shall be to appear at said Court, will take notice and govern themselves accordingly.
Sheriff's Office, Orwigsburg, } J. T. WERNER, Sheriff.
Feb. 12, 1848. 7-

PROCLAMATION.

WHEREAS the Hon. LUTHER KIDDER, Esquire, President of the several courts of Common Pleas of the counties of Schuylkill, Carbon, and Monroe, in Pennsylvania, and justice of the several Courts of Quarter Sessions of the Peace, Oyer and Terminer, and General Gaol Delivery, in said counties, and STRANGE N. PALMER, and JACOB HEACOCK, Esquires, Judges of the Court of Quarter Sessions of the Peace, Oyer and Terminer and General Gaol Delivery, for the trial of all capital and other offenders, in the said county of Schuylkill, by their precepts to me directed, have ordered a Court of Common Pleas, Oyer and Terminer, and General Gaol Delivery, to be holden at Orwigsburg, on Monday, the 6th day of March next, to continue two weeks, if necessary.

Notice is therefore hereby given to the Coroner, the Justices of the Peace, and Constables of the said county of Schuylkill, that they are by the said precepts commanded to be then and there, at 10 o'clock in the forenoon of said day, with their rolls, records, inquisitions, examinations, and all other remembrances, to do those things, which to their several offices appertain to be done; and all those that are bound by recognizances, to prosecute against the prisoners that are or then shall be in the gaol of said county of Schuylkill, are to be then and there to prosecute them as shall be just.

God save the Commonwealth.

Sheriff's Office, Orwigsburg, } J. T. WERNER, Sheriff.
Feb. 12, 1848. 7-

N. B.—The witnesses and jurors who are summoned to attend said Court, are required to attend punctually. In case of non-attendance, the law in such cases, made and provided, will be rigidly enforced. This notice is published by order of the Court; those concerned will govern themselves accordingly.

Salamander, Fire, and Thief-Proof Chests,

Fire-Proof Doors for Banks and Stores, Seal and Letter copying Presses, Patent Slate-Lined Refrigerators, Water Filters, Patent Portable, Water boxes, is tended for the Sick and Infirm.

EVANS & WATSON,

76, *South Third St., (opposite the Philada. Exchange,)* MANUFACTURE and keep constantly on hand, a large assortment of the above articles, together with their Patent Improved Salamander FIRE-PROOF SAFES, which are so constructed as to set at rest all manner of doubt as to their being strictly fire-proof, and that they will resist the fire of any building. The outside cases of these Safes are made of boiler iron, the inside cases of soapstone; and between the outer case and inner case is a space of some three inches thickness is filled in with indestructible material, so as to make it an impossibility to burn any of the contents inside of this chest. These Soapstone Salamanders we are prepared and do challenge the world to produce any article in the shape of Book Safes that will stand as much heat, and we hold ourselves ready at all times to have them fairly tested by public bonfire. We also continue to manufacture a large and general assortment of our Premium Air-tight Fire Proof Safes, of which there are over 800 now in use, and in every instance they have given entire satisfaction to the purchasers—of which we will refer the public to a few gentlemen who have them in use:

Haywood & Snyder, Pottsville; Joseph G. Lawton, Pottsville; Mr. William Carr, Doylestown, Pa.

N. & G. Taylor, 129, North 2d st.; A. Wright & Newew, Vine st. Wharf; Alexander Cooper, Conveyancer, corner of Filbert and 9th sts.; John M. Ford, 22, North 2d st.; Myers Bush, 20, North 2d st.; James M. Paul, 101, South 4th st.; Dr. David Jayne, 8, South 2d st.; Matthew T. Miller, 20, South 2d st.; and we could name some hundreds of others if it were necessary. Now we invite the attention of the public, and particularly those in want of Fire Proof Safes, to call at our store before purchasing elsewhere, and we can satisfy them that they will get a better and cheaper article at our store than at any other establishment in the city.

We also manufacture the ordinary Fire Proof Chests at very low prices, cheaper than they can be bought at any other store in Philadelphia.

DAVID EVANS,
JOHANNES WATSON.

The President's Message.

THE President's message is before the public. His views of public policy are now manifest; they are applauded by some and censured by others. His ideas on national affairs are no doubt given with the view that such principles if carried into effect would result to the benefit of this country. It is on the same principle that we endeavor to conduct our business affairs.—We proclaim to the people our notions of the proper plan of buying and selling goods, with the expectation that such information if heeded would result to the benefit of the public generally. Like Polk, we find our supporters, and too many who prefer supporting some body else. Polk is in favor of a low tariff on foreign merchandize, sufficient to pay expenses of government, with incidental protection to our manufacturers. We are in favor of a tariff strong enough on the goods we sell to pay expenses of a family government and leave a sufficiency of cash to pass us through long sieges of hard times, occasioned by overtrading, bad bank institutions; bank and individual suspensions, and tariff experiments. Polk is in favor of disposing of the Mexicans, in order to conquer a peace. We are in favor of disposing of our DRY GOODS, GROCERIES, &c., in order that we may have peace with those having claims against us. Polk is in favor of taxing the Mexicans to support the war. We are in favor of exchanging or bartering; talking and negotiating, in order that our establishment too should be and remain solvent. Polk is in favor of extension of territory and a new government loan. We would prefer an extension of time to cash upon arrearages and adopt a different method to raise money, without recourse to constant borrowing from Peter to pay Paul. Polk is in favor and has offered the Mexicans *grand* bargains in settlement of the difficulties between that country and ours. We are in favor and will offer our STEAM GOODS to the citizens of this county at bargains *equally as grand*, which will enable us to settle our difficulties with the New Yorkers and Philadelphians. The Mexicans are a stubborn people, they would not sell a large portion of their country for three million of dollars. The people of this country are a wise people, and will accept of cheap goods; provided they are in accordance. All those that are in want of bargains are respectfully invited to call at the *cheap cash store of*

DAVID EVANS,
Dec 25 47 52-2m* JOHANNES WATSON.

PURE WHITE LEAD.

Wetherill & Brother,

MANUFACTURERS, No. 65, North Front street, Philadelphia, have now a good supply of their warranted pure WHITE LEAD, and those customers who have been sparingly supplied in consequence of a run on the article, shall now have their orders filled.

No known substance possesses those preservative and beautifying properties, so desirable in a paint, to an equal extent with unadulterated white lead; hence any admixture of other materials only mars its value. It has, therefore, been the steady aim of the manufacturers, for many years, to supply to the public a perfectly pure white lead, and the increasing demand for the article, is proof that it has met with favor. It is invariably brand. ed on one head: WETHERILL & BROTHER in full, and on the other, *warranted pure*, all in red letters.

Schuylkill Navigation Co.

TOLLS FOR 1848.

THE Board of Managers have adopted the following rates of toll to be charged on their works during the year 1848. ANTHRACITE COAL.

To be charged per ton of 2240 lbs., the weight to be ascertained by such means as may be adopted to secure accuracy, and five per cent. allowance to be made hereafter for loss by wastage. The toll to be computed from Mount Carbon for all coal coming from above that point, and to be charged proportionately for all distances arried on the Canal:

For the months of March, April, and May, FORTY CENTS PER TON.
For the months of June and July, FIFTY CENTS PER TON.
For the months of August, September, October, November, and December, SIXTY-FIVE CENTS PER TON.

MISCELLANEOUS ARTICLES.

To be charged per ton of 2240 pounds.

FIRST CLASS.

Limestone, iron ore, quarry spalls, rough stone, unwrought marble, sand, clay, gravel, mill, barn, and stable manure, one and a half cents per ton per mile, but no charge will be made for any distance carried beyond twenty-five miles.

Maximum toll on such articles for any distance, thirty-seven and a half cents per ton.

SECOND CLASS.

Gypsum, cordwood, timber, lumber, hoop poles, hay and straw in bales, bricks, and bituminous coal.

Between Philadelphia and Mount Carbon, 75 cts. per ton
" " Port Clinton, 65 "
" " Schuylkill Haven, 25 "

Way trade three-fourths of a cent per ton per mile, but no charge shall be made exceeding seventy-five cts. per ton.

THIRD CLASS.

Merchandize generally, such as dry goods, earthenware, salt, iron in pigs, bars, or any stage of manufacture beyond the ore, nails, flour, grain, and all other articles not specifically enumerated in classes first and second.

Two cents per ton per mile for the first twenty miles carried, and three-fourths of a cent per ton per mile for any additional distance carried beyond twenty miles.

Note.—If all cases where one or more locks are passed, and the distance carried shall be less than two miles, the charge for toll shall be for two miles according to the class to which the articles carried may belong.

And in all cases where the foregoing rates shall exceed 62 cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or 4 cents per ton, above Reading, the toll shall be charged at these mentioned rates on all articles.

TOLL ON EMPTY BOATS.

Boats intended to be run regularly in the trade on the line of the Canal will be licensed to pass the whole or any part of the line empty by the payment of ten dollars. The licenses will be issued by any collector, and will continue in force during the year 1848, provided the boat so licensed shall pay a sum in tolls equal to ten dollars per month.

Boats not so licensed will be charged five cents per mile, unless they carry cargo which has paid five dollars in tolls.

Any boat not licensed as aforesaid, and running upon a single level of the works, shall pay for each lock they may at any time pass, four cents per ton on the ascertained tonnage thereof above Reading, and six and a quarter cents per ton below Reading.

CARS, BOATS, AND LANDINGS.

The Company will furnish cars, boats, and landings, and afford every facility for transporting coal to market at the most reasonable rates, and they are prepared to make contracts with operators and others engaged in the coal trade, and with those who will build and run boats on the Canal, on liberal terms. Applications on these subjects are to be made to the President of the Company, and they will receive prompt attention.

By order of the Board,
Dec 11-50] F. FRALEY, President.
Office of the Schuylkill Navigation Co., Dec. 7,