POTTSVILLE.

SATURDAY MORNING, AUG. 12, 1848.

TAYLOR AND FILLMORE,

AND THE TARIFF OF 1842.

PUBLIC MEETING.

The friends of Gen. Taylor and Fillmore, the People's candidates, and all those in favor of the Tariff of 1842, and the Internal improvements of the country, are invited to meet in County Convention, at Schuylkill Haven, on Saturday, the 19th of August, instant, at 2 o'clock, P. M., for the purpose of forming a Taylor County Ticket, to be supported at the ensuing election, and also to appoint Delegates to the State Convention, which is to assemble at Harrisburg on the 31st instant, for the purpose of nominating a Taylor candidate for Governor.

A great crisis has arrived in the country. All kinds of business is prostrated, therefore it is understood that the call will embrace all the known friends of Taylor, without regard to their previous political distinctions. Gen. Taylor declares, that if elected, he will let the people enact the laws, and rule the country through their representatives—that the exercise of the *veto power* (the veto), used to defeat the will of the majority, is a species of tyranny and despotism directly opposed to the spirit of our institutions and the principles of *democracy*—therefore it behooves the whole people to rally into the support of their own rights, and also the men who uphold them.

The candidates for the different offices will be selected by ballot, directly by the people.

Daniel Hull,	John Dennison,
Daniel Stager,	Daniel Kistler,
Hugh Lindsay,	Jacob Kram,
John A. Bechtel,	James H. Graeff,

County Standing Committee.

August 5, 1848.

A WAY-SIDE SKETCH.

The senior B. whenever he ventures out, gives the public the full benefit of, in, and to his rambles; and we consider that he thereby sets an example which the junior B. can do no less than follow. We have become somewhat staid in our habits, and for good and sufficient reasons, visions of enjoyments at fashionable watering-places, or in the crowded city, rarely afflict us. We appreciate the sentiment of the poet:—

"Oh, blest of Nature! who not the languid songs
of luxury, the syren, nor all the gaudy spoils
of pageant honor, can seduce to leave those
Kver blooming sweets, which, from the store of
Nature, fair imagination culls to charm
The enlivened soul!"

We were called away from Pottsville, early last week; and at eight o'clock on Tuesday morning, we fully realized the comparative superiority of locomotive over *omnibi*-travelling. The morning afforded an agreeable contrast to the nature of our mission, and its delicious harmony was not lost upon the "heart bowed down in sorrow." The skies were beautifully serene, and the tiny songsters of the wood were busy—making gay the dew-bespangled leaflets, while thewild flowers had a more mellow tinge. Our passage between the mountains was rapid, and at Reading we could look up at the last prominent feature in the Appalachian chain. The mountain here, which is called Mount Penn, is said to have an altitude of about eight hundred feet, though it did not appear to me to be as high as our Sharp mountain, which is not quite seven hundred feet high. But it is nevertheless grand, and a beautiful young city lies smiling at its base. The scenery, as we turned our eye towards the "time-honored house of Lancaster," wore the substantial aspect of a rich and flourishing Agricultural district.

The wheat had been gathered in, but the corn was only in the full vigor of approaching maturity, and stood up in stately phalanx, with its lofty plumes waving in the breeze, like veteran soldiers before the "imminent deadly breach."

The city of Reading has evidently improved vastly within a few years. Some of the private residences are not surpassed in elegance and architectural finish, by those of more populous cities, and in comparison with which we are free to withdraw the pretensions which as a Lancasterean, we once held in behalf of that place. We strolled through the extensive machine shops of the Reading Railroad Company; but inasmuch as Mr. Bannan had previously noted its most interesting features, we looked upon its complicated works for our personal gratification *only*. From thence we hurried on to meet the "Vetturino," and were just in time to secure a seat in the vehicle. It was not a stage, nor an 'omnibus, nor a 'diligence';—it was, in fact, a compromise between sundry contrivances for public transport, which from the time of Roman chariots, have exercised the genius and skill of builders. But although its appearance was homely, and its internal attractions not of the most inviting character (—no one being in'but the driver and a tolerably muscular-specimen of a *gentleman in black*,—a lineal descendant, may-be, of the best strains of Africa)—these considerations were soon removed by the timely arrival of four other passengers, all from Pottsville, and three of them representatives of the fairer portion of its population. The carriage now contained:

"Nine precious souls, and all agog
To dash through thick and thin."

But we shall not deliberately put the patience of our reader to the test—we shall proceed with the stage. We soon reached the place called *Ephrata*, where the horses were changed, and an opportunity afforded the passengers to dine. In company with others, we proceeded in quest of the monument which was a few years ago commenced with great vigor. In the days of the Revolution, a society of Germans resided here, and they had a monastery, which was presided over by the sisters of the order. Several hundred sick and wounded soldiers had been received into its walls, and their wounds were dressed, and their dying moments soothed by the attentions of these people. Those who died were buried on a little mound hard by, and there their earthly remains now rest. A monument to their memory had long been contemplated; but until recently no successful effort had been made. Joseph Konigmacher, Esq. who resides at Ephrata, (and who, by the way, has a beautiful residence, with a commanding location,) with the co-operation of Geo. W. McElroy, Esq. and other influential citizens of Lancaster, set on foot the present organization of the Monument association; and in a short time secured sufficient funds to commence the erection of the monument. The foundation was laid in 1845, when the Governor of the Commonwealth, and a large representation of the military and heads of departments, were present. Joseph R. Chandler, Esq. of Philadelphia, delivered an oration; and George W. McElroy, in a speech of great eloquence, took a historical Review of the whole circumstances and object to be carried out. The monument remains in *statu quo*, and the funds contributed (upwards of $800) have been expended in the progress made.

We reached Lancaster, and then pursued our journey into the country. The only object of interest which met our eye here, was the stupendous iron establishment of Reeves, Abbott & Co., located at the village of Safe Harbor, near the mouth of the Conestoga. This consists of a furnace of great capacity, several blacksmith shops, a large machine shop and foundry, and a rolling mill covering over an acre of ground. We leisurely *strolled through these works*, which are not yet completed, but will be put in operation about the first September, proximo, in company with the intelligent and accomplished Manager, Mr. Griffith. As we passed along, he detailed some of the leading features which characterize the works, and we shall offer no excuse for reverting to them here:

The stack is 40 feet at the base, and 45 feet in height. The hearth is arranged in the usual manner, the boshes 14 feet wide, but the walls to the height of 13 feet, are perfectly *plumb*, instead of cone-shaped. There are six tweers, which are so arranged to the air chamber that any three of them can be used at once, and the blast is thus sent in at *three* points of the stack. There are eight boilers, each 40 feet long and 34 inches in diameter—while the hot-air chamber has 100 pipes, besides the turns and bed-pipes. The steam cylinder is 36 inches in diameter, and the cylindrometric stroke 6 feet, high pressure, horizontal, &c.—There are 2 blowing cylinders, 6 feet in diameter, 5 feet 4 inches stroke—vertical.

The pumping engine supplying water to the boilers and furnace, has pipes 9 inches in diameter, and 5 feet of stroke—single-acting, &c. The water will be conducted to the furnace from the second dam of the Conestoga Navigation, which is situated but about fifty yards from the furnace, and which is 13 feet high,—being capable of furnishing water-power, at the lowest low-water mark, equal to 229 horses. This nice calculation was made some years ago by Joshua Scott, Esq., of Lancaster County, one of the most intelligent men within its borders; and who made a complete survey, and published the highly valuable map of that County. Mr. Scott is now in England.

The furnace is situated by the side of a small hill, from which a platform is erected to the trunnel head, over which it is intended to convey the limestone and ore. An inclined-plane extends from the other side to the wharf at the Navigation, over which the coal as deposited on the shore from the boats, will be hoisted by the engine. The engine is of great capacity, and in many respects is considered a decided improvement over many others—particularly as respects the strength of the *frame*, which is of the most massive structure, and has an elevation somewhat greater than usual.—The engine house is large and spacious, and built of stone. The casting house is also very large, built of brick and resting on large arches. The capacity of the furnace is for 120 tons of metal weekly, and the enterprising proprietors propose building one of still larger dimensions, (18 feet across boshes) should future circumstances seem to warrant it. The whole arrangement and leading features of this furnace are the conception of David Reeves, Esq., the senior partner. In all matters of iron works and mechanical talent, he is not excelled by any other gentleman in the country. His unrivalled success in the iron business is a sufficient indication of this fact, if it were at all questionable.

The Rolling mill is about 265 feet in length, by 165 in width. It is covered with slate, which, together with that on all the other buildings, was brought from the quarries of T. S. Williamson, Esq., of Peach Bottom. This roof alone, contains over 5000 feet. There will be 12 double and 1 single puddling furnace, and 7 heating furnaces—but only 12 double puddling and 4 heating furnaces will be completed immediately. The most of these are already erected, and the mill will be in operation in a few weeks. The machinery will be driven by 2 engines, constructed by Neall, Mattews & Co., of Bush Hill. (Messrs. Haywood & Snyder, of this Borough, would in all probability have secured this contract but for the difference in the cost of transportation, which was in favor of the former parties.) The engine for rolling &c., is of 100 horse power; and the other for blowing, sawing off rails, pumping water &c., is 45 horse power. The steam will be furnished by 16 boilers, each 40 feet long, and 34 inches in diameter. The boilers are so arranged *over the top* of each furnace that the heat, after having been applied to the iron, is conveyed under the boiler, and thence to the stack—thereby giving each furnaceman as complete control over his furnace as if no boiler was over it. The damper being placed at the top of each stack, an ample supply of steam is thus furnished, without requiring one pound of fuel more than if the mill was to be driven by water power.

The interior arrangement of the mill is by Geo. Walters, Esq., of Phœnixville, long in the employ of Reaves, Buck & Co., at the works at that place, and a gentleman of the most superior talents.

The foundation for rolls and gearing is of cut stone, found near by, which are put down in large pieces, in the most substantial manner. We have never seen better specimens of stone, and though not of the Plutonic series, they are still perfectly granitous in character. The works will employ about 500 hands, besides the coal miners and boatmen. A continuous shore or wharf, three-quarters of a mile in length, upon which to land and ship material on slack water navigation, is afforded immediately in front of the works. The capacity of the mill will be about 12,000 tons of finished rails per annum, and requiring about 15,000 tons of pig metal, which it is their intention to make. Mr. Reeves has a contract now on hand, with the Central Railroad Company, for 15,000 tons of rails, and the mill at Phœnixville is now engaged upon this order. About 8000 tons, if we remember correctly, will remain to be furnished by the above mill. By this contract $62 per ton is secured—otherwise it would be impossible to manufacture the article in the present depressed state of the market.

As before stated, about 500 hands will be employed at these works, (including the foundry and machine shops). Upwards of 60,000 tons of coal will be used annually, and at present the greater portion—if not all—is being brought from Wilkesbarre. Of course they would much prefer the coal of this County, were there any direct means of access to our mines. This difficulty may ultimately be overcome, by the proposed Railroad from Reading to Lancaster, or from Pinegrove via Lebanon to Lancaster, being seriously undertaken. The increasing demand for coal in that quarter will soon render the project feasible, more especially as a road could be constructed at a trifling cost in comparison with other railway routes.—The distance to the nearest point of the Columbia Railroad would not be over about 31 miles, and a direct opening would thus be offered to the Susquehanna for the coal of this region.

Over one hundred houses have been erected at the works, for the men employed in them. They are built in uniform style, varying in dimensions from 12 by 28 to 16 by 32 feet—two stories high, with neat yards and spacious gardens attached to each. The town gives promise of becoming one of the most stirring and important manufacturing places in the country.

Limestone abounds in inexhaustible quantities all over the neighborhood. The iron ore is a brown hematite, and is found in the immediate vicinity of the works, with streaks of limestone running through the banks. It yields in the furnace about 40 per cent. of metallic iron, and is found to work admirably.

On our return, we ascended the beautiful Conestoga in a steamboat. It was a neat little affair, named after Edward Coleman, one of the richest and most enterprising men of his day, and who, with his brother William, was the sole proprietor of that stream. The Captain was all politeness, and in view of our "connection with the press," refused to receive the usual fare. Every now and then the boat would "haul to," and the Captain, Engineer, passengers and "crew," would adjourn to the shore and take a "social glass of something," to refresh the inner man. Of thirteen passengers aboard, all except the Captain were Taylor men, he being for Van Buren! We reached our old quarters at the Red Lion, and sojourned over night. (We would advise all who visit Lancaster, desirous of stopping at an excellent hotel, of substantial character, and neat arrangement, to "haul in" at the Red Lion. It is, strictly speaking, the Lancaster County Exchange, where the dignified and rich old farmers "most do congregate.") Concerning politics we learned but little. The Whigs *promise* their old majority, say about 4500;—but give hopes of from 5000 to 5500 for old Zack. The local election excites general attention, and there are a large number of candidates for every post but Congress, the nomination for which, I was glad to hear, was conceded to A. Herr Smith, Esq., without opposition. Mr. Stevens, it was thought, might possibly go into convention as a candidate, but there was no certainty.

The large cotton mill at Lancaster is in prosperous operation, employing about 300 persons, and yielding a fair product. Another of equal dimensions is being erected. Geo. Ford, Esq., the well-known lawyer, has a charcoal furnace recently completed, but on account of the difficulty of keeping a supply of fuel, (owing to the distance whence it is brought) it has been thrown out of blast, and is at present inactive. Mr. F. contemplates changing it so as to use anthracite.

I took up my valise, and started for the stage, on Saturday morning. The hardy yeomanry of the County were pouring into the City by thousands, to participate in the Whig meeting, and we should have liked very much to have remained over till Monday, had our engagements permitted. Our passage in the stage was again *very pleasant*, and the whole fields of literature, politics, the fine arts and the national characteristics of our country were discussed in the best manner we knew how, with one of Reading's fairest daughters, and who was as wild a Locoloco as we ever met.

"Nous verrons"—we have much to say, but this article is already entirely too long.

More Annexation!—It is reported on what is stated to be good authority, that the Hudson's Bay Company have offered to sell to the United States, all their possessions on the Pacific—adjoining and North of our Oregon Territory—and that the Cabinet at Washington has been once or twice in secret session on the subject.

A Great Peach Orchard.—The peach orchard of Mr. James Cassady, in Cecil county, Md., contains 30,000 trees, and covers 300 acres of land. The trees are mostly young, now bearing for the first time, and it is anticipated they will yield this season about 60,000 baskets.

☞ *The Homestead in Wisconsin.*—The Legislature of Wisconsin has passed through every stage a bill exempting the homestead of a family from sale on execution for debt. The area exempted, we believe, is forty acres in the country, or a quarter of an acre in a village.

Willis says, in his Home *Journal*, 'I have a peculiar fondness for domestic animals, not excepting *pigs and chickens*. *I was born to love them.*' He appears to be an extraordinary linguist, too, for he adds—'they all talk to me in a language I understand.'

Prairie Steamers!—Gen. Temple, of Illinois, has brought his prairie steamer, after some years of experimenting and labor, to such a point of perfection, as to enable him to carry both freight and passengers across the prairies.

Domestic Felicity.—Ex-President Tyler is spending the Summer at the residence of his wife's mother, on Long Island. John is said to be 'dreadful lucky' at catching tautog, and he digs clams with the perseverance of a woodsawyer.

Mutual Disappointments.—"Have you ever seen Mr. Webster?" inquired we of a friend the other day. "No," he replied gravely "and he has never seen me."

Visit of Father Mathew.—Intelligence has been received that Father Mathew will leave for America in the packet ship New World, during the present month.

Two Bitters Make a Sweet.—It has been discovered that a mixture of nitrate of silver with hyposulphite of soda, both of which are remarkably bitter, will produce the sweetest known substance.

Congress will Adjourn next Monday, and everybody will rejoice, except the hotel and boarding-house keepers—the oystermen, shopkeepers, hackmen, &c.

Col. Humphrey Marshal, Capt. Tom Marshal, John J. Crittenden, and Garret Davis are making Whig speeches in Kentucky. They are strump speakers worth listening to.

Take one letter from Taylor, and you have Tyler.—*Ohio Statesman.*

Take one letter from C-ass and what sort of an animal have you!

MEETING IN AID OF IRELAND.

At a large and enthusiastic meeting of the friends of Ireland, held on Tuesday evening, August 8th, at the Town Hall, on motion of Michael Cochran, the following gentleman were appointed officers of the meeting: *President*—Hon Strange N. Palmer. *Vice Presidents*, Patrick Fogarty, Dr. Robert Phillips, Michael Cochran, Patrick Daly, Col. Bernard Reilley, John McGinnis, Edward Colahan. *Secretaries*, Ele Bowen, Joseph P. Smith, Charles Leib.

On motion, a committee consisting of John C. Neville, Owen Marrin, Michael Cochran, William P. Koutz and William Collins, were appointed to draft resolutions expressive of the sense of the meeting.

During the absence of the committee, the meeting was addressed by Messrs. Ele Bowen, Carvalho, Ellis of Potter County, and McGowan.

The committee having returned reported thro' their chairman, Mr. John C. Neville, the following resolutions which were unanimously adopted:

Whereas, we have heard that the momentous crisis has arrived in the affairs of Ireland, and the first struggle of freedom has come, and the voice of down-trodden men of that country appeals to us, as the representatives of universal emancipation, for sympathy and support in the hour of their need; and whereas the people of this country have always responded warmly to the call of the oppressed of all nations, as evidenced by the eloquence of the chief statesmen of our land in behalf of the Spanish South American Colonies, and the war of Grecian emancipation; and whereas we now behold with abhorrence the measures of the British government in attempting to stifle the liberties of the Irish press, and the free expression of public opinion in Ireland; therefore

Resolved, That we deem it our duty to render to the people of Ireland every assistance that we can, consistent with our duties as citizens of this republic.

Resolved, That we regard the present struggle in Ireland as of the most momentous importance to the oppressed people of that country, for upon the issue of that struggle depends the immediate political regeneration or downfall of the Irish nation, and which if successful, will be another great stride toward the general freedom of mankind, and if unsuccessful, may result in retarding the progress of European revolution for many generations.

Resolved, That while we deprecate the general policy of the people of one nation interfering with the affairs of another, we still cling with tenacity to the exception to the general rule—and looking back to the period of our own revolution, the recollection of the aid we then received from a Lafayette, a Pulaski, and a Montgomery, we consider the principle as settled that when the government of any people violates the constitutional rights of the nation, resistance to that government is not only justifiable, but a religious duty, and that as the friends of freedom throughout the world, we are called upon to aid and support them.

Resolved, That in our opinion the conduct of Messrs. Wm. S. O'Brien, T. F. Meagher, E. G. Duffey, Devin, Reilly, John Martin, T. D. McGee, and their associates, the leaders of the great Irish revolutionary movement, deserve and receive the approbation of all freemen, and that as American citizens we hail them as brothers on the broad platform of human rights.

Resolved, That we sincerely sympathize with the bereaved family of the Irish felon, John Mitchell, but while we do so we look upon him as occupying in the bulks at Bermuda, a more elevated position than the proudest noble in England. That the heart of every man whose pulse throbs to the aspirations of patriotism and liberty, beats in unison with his and claims him as his kindred.

Resolved, That we look upon the expression of the Rev. Mr. Henebry, of Waterford, to wit: that John Mitchell deserved what he got, and kicking the clubs, (to use his own phrase,) out of his parish, deserves the execrations of all good men, and that we can consider him in no other light than the British spy.

The preamble and resolutions having been read, John C. Neville, Esq., delivered a most eloquent and thrilling address; when, on motion, it was

Resolved, That a General Executive and Finance Committee of Schuylkill County be appointed,—whereupon the following persons were appointed said committee:—John C. Neville, Michael Cochran, Patrick Fogarty, Col. Bernard Reilly, Dr. Thomas Brady, Thomas Quinn, Owen Marrin, John Carr, Edward Colahan, W. Payne, Major J. H. Downing, Ele Bowen, Wm. Collins, J. S. Elliot, Michael Foly, Edward O'Connor, John McBarron, Strange N. Palmer, J. P. Smith John McGinnis.

On motion, it was ordered that when this meeting adjourns, it adjourns to meet at the American House, on Saturday evening August 12th, at 8 o'clock, P. M.

On motion, the following gentlemen were appointed a committee of invitation: Michael Cochran, James Cleary, John McGinnis, Col. B. Reilly, Edward Colahan, J. C. Neville and B. Bowen.

On motion adjourned.

[*Signed by the Officers*]

The Coal Trade for 1848.

The quantity sent by Rail Road this week is 34,593 17—by Canal 16,349 02—for the week—50,942 19—total by Rail Road 779,221 06—do by Canal 233,922 08.

The shipment this week is the heaviest ever made from this region—the trade is forced to raise funds, and the coal is almost given away—it brings back no profit to benefit the region.

The quantity sent by Canal reaches 16,349, tons—which is an increase over any former week, since the enlargement of this improvement.

Twenty thousand one hundred and eighty-two tons were transported over the West Branch Railroad last week. This is also the largest weekly quantity ever transported over that road. Boats were scarce on the canal yesterday.

The increase in the trade this year from the three principal Regions is as follows:

	1848.	1847.	Increase.
Schuylkill, Rail R.	770,221 06	779,129 02	
Canal.	233,922 08	114,590 00	
	1,002,743 14	893,720 02	110,022 14
Lehigh,	366,076 13	340,620 19	19,458 00
Lackawana,	210,249 00	195,290 00	14,969 00
	1,580,069 07	1,434,621 01	143,447 14
	1,434,621 01		
Increase in 1848.	145,447 06 tons.		

The increase last year, to same period over the former year, was about three hundred thousand tons.

The Canal Company did not advance the tolls advertised to take place on the first inst. But they will demand cash for tolls, instead of the former credit. Under such circumstances the Railroad Company will be compelled to adhere to the old rates also.

Our correspondent quotes the rate of freight from Richmond as follows:

To New York,	$90.	Portsmouth,	1 20
Newark,	90	Portland,	1 25
Providence,	1 10	New Haven,	1 10
Fall River,	1 10	Hartford,	1 60
New Bedford,	1 10	Troy,	1 25
Boston,	1 25	Albany,	1 25
Salem,	1 25	Baltimore,	70
Washington,	1 00		

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

	RAIL. ROAD. WEEK.	RAIL. ROAD. TOTAL.	CANAL. WEEK.	CANAL. TOTAL.
Pt. Carbon,	10,612 10	234,789 50	9,434 03	149,418 04
Pottsville,	5,265 19	124,5616	642 17	16,921 16
S Haven,	15,232 05	220,471 16	4,568 03	63,152 13
Pt. Clinton,	3,383 03	90,414 00	1,512 19	4,699 15
	34,593 17	770,221 06	16,349 02	233,922 08
		233,922 08		
Total by R R & Ca'l.		1,002,743 14		
To same period last year,		779,130 02		114,590 00
				779,130 02
				893,720 02

TRANSPORTATION ON THE RAILROADS IN SCHUYLKILL COUNTY.

The following is the quantity of Coal transported over the different Railroads in Schuylkill County, for the week:

	WEEK.	TOTAL.
Mine Hill and S. H. R. R.	20,181 14	389,606 19
Little Carbon do	6,886 14	145,929 16
Schuylkill Valley do	10,232 11	191,094 05
Mill Creek do	7,630 02	129,169 12
Mt. Carbonand Pt. Carbon do	10,126 12	236,265 11
Little Schuylkill R.	4,350 12	91,251 04
Union Canal R. R.	1,560 09 1	29,904 02 1
Swatara R. R.	2,631 01 1	18,215.07 1
	24,851 01	266,076 13
To same period last year	346,620 19 tons.	

LEHIGH COAL TRADE.

Sent for the week ending, August 5, 1848.

	WEEK.	TOTAL.
Summit,	8,746 08	122,352 17
Rhume Run,	3,636 01	63,295 04
Beaver Meadow,	7,783 19	43,861 18
Spring Mountain,	1,732 19	31,514 10
Hazleton,	4,326 12	37,804 10
Nesquehoning Mountain,	1,811 17	23,202 11
Wyoming,	803 06	7,916 15
	24,851 01	266,076 13
To same period last year	346,620 19 tons.	

DELAWARE AND HUDSON COAL TRADE.

To July 22, 1848.

	WEEK.	TOTAL.
	15,930 00	219,240 00
To same period last year,	192,280 00.	

RATES OF TOLL AND TRANSPORTATION ON RAIL ROAD. To August 1, 1848.

	From Mt. Carbon.	Sch. Haven.	Pt. Clinton.
To Philadelphia,	$1 45	$1 40	$1 20
To Richmond,	1 40	1.35	1 20

RATES OF TOLL BY CANAL, to August 1, 1848.

	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philadelphia,	50 cts.	42 cts.	42 cts.

RATES OF FREIGHT BY CANAL.

To Philadelphia	60 a 65 cts.	per ton.
To New York	$1,70 a $1,75	do

For additional New Advertisements see Next Page. They will there be found arranged under Suitable Heads.

SHERIFF'S SALES OF REAL ESTATE.

BY virtue of sundry writs of *Levari Facias* and *Venditioni Exponas*, issued out of the Court of Common Pleas of Schuylkill County, and to me directed, will be sold at public sale or vendue on Saturday, the 2d day of September, 1848, at 10 o'clock in the forenoon, at the public house of WILLIAM MATZ, in the borough of Pottsville, the following described premises:

The undivided moiety or half part of all that certain lot or piece of ground, situate in the town of Port Carbon, in Schuylkill township, in the County of Schuylkill, marked in Potts Addition to Port Carbon with No. 9; bounded by land of Jacob W. Seitzinger; by lots marked in said plan with Nos. 4, 5, 6, 7, and 8, and by a 40 feet street: with the appurtenances, consisting of a large tavern house stand, large stable, and a two story frame store house. As the property of DAVID M. PALMER, Executor, &c., of Jacob Seitzinger, deceased.

At the same time and place, all that certain lot or piece of ground, situate in Port Carbon, in Pottsville township, in the County of Schuylkill: bounded on the east by lot of Samuel Mills; on the north by a vacant lot; on the west by lot of John Simms; and on the south by Market Street: containing in length or depth 150 feet, and in width or breadth 21½ feet: with the appurtenances, consisting of a two and a half story frame dwelling house. As the property of JOHN H. JAMES.

All that certain lot or piece of ground, situate in the town of Llewellyn, in Branch Township Schuylkill County, marked in the plan of said town, with the No. 64, and lying and being on the north side of Bunting street, between Railroad street, and Alnober street, bounded on the east by land of Richard Williams, Samuel Shaber, and others, on the south by Bunting street, on the north by a 20 feet wide alley, and on the west by No. 65, containing in front on Bunting street 50 feet and in length or depth 150 feet, conveyed by John G. Sherman and wife to Zaddock Bacon, by Deed dated Feb. 5, 1845, and recorded at Pottsville in Deed Book No. 25, page 501, with the appurtenances consisting of a three story frame dwelling house, (now occupied as a tavern) a one story frame dwelling house, and a frame shed. As the property of ZADDOCK BACON.

At the same time and place, All that certain part of a lot of ground, situate in the borough of Pottsville, Schuylkill County, bounded eastwardly by Eighth St. westwardly by lot of Andrew Russell, northwardly by lot of Jane Eyre, and southwardly by lot of Daniel Eller, containing in length 60 feet, and in width 181 feet, more or less, and being part of lot No. 17, in the general plan of said Borough.

Also, all that certain piece or parcel of lands situate on the westwardly side of the Centre Turnpike road, in North Manheim Township, Schuylkill County, and known as lot No. 1, containing two acres and 84 perches. As the property of ADAM EILER.

At the same time and place, All the right title and interest of JOHN BROBST, deceased, of, in and to all that certain tract of land, situate in Barry township, Schuylkill county, known as the "Deborah Grant Lands," containing 400 acres and allowance bounded on the south by land late of Benjamin Combe, on the east by a partition line of disputed land, on the north by land now or late of Benjamin Combe and William Elliott, and on the west by land warranted to Dr. James Davidson.

Also, all the right, title and interest of John Brobst, deceased, of, in and to all that certain tract of land, situate in Barry township, County aforesaid, being that part of 1768 acres and 76 perches of land, divided in partition between David F. Gordon, Marks Biddle, Valentine Hill and Martha Neff Selfridge, bounded on the north by the Schuylkill County line, on the west by land surveyed to——, on the east by land late of Benjamin Combe, on the south by lands of Benjamin Combe and others. As the property of JOHN BROBST, deceased.

At the same time and place, All those certain two lots of ground situated on the westwardly side of Railroad street, in the borough of Minersville, Schuylkill county, bounded northwardly by lot No. 3, now or late of Jacob Weiler, containing in front on said Railroad street 50 feet, and extending that width along the line of lot No. 3, about 340 feet and along the line of lot No. 6 about 325 feet being lots Nos. 4 and 5 in a plan of lots laid out by George Patterson, each lot containing in front 50 feet, and in depth 325 feet, the northwest corner of said lot No. 4 being 90 feet distant from the house now or late of Anthony Steinberger, on the side of said Railroad street, and being part of the same premises which Jacob Reed, Lewis Myer, and Jacob Bright, trustees of Michael Loyd, by deed dated May 31st, 1831, recorded in Orwigsburg in deed Book No. 14, page 25, granted to George Patterson, and by George Patterson to John Sites by deed dated the 13th day of February, A. D. 1841.

Also, all that certain lot or piece of ground situated in the borough of Minersville, Schuylkill county, on the eastern side of a street called Railroad street in a plan of lots laid out by George Patterson, bounded southwardly by lot No. 3; westwardly by said Railroad street; eastwardly by the western bank of the West Branch of the Schuylkill river; and northwardly by lot No. 1, being in front on said Railroad street containing in width 60 feet, and in length or depth 365 feet, more or less, and being the lot of ground which George Patterson and Maria his wife, conveyed to John Sites by deed dated March 9th, 1839. As the property of JOHN SITES.

At the same time and place

No. 1.—All that certain lot or piece of ground situate on the eastwardly side of Centre street, in the borough of Pottsville, county aforesaid, bounded northwardly by a house and lot of ground intended to be conveyed to John McCrea, eastwardly by Railroad street, southwardly by said Centre street, containing in width 60 feet, and in length or depth 200 feet, being part of the same premises, which Jonathan Wynn and wife, granted and conveyed to the said Charles Lawton, by deed dated the 17th day of October, 1835, and recorded in Schuylkill county, in Deed book No. 15, page 473.

No. 2.—All those five certain two story frame houses and twelve lots of ground situate on the eastwardly side of Railroad street, in Wynn's addition to Pottsville, bounded northwardly by land of Charles Lawton, eastwardly by Coal street, southwardly and westwardly by the said Railroad Street, being lots which are marked in the plan of Wynn's Addition to Pottsville, with the Nos. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 27, lot No. 16, containing in width 31 feet, and the other lots containing in width 30 feet each, and all containing in length or depth 159 feet, being the same premises which, by sundry conveyances from Jonathan Wynn and others, became vested in the said Charles Lawton. On the above premises there are six 2½ story stone dwelling houses.

By an order of the Court of Common Pleas of Schuylkill County, lots Nos. 20, 21, 22, 23, 24, 25, 26, and 27, above mentioned, with the buildings thereon erected, will be sold in the following manner, seperately, according to a plan of the said lots, filed in the said Court. Lots fronting on Coal Street;

Lot No. 1, containing about 16 feet in width by 75 in depth.

Lot No. 2,	do	16	by 75 do

Lot No. 3, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth by 75 feet in depth.

Lot No. 4, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth by 75 feet in depth.

Lot No. 5, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth by 75 feet in depth.

Lot No. 6, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth and 75 feet in depth.

Lot No. 7, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth by 75 feet in depth.

Lot No. 8, with a 2½ story stone house thereon and lot, 16 ft. 4 in. in breadth by 75 feet in depth.

Lot No. 9, containing about 16 feet in breadth and 75 in depth.

Fronting on Railroad Streets.

Lot No. 10, containing in width 20 ft. 4 in. and extending in length 150 feet, from Railroad street to Coal st.

Lot No. 11, with a double 1½ story frame house thereon, and lot, 22 ft. 9 in. in width and extending 150 feet in depth from Railroad Street to Coal Street.

Lot No. 12, containing in width 22 feet, and extending 150 feet in depth from Railroad Street to Coal St.

Lot No. 13, containing in width 22 feet, and extending 150 feet in depth from Railroad Street to Coal St.

Lot No. 14, containing in width 22 feet, and extending 150 feet in depth from Railroad Street to Coal St.

Lot No. 15, containing in width 22 feet, and extending 150 feet in depth from Railroad Street to Coal St.

Lot No. 16, with a 2½ story frame dwelling house, with a stone basement thereon, and lot 20 feet in width and extending 150 feet from Railroad St. to Coal St.

Lot No. 17, with a 2½ story frame dwelling house, with a stone basement thereon, and lot 20 feet in width, and extending 150 feet from Railroad Street to Coal Street.

Lot No. 18, containing in width 20 feet 4 inches, and in depth 75 feet.

Lot No. 19, containing in width 20 ft. 4 in. and in depth 75 feet.

Lot No. 20, with a two story frame house thereon and lot, containing in width 21 feet and in depth 75 feet.

Lot No. 21, with a 1½ story frame house thereon, and lot, containing in width 20 feet, and in depth 75 feet.

Lot No. 22, containing in width 22 feet, and in depth 75 feet.

Lot No. 23, containing in width 20 feet, and in depth 75 feet.

Lot No. 24, containing in width about 25 feet, and in depth 76 feet.

No. 3.—Three full, equal, undivided, fourth parts, the whole into four equal parts, to be parted and divided of and in all that certain tract or parcel of land, situate in the borough of Pottsville, county aforesaid, on which said tract of land a town plot has been laid out and called the eastern addition of Pottsville, bounded and described as follows:—Beginning at a post corner of James House's lot; thence by the same north 36 degrees, west 220 ft. to a post, and south 54 degrees, west 180 feet to a post; thence by Allen's addition and Eli Cake's lot, north 30 degrees, west 490 feet to a post; thence by Eli Cake's lot south 54 degrees, west 475 feet to a post; thence by land now or late of Jonathan Wynn, north 30 degrees, west 20 feet to a post, north 21¼ degrees, east 68 feet to a post, north 22½ degrees, west 188 feet to a post, north 67½ degrees, east 159 feet to a post on the western side of Coal street; thence along the same, north 22½ degrees, west 116 feet to a post, thence through the said street, north 13 degrees, west 87 feet to a spruce stump, north 53½ degrees, west 67 feet to a post on the west line of said Coal street; thence along the same north 22½ degrees, west 96 feet to a post; thence by land now or late of Jonathan Wynn, south 67½ degrees, west 159 feet to a post, north 22½ degrees west 80 feet to a post, north 55 degrees, west 5 feet to a post, north 40 degrees, west 241 feet to a post; thence by land now or late of the Schuylkill Navigation Company; north 69 degrees, east 108 perches to a post, and south 21 degrees, west 27 perches, and 8-10 to a stone; thence by land late of John Pott, deceased, north 69 degrees, east 21 perches and 8-10 to a post; thence by land late of John Young, south 21 degrees east 84 perches to a large Spanish oak; thence along the public road by land late of John Pott, deceased, south 21 degrees, west 172 perches to a post, and south 46 degrees, west 68 perches to a post, and south 54 degrees, west 41 perches to the place of beginning, containing, excluding the following lots or pieces of ground; lots marked in the plan of the eastern addition to Pottsville with the numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 62, 64, 72, 74, 75, 76, 78, 80, 156, 157, lots numbers 11, 12, 13, the northeast half of lot number 22, and lots numbers 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, being a lot of ground on Railroad street sold to John James, containing in width 24 feet, and in length or depth from Railroad street to Coal street, containing, inclusive of the said lots or pieces of ground, 76 acres and 75 perches, more or less, being the same premises which Charles Lonser, by deeds dated March 28, 1831, recorded in Orwigsburg, in Deed book No. 14, page 339, and December 1st, 1831, recorded in Orwigsburg, in Deed book No. 12, page 349, granted and conveyed to the said Charles Lawton, with the appurtenances consisting of two two story frame dwelling houses, with basement stories of stone, two 2 story frame houses, one 1 story frame house, and three small frame tenements.

The above is sold subject to a release, from the Schuylkill Bank, in the city of Philadelphia, to John Farnum, for the undiv