TERMS OF THE MINERS' JOURNAL.

SINGLE SUBSCRIPTION.

Two Dollars per annum, payable semi-annually in advance, to those who reside in the County and annually in advance to those who reside out of the County. The publisher reserves to himself the right to charge $2 50 per annum, when payment is delayed longer than one year.

TO CLUBS:	
Three copies to one address,	$5 00
Seven " " " "	10 00
Fifteen " " " "	20 00

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Every subsequent insertion,	25
Four lines, 1 time,	25
Subsequent insertions, each,	12½
One Square, 3 months,	$3 00
Six months,	5 00
One Year,	8 00
Business Cards of 5 lines, per annum,	3 00
Merchants and others advertising by the Year, with the privilege of inserting different advertisements weekly,	1 2 00

☞ Larger Advertisements, as per agreement.

MINERS' JOURNAL.

SATURDAY, MARCH 8, 1851.

☞ *Schuylkill Navigation.*—The rates of toll on Merchandize, Produce, &c., will be found in another column. The reduction is equal to 30, and on some articles equal to 40 per cent. We understand a house at Reading intends establishing a daily line of Packets, for carrying goods, by Canal, between Philadelphia and Pottsville and the intermediate places, at very low rates.

The Canal between Reading and Philadelphia will be opened on the 10th inst., and throughout the whole line, on or before the 20th inst.

☞ *Trial in Carbon County.*—The Mauch Chunk *Gazette* reports a case of assault and battery with intent to kill, lately tried in the Carbon County Courts. This was an indictment found about a year since against Christian Krinkle for an attack upon George Wintersteen. It occured in a rencontre between the parties, in which Wintersteen knocked Krinkle down, and the latter while in that position stabbed W. five times, inflicting dangerous wounds. The plea of the defendant was self-defence. Verdict, guilty.

☞ *State Taxes.*—We have received a letter from Harrisburg, together with a list of inquiries, with regard to taxation. The writer states that *extensive* ideas of the wealth of Schuylkill County, are entertained at Harrisburg, and particularly in the Board of Revenue Commissioners, and a disposition is manifested to place a pretty high figure on our lands. The fact is that business never was so much depressed as it is now in Schuylkill county—lands have diminished in value, and the population, within the last two years, has decreased. The taxes, in proportion to those assessed in other counties, are already too high. The queries ought to be promptly answered by those who are familiarly acquainted with the subject.

NOW'S THE TIME TO SUBSCRIBE.

The new Postage Law will go into operation on the 1st of July, the circulation of newspapers is thereby rendered free in the counties where they are published. That's the consummation so long wished for, it suits both publishers and subscribers. Send in your names, *friends*—we are prepared to accommodate you, to the full extent of your demands. The *Journal* has lately been enlarged—we have a Power Press to print it on, and we are sparing neither labor nor expense to make it one of the best newspapers in the country. We repeat it, send in your names.

PETITIONS TO COURT.

We understand that the Petitions to Court, requesting the Judges to refuse Licensing any more Grog Shops in this County, and also to refuse granting any License to Hotels and Taverns that continue to violate the law, and outrage public opinion, by keeping their Bars open on Sunday, are being rapidly filled up. At Port Carbon, we understand, nearly every inhabitant is signing the Petition. The women, who are the greatest sufferers, are unanimous in its favor.

The law prohibiting tippling on Sunday, will be found in another part of the *Journal*. We hope the Court will instruct the Prosecuting Attorney with regard to his duty on this subject. Public opinion will sustain all officers in the performance of their duty.

AN ENORMOUS TAX.

We want every citizen of the Borough to read the following facts. They have been collected from the census returns and other authentic sources, and, startling as they may appear, they may be relied on, as strictly correct, and faithfully representing the liquor-traffic in Pottsville.

There are in the Borough 25 stores that sell liquor, 51 Beer and Ale Houses, nearly all of which also sell spirituous liquors, and 13 Hotels and Taverns, making in all 89 places legally licensed to sell liquor, besides many others that sell clandestinely. The population of the Borough is 7,500—1,443 families. We have therefore one drinking establishment to every 16 families, or to every 84 inhabitants, men, women, and children, at an expense of over $13 per head, making in the aggregate nearly $100,000 each year spent for Rum in the Borough. This is not all. Every one knows that drinking Rum makes paupers, and aggravates riot, disorder and crime in a community. These bring their concomitant expenses—the people are taxed for the building and support of alms-houses, jails and all other expenditures accompanying the arrest, trial and punishment of criminals. Next week we will publish some further statistics, connected with this part of the subject.

It is the duty of every citizen to aim, not only at his own personal advancement, but to labor also for the general good of the community. There are enough ways of making a livelihood, besides engaging in the traffic of liquor-selling, and these channels of business would increase in a much faster ratio, if that one branch were entirely excluded. Every man must see the impolicy of advocating the system of licensing a great number of groggeries in a community. It is granting to a few the privilege of growing rich, at the expense of the comfort and happiness of the great mass of the inhabitants. We have before asked the question how little of the 100,000 dollars annually taken in the Borough for Rum, was afterwards appropriated to benevolent and really useful objects. Very few men engaged in the traffic, ever contribute one penny towards the building or support of churches or school-houses or similar institutions. On the contrary, their business tends to bring such institutions into disrepute—to degrade and demoralize the people.

The above considerations should go very far toward turning every man's attention to the necessity of reform. To say nothing of the positive injury inflicted upon the community, by the spending of so much money in the traffic, how much good, how many and what inestimable blessings the same amount, otherwise expended, might effect!—We therefore urge every member of the community, as good citizens, and interested in the prosperity of the Borough, to arouse at once, and exert your utmost influence in bringing about a reformation. The above statistics show to what an extent, the traffic has been encouraged in our midst. We need action—speedy, energetic action to curb its ravages, and restore to us the order and good morals of a sober and Temperance community.

TEMPERANCE—ITS EFFECTS.

We recently noticed that no liquor was sold by the stores of Pinegrove, and that the Hotel-keepers refused to sell to those whom they supposed were better without it. We also observed the effects of such an exemplary course upon the people, in improving their habits and morals, and turning their attention to higher and more worthy objects. As an additional evidence in favor of temperance, the clerk of the Poor House stated to us, some days ago, that not one pauper had been received from Pinegrove district for two years, nor had there been a single application for out-door relief in that time—a most striking illustration of the benefits, resulting from the influence of temperance principles upon a community. By the report in another column, it will be found that the expense of supporting the paupers of the county, for last year, amounts to nearly ten thousand dollars, independent of the produce of the farm.—Next week, we will endeavor to show where the paupers come from, and who are responsible for imposing this enourmous tax upon the county. The result of our investigation, we anticipate, will suggest the question, whether our Legislature would not confer a public favor by passing a law, rendering the grog-sellers liable for the support of the paupers they make.

THE TEMPERATURE OF FEB'Y.

A Philadelphian, writing in the *North American* of the temperature of different winters, and of the average temperature of the month of February, remarks that the mean temperature of the Second month, for a long series of years, is in that city, 29.35, which is about one degree colder than any other month in the year; and yet, the mean of the month just closed was 41.14 degrees, or more than 11 degrees above the common mean, and 3 deg. warmer even than the mean average temperature of the third month (March.) By reference to a record kept for sixty years past, he ascertains that the mean temperature of the month never rose so high—in 1828, 1840 and 1842 it reached 40, 39 and 38 respectively, being the nearest approximation on this record.—The *lowest* mean of the same month occurred in 1815, 1836 and 1839, when it fell to twenty-four degrees in each of these years respectively.

The average temperature for the winter months just closed, is 38.04 degrees, which was nearly equalled in 1848, and surpassed once only on our record, viz: in 1828, when the mean rose to 39 degrees, or nearly one degree higher than the past winter.

A reference to his record contradicts the generally received impression that a backward spring usually succeeds a mild winter.

☞ *Board of Revenue Commissioners.*—The meeting of this body, which we noticed last week, had taken place at Harrisburg, will occupy about two weeks to get through with the business for which they are assembled. Their duty is to equalize and adjust the taxes throughout the Commonwealth.—There are twenty-four members—one from each judicial district of the State. Gen. Bickel, State Treasurer, is *ex-officio* President of the Board.

☞ *Sale of Coal Land.*—The interest of Judge Donaldson, (about 1200 acres) in a tract of Coal Land in Frailey township, was sold at Sheriff's Sale, on Saturday last, for the sum of $50,900. It was purchased by Messrs. Halderman and McCormick, of Harrisburg. This is considered, by those acquainted with the lands, a great bargain. The Broad Mountain Veins run a distance of about four miles through the tract.

☞ *A Request.*—The British Parliament has addressed a request to Mr. Charles Spear, editor of the Prisoner's *Friend*, Boston, for information relating to the criminal laws of the United States. A number of questions are asked about capital punishment—the term of sentences, treatment of prisoners, &c., &c.

☞ *Fire.*—Yesterday afternoon, about 2 o'clock, smoke was observed issuing from an upper story window of a house in Clinton Row, Mahantango Street, occupied by Mrs. Driscol. Upon examination, some things were found to be on fire in a closet, where a cloth, that had been used about the grate, had been carelessly thrown. The engines were called out, and the flames easily suppressed without any material injury to the houses.

☞ *His Honor*, the ex-Judge appears to be a little excited—he evidently feels guilty. His position reminds us of the fable of a certain animal between two bundles of hay, not knowing which to choose.

☞ *New York Senatorial Question.*—A bill is before the Senate of New York to provide for the election of a United States Senator. Ex-Governor Fish is likely to be chosen.

☞ A bill re-annexing Mountour and Columbia counties, has passed one branch of the Legislature.

☞ *A Subscribition* has been started in Spain for the purpose of erecting a monument to the great Columbus.

☞ *The Great Discovery.*—The Germantown *Telegraph* states, in reference to a very important scientific discovery in regard to a propelling power, that a vessel is now being fitted out at one of our ports with it. With this vessel it is intended to visit the World's Fair, and it may be expected to sail in the course of a month. The confidence in the completeness and greatness of the discovery, we are informed, is no wise lessened, but rather strengthened, by every additional development that has been made. What increases, adds the Telegraph, or rather confirms, *our faith in the discovery*, is that all our information comes from scientific gentlemen of the highest characters, who have no possible interest, whatever, in bringing it to light.

THE ROMAN BED TIME.

An immense majority of men in Rome *never* light a candle, unless some time in early dawn. And this custom of Rome, was the custom of all the nations that lived around the great pond of the Mediterranean. In Athens, Egypt, Palestina, Asia Minor, everywhere the ancients went to bed, like good boys from 7 to 9 o'clock. The Turks and other people, who have succeeded to the habits and stations of the ancients, do so to this day.

The Roman, therefore, who saw no joke in sitting around the table in the dark, went off to bed as soon as the darkness began.—Every body did so. Old Numa Pompilius himself was obliged to trundle himself off in the dusk. Tarquinius might be a very superb fellow; but we doubt whether he ever saw a farthing rushlight. And, though it may be thought that plots of conspiracies would flourish in such a city of darkness, it is to be considered the conspirators themselves had no more candles that honest men—both parties were in the dark.

Being up then, and stirring not long after the lark, what mischief did the Roman go about first? Now-a-days, he would have taken a pipe or a cigar. But, alas for the ignorance of the poor heathen creatures! they had neither the one nor the other. In this point, we must tax our mother earth with being really too stingy. In the case of the candles, we approved of her parsimony. Much mischief is brewed by candle-light. But, it was coming it too strong to allow no tobacco. Many a wild fellow in Rome, your Gracchi, Syllas, Catalines, would not have played "——and Tommy in the way they did, if they could have soothed their angry stomachs with a cigar—a pipe has intercepted many an evil scheme. But *the thing* is past helping now. At Rome, you must do as "they does" at Rome.—*De Quincey.*

☞ *Mr. Hunter's Bill.*—As there are various speculations abroad as to the effects of this bill upon the iron and coal interests of the State, the Philadelphia *Ledger* vouches for the following explanation of its operations:

The additional duty imposed on iron, as near as can be ascertained, is equivalent to about $1,75 cents per ton, which will add, from this source alone, to the national revenue about $500,000 per annum. The leading iron masters profess, under all the circumstances, to be satisfied with this increase.—The additional duty on coal is about 60 cents per ton.

☞ *Sensible.*—No sort of intoxicating beverage, whether *wine*, spirits, beer, or cider, will be admitted to a place in the *World's* Fair. The continental wine-growers are in despair at the exclusion of their products.

☞ *Ærology.*—John Wise is engaged in constructing another monster balloon, to be about three times as large as the "Hercules," used last summer, in Lancaster, with which he intends to prove the certainty of his ability to cross the Atlantic, and circumnavigate the globe.

☞ *Judge Burnside.*—The Germantown *Telegraph* states, no hopes are entertained of Judge Burnside, who has been ill for more than a week at the residence of his son-in-law, William E. Morris, Esq., in Germantown.

☞ *The* Merchant's *Magazine* says the amount of debts paid—or repudiated—under the bankrupt law of 1841, was $440,924,615.

THE COAL TRADE FOR 1851.

The quantity sent by Railroad, this week, is 19,731 06 tons, about 3000 tons less than last week.

The rates of toll have not yet been promulgated for the ensuing year, by neither Railroad for Canal. We gave our readers the reasons for the delay last week, and the same causes continue to operate. The Companies in other Regions seem disposed to hold back, until the rates are fixed in this section, with a view of taking advantage of them. Unless they will agree to conform to the wants of the market, and lessen quantities, or enter into a fair arrangement with regard to rates and supplies, we consider our Companies justifiable in holding back, particularly as the trade will not suffer in consequence—but will be rather benefitted, by confining the present supply to the actual wants of the market.

Various reports are circulated about prices, at which Coal has been offered. This is the old game practised by purchasers below, with a view of depressing prices here, while at the same time they *profess*, that it is *their* interest to maintain remunerating rates. Nine-tenths of those reports are circulated for effect, and have no foundation whatever. If the offers named have been made, it was done under false statements, made especially to call forth such offers, by operating upon the fears of the timid. We do hope that our Operators will not again be trapped into such a suicidal course, by means of such unfair and unmanly artifices. Each Operator had better determine at once, not to *increase the* product of his Colliery establishment beyond his ability to sell at a fair price—and if the prices do fall below a *remunerating rate*, to *stop* his works, or work short time. All experience and common sense teach that it is better to do a small business at a profit, than a large business at a loss. Congress having failed to grant any protection to the manufacturing interests of the country, and as it is not reasonable to suppose, that we will be protected by a calamity again this year—it becomes imperative on each Operator, in order to protect himself, to act firmly and decidedly, by not suffering himself to be persuaded or frightened into offering coal at a less rate, *than he can afford to mine it*, by those who have shown a disposition to rob you of your last dollar, and then boast of their ability to crush the Region. The producers can protect themselves to a certain extent, even under the present discouraging circumstances, if they will only take a decided stand, individually or collectively.

From the best information in our possession, we are led to believe that the Railroad will open at $1,50 per ton, which would make the toll on the Canal 55 cents. This is too high. The rates ought not to exceed $1,40 per ton. It is high time that our transporting companies should encourage and build up those Regions on which they depend for their trade. For the last two years, we have been retrograding both in population and business—while other Regions were increasing and growing strong, both in population, and extended and improved facilities for conveying coal to market, and thus competing with the trade of Schuylkill county. It is true that free trade has exercised its blighting influence here, but other Regions were not exempt from the same influence—and they have maintained their ground better than we have, from the fact that there the expenses of transportation have materially diminished, while here, for the last two years, they have increased beyond what they were under the beneficial effects of the Tariff of 1842.

Amount of Coal sent over the Philadelphia and Reading Railroad for the week ending on Thursday evening last.

	WEEK.	TOTAL.
Port Carbon,	5,837 18	119,728 00
Pottsville,	1,410 02	31,973 10
Schuylkill Haven,	8,536 07	95,705 00
Port Clinton,	3,646 19	54,847 07
Total	19,731 06	347,828 07
To same time last year,		183,526 07
Increase so far,	tons,	164,306 00

RAIL ROADS.

The following is a quantity of Coal transported over the different Railroads of Schuylkill County, for the week ending Thursday evening.

	WEEK.	TOTAL.
Mine Hill and S. H. R. R.	6,611 15	64,101 18
Little Schuylkill R. R.	3,676 19	33,318 11
Mill Creek do	4,545 15	47,854 12
Port Carbon do	1,495 05	14,107 02
Schuylkill Valley do	1,514 02	30,691 02
Mt Carbon and Pt Carbon	5,819 04	56,579 15

RATES OF TOLL AND TRANSPORTATION ON RAILROAD for 1850.

	From M Carbon.	S. Haven.	P. Clinton
To Richmond,	1 70	1 65	1 45
To Philadelphia,	1 70	1 6	1 45

NEW SPRING GOODS.

NEW SPRING GOODS.—WITH THE OPENING of the Spring Season, we have begun opening at the New Store, Centre street, opposite the Post Office, Sisters old stand, a new and fresh assortment of Spring goods, of the newest styles and latest importations, comprising an extensive and general assortment, all of which will be sold at our usual low prices—the public are respectfully invited to call and examine our goods. JOHNSTON & CO.

March 8, 1851 10-tf

CARPETING.

WHAT a handsome Carpet you've got on your floor! And the Oil Cloth to match, that's at the door! Their beauty I never saw equaled before— [door,

From whom did you buy it—where is the Store?

Go Seventh and Market, my friends and I go—

The stock is quite large and the prices are low

All goods in their line they willingly show—

And what I have said, I know to be so.

They've Imperial and Fly, and super Ingrain,

Some very bright colors, and others quite plain,

And goods of all kinds, description or name,

That onto their business doth well appertain.

The public are requested to call and examine their large and newly selected stock of Carpets, Oil Cloths Window Shades, &c., all of which will positively be sold at the lowest cash prices.

HALLOWELL & BANISTER,

Central Carpet Ware Rooms, N. E. corner of 7th and Market streets, Philadelphia.

March 8, 1851 10-3m

FRUIT TREES, SHRUBBERY, &C.

The subscriber will receive orders for all kinds of Fruit Trees, such as

Apple Trees,	Plum Trees,
Peach Trees,	Cherry Trees,
Pear Trees,	Apricots,
Quince Trees,	Ornamental Trees, &c.,

Together with all kinds of Shrubbery, Bulbous Roots, Plants, Grape Vines, &c. Also all kinds of Grass Seeds—all of which will be sold at the lowest rates at

B. BANNAN'S Seed and Variety Store.

☞ Orders for Trees, &c., should be sent in as early in the season as possible to insure them in time.

March 8, 1851. 10-

200 CARRIAGES AT AUCTION.

FIFTH SEMI-ANNUAL TRADE SALE at Philadelphia This Sale will take place on Wednesday, the 26th day of March, at the Chinese Museum, and will excel all others in extent. The collection will embrace at least two hundred carriages, a portion of which will be second-hand, of a superior make and in good order. The New Work, (most of which will be warranted) will be from makers of acknowledged celebrity throughout the States, including Dunlap, Flagler & Co., J. D. Doughty, John Merrick, and others. It will be equal in all respects as regards style, finish and durability to any made for customer or to order.

☞ Purchasers from a distance are informed that the sale will positively take place on the above day, without regard to the weather.—c

ALFRED M. HESKNESS, Auctioneer.

March 8, 1851. 10-ts

SALE OF REAL ESTATE.

THE SUBSCRIBER OFFERS THE FOLLOWING described property for sale location in the most desirable and business part of Pottsville, between the "Pennsylvania Hall" and "American House" Hotels, in Centre street, to wit:

FIRST. Three 20 feet Lots fronting on Centre St., in depth 120 feet, by a 10 feet wide Alley, running along Union street.

SECOND. Five 20 feet Lots fronting on Second St., by 100 feet, to a ten feet wide Alley, running along Union street.

THIRD. Five 20 feet Lots fronting on Railroad St., depth 100 feet, to a 20 feet wide street leading into Union street, within 60 feet of the Philadelphia and Reading Railroad Depot. This property would make a most desirable location for a railway Hotel, as this is the terminus for all trains going to and from Pottsville. The block fronts on a Public House square. The terms would be reasonable. No money required in advance, provided the purchaser would immediately erect good brick buildings on the property, and give bond and mortgage for security of annual installments, with interest. Apply to

M. MURPHY.

Pottsville, March 8, 1851. 10-

W. HAKER'S PLAIN, SWEET, BAKER, FRENCH AND VANILLA CHOCOLATES, Cocoas, Broma, Cocoa Paste, Sticks, &c. To merchants and consumers who would purchase the best nutritious and healthful than tea or coffee—and in quality unsurpassed—the subscriber recommends the articles, manufactured by himself, and stamped with his name and residence. His Broma and Cocoa Paste as delicate—palatable—and salutary diet for invalids, convalescents, children, travellers. Physicians superior to any other preparations. His French and Vanilla Chocolates are warranted equal in delicacy and flavor to the best of Paris manufacture, and at one half their prices. In consequence of the great adulteration in almost all the Cocoas and Chocolate preparations now offered to the public, in order to cheapen them, the subscriber hopes that his own manufactures will be thoroughly tested; and if found unequal to his recommendations, they may be returned to his agents where purchased, and their cost shall be refunded. They are always for sale, in any quantity, by the principal wholesale Grocers in the Eastern cities: and by his agents, E. D. Brigham & Co., Boston; James M. Bunce & Co., Hartford; Hussey & Murray, New York; George Wall, Albany; Foster Bosworth, Troy, N. Y.; Grant & Stone, Philada.; Thomas V. Brundige, Baltimore; Howell & Shoemaker, Georgetown, D. C.; Fowle & Co., Alexandria, Va.; Voss Brothers, New Orleans; Kennet, Nelson & Co., Cincinnati, Ohio; Wm. Brigley & Co. Pittsburg Pa. WALTER BAKER.

Dorchester, Massachusetts.

March 8, 1851 10-6t

SCHUYLKILL NAVIGATION.

OFFICE OF THE SCHUYLKILL NAVIGATION CO., March 2, 1851.

The Board of Managers has adopted the following rates of toll, to be charged per ton of 2,240 lbs., on miscellaneous articles carried on the Schuylkill Navigation, from and after this date:

FIRST CLASS.—Iron Ore, Clay, Sand, Gravel, Manure, Unwrought Stone, and Brick-bats, one cent per ton per mile, for the first five miles, and half a cent per ton per mile, for each additional mile; but no charge shall be made for any distance exceeding twenty-five cents per ton.

SECOND CLASS.—Limestone, Slaked Lime, Quarry Spalls, Cordwood, Posts and Rails, Rough Bark, and Gypsum, one cent and a half per ton, per mile, for the first ten miles, and a half a cent per ton per mile, for each additional mile, but no charge shall be made for any distance exceeding fifty cents per ton.

THIRD CLASS.—Unslaked Lime, Marble, Wrought or Scabbled Stone, Bricks, Ice, Soap Stone, and Copper Ore, two cents per ton per mile, for the first ten miles, and half a cent per ton per mile for each additional mile, but no charge shall be made for any distance exceeding fifty cents per ton.

FOURTH CLASS.—Iron of all kinds, in any stage of manufacture beyond the ore, Salt, and Fish, one cent per ton per mile, for the first twenty miles, and half a cent per ton per mile for each additional mile, but no charge shall be made for any distance exceeding sixty cents per ton. Timber, round and square, Sawed Lumber, Hoop Poles, Shingles, Laths and Staves in boats, Hay and Straw in bales, Merchandise of all kinds, and all articles not otherwise specifically enumerated, two cents per ton per mile for the first ten miles, and half a cent per ton per mile for each additional mile, but no charge shall be made for any distance exceeding sixty cents per ton. Timber, round and square, Sawed Lumber, Hoop Poles, Shingles, Laths and Staves in rafts, shall be charged according to the rates in this section, provided the several links of a raft shall be allowed to pass through the locks without unrafting or descending boat that may be ready to pass. otherwise such rafts shall be charged the full charter rates of 65 cents per ton per lock below the city of Reading, and four cents per ton per lock, above said city.

NOTE.—In all cases where the distance any article is carried shall be less than one mile, 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 above rates for toll shall exceed 64 cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or four cents per ton above Reading, the toll shall be charged at the maximum rates of 64 cents and four cents.

The toll to be charged on empty boats will be the same as in the year 1850. By order of the Managers.

F. PRALEY, President.

March 8, 1851. 10—1m

LIST OF LETTERS,

REMAINING IN THE POST OFFICE AT Pottsville, Pa., on the 1st of March, 1851.

Albert George 2	Farley P	ship	McGaheran M
Abern Daniel	Gannon John		McKenley Thos
Abern Patrick do	Gough John		McKinney Aaron
Baily John 2	Gallagan Pat		McCarty Jeremiah
Brennan James 2	Guiry William		McMahon Samuel
Browne James 2	Gaffney Owen		McDaniel Lyman
Bracelin James 2	Gardiner Israel		McDonough H J
Bannan Daniel	Glowich Lorenz		McBride H
Behan Patrick 2	Graf Charles		Mc Ardle Mrs
Bets John	Graff Franklin		McMahon C ship
Boren John	Geist Rebecca		McMinnes Robert
Bend Wm J	Geyshart Cath'ne		McManus Patrick
Bradbury Wm	Gannon Jas	ship	McCann Patrick
Bird Henry	Glennon Jas	do	McEneany John
Bell Henry	Goyon Elis'th	do	McHugh William
Ball Edward	Gill Ellen	do	McMicken I S S
Berigan Michael	Harris, Burnish & Co. 2		Naughtin Patrick
Burk Thomas	Hoagland David		Nowlan Michael
Bogan Patrick	Harris Thomas J		Nott Bugh
Bennon James	Harris William		Newton Eliza T
Boyer Charles	Horan Hugh		Oil Daniel
Beatrizer Simon	Horan Hugh		Ocom Daniel
Byrne D or Pat	Horan John		Orangebent Mr
Bowman Major	Horan Michael		Doul Richard
Buck Alexander	Hipple William		O'Reilly Thomas
Brum Charles	Hall James		Oren Benjamin
Cohen Bridget	Harrison Joseph		Owens R J ship
Brook Louisa	Hotchkness John		O'Brien M
Butler Catharine	Hecard Jessey		O'Connell M do
Band Louisa A	Hogans Martin		Potts Thomas M
Banten Miss Ann	Houlahan Daniel		Phillips David
Beshler Magdal'n	Heath Richard		Parr James ship
Bowens Mrs P	Hatelemah Thos		Phelan R do
Black Mrs Enos	Holman B & Co		Paul John E do
Brennan Julia	Henessy Timothy		Quigley Laughlin
Brennan M ship	Hodge Archibald		Reppller & Allgier
Brennan Wm ship	Hoke Alexander		Rodgers John
Boyle Patrick	Havlty Patrick		Rodgers James T
Britt John	Hekx Martin		Reavill John
Bummer Alex'r	Heath James F		Oren John
Commins Patrick	Howell Maj B H		Roech John
Carty John	Heingerein John		Riley William
Cardil John	Hordeneen H		Reavley William
Crow Jacob	Hannon Nancy		Russell William
Carroll Martin	Hoffman Cath'ne		Rother Lewis
Cooper William	Hornsby Mary		Reilly Hugh
Coyle Carens	Harney M ship		Ruth Andrew
Coatsworth Jos	Hugues Dan'l do		Rockhill W E
Collins Andrew 2	Hilton G do		Rankin Bartholw
Campbell Fardy	Higgins J do		Robinson Esther
Cake Wally	Herbert Pat do		Richardson Mary
Curtis J C H	Johnsone E		Rahn Miss Sarah
Cromer Jacob	Johnson William		Ryan Patrick ship
Cromer Sarah	Joyce Thomas		Ryan John 2 do
Cohon Miss Mary	Jennings Peter		Rogers Thos do
Coles Margaret	Jones Benjamin		Soden James do
Cooper Mrs Ann	Jones Isabella		Richards D
Carlin Mrs Ann	Joseph Miss Ann		Stanton Thos 2
Carroll Wm. sh	Jefferson Jos ship		Snyder Jacob S
Carroll F do	King Thomas		Snyder Joseph
Conolly Thos do	King John		Smith T
Crocker Thos do	Kane Benjamin		Smith James
Clifford T do	Keysner William		Shearman John
Condron P do	Eline Capt Wm		Senner John F
Clark James	Kenner M		Steinberger J A
Commings John	Keihm Anton		Shell Joseph
Coyle John do	Knoble Heinrich		Seelinger Joseph
Coyle Patrick do	Klotz Simon		Silverthorn Jas
Cullen Anne do	Korff Herman		Sheridan Owen
Driscoll Daniel	Kennedy Thos		Shoener Solomon
Driscoll Jeremiah	Kennedy Bridget		Shiseler George
Davis Jeremiah	Kenny Bridget		Shmeiser Jacob
Demuck William	Kelly J & Wm do		Sheibeisindt Dan'l
Dougherty Jas	Kelly Bernard do		Shielip Michael
Donshew John	Kelly Pat do		Snyder Anthony
Duffy James	Keey Robins do		Simpsin Eliza'h
Dickson Samuel	Kearney John do		Stietzer Miss Ann
Durkon Patrick	Kooderdy P do		Smith Minerva
Decker Matthias	Laocke John		Sharry Adeline
Donnelly Captain	Love Harry		Sterly Miss
Dougherty Cornelius	Lewis W M		Stephens M
Davis Mrs	Lewis Amos		Stephens M ship
Diehl Miss C	Lecca George		Sheehan T do
David Miss Jane	Lumberdier Jos		Shea Timothy do
Dolan B S ship	Larkin Pat ship		Sullivan M do
Dinan M S do	Larkin John do		Scally James do
Dolton Jas do	Lawberly J do		Tregue John
Davies Wm do	Leonard Thos do		Tuhl Joseph
Doslen E do	Mourey Joshua		Tickner Almon
Dalton John	Martin Joseph		Tie Peter
Donohow P do	Murry Jacob		Tuley Patrick
Doyle H do	Moss Jacob		Tallt John & Wm
Elwanzler A	Morgand John		Troutman M
Sargood William	Mohen Michael		Turner Mary
Evans Paul E	Morgan Michael		Tracy L ship
Evans Anna S	Murphy Patrick		Wilson John 3
Evans John ship	Mardis William		Wilson Mrs
Evans Samuel do	Miles Charles		White John W
Fox John	Schoh Henry		White Michael
Feany Frank	Miller Francis		Wickey William
Fieder Franklin	George George		Wallace William
Flanigan Jas S	Miller Charles P		Weidner Benj C
Foney Jacob	Myiew Catharine		Wells George H
Fay Joseph	Miller Miss Mary		Williams Estate's
Fidler Isaac	Moinney R S ship		Ward Thomas
Frank Peter	Molanphy P ship		Whelan Morgan
Fox Richard	Meanough Patrick		Weiten Jeremiah
Foley Michael	Murphy Patrick		Weist Jacob
Folcart John	Mulvey Patrick		Wyhennemyer J
Frie Frans Anton	Morrill Benjamin		Wyhennemyer G D S
Fithian Jones & Co	Melin James		Wyckoff Dr J V
Frey Wm & Co	Manton Michael		Whopper Mrs M
Fetrow Sarah	Manly John		Winnebottom W
Foot Miss Ellen	McGowen P S		Yost George
Fox Elizabeth	McGowen James		Yoder James
Flanigan P ship	McAndrew P		Yost J Nicholas
			Zimmerman R

2 cents additional will be charged on all advertised Letters. Persons applying for letters on this list will please say "advertised."

ANDREW MORTIMER, P. M.

March 8, 1851 10-1t

OHIO FIRE & WATER PROOF PAINT AND PAINT OIL.

THE SUBSCRIBER HAS JUST RECEIVED A total of this celebrated Paint, which is coming into general use for painting roofs, frame dwellings, and in fact all kinds of buildings, &c., which require to be protected from the ravages of Fire and Water. On roofs, shingle roofs, &c., will be prevented from leaking, and their durability doubled by the use of this paint, and frame buildings can be made to imitate both grey and red sandstone, while at the same time they become almost as secure against the ravages of fire, as a brick or stone building. It is furnished in grey, chocolate and slate colors. Painters and others supplied in quantities to suit the trade at manufacturers prices. Also, oil to be used with the paint furnished at the low rate of 25 cents per gallon by the keg or barrel, which reduces the painting to about one half the price of the other kind of paint now in use. In Ohio the Insurance Companies insure buildings covered with this paint at a lower rate than they do those covered with either tin or zinc. The paint is furnished ground in oil or dry by the barrel or keg, either Chocolate, Grey or Slate color, by

B. BANNAN.

Agent for the Manufacturer.

N. B. The oil can be used for all kinds of out-door work, and also for painting new buildings.

We append a few recommendations:

Office of the Philadelphia and Reading R. R. Co., Philadelphia, July 16th, 1850.

This Company have been used in painting Blake's Fire Proof Ohio Paint extensively, for bridges and buildings. We usually throw a coating of sand upon the paint before it is dry. In the course of a short time it becomes very hard, and seems to be both Fire and Water proof, under any ordinary circumstances.—We decidedly prefer it for the purposes named above, to any paint we have heretofore used, as it costs less and is much more durable. JOHN TUCKER.

Office Little Schl. Nav., R. R. and Coal Co., Tamaqua, Nov. 11th, 1850.

MR. A. N. HART:

Dear Sir—About one year ago I had the roof of a building covered with one coat of the Ohio Fire Proof Paint; upon examining it, I find it as hard as slate. I am so well pleased with it, that I cheerfully give you the "Pennsylvania Hall" and "American House" Hotels, in Centre street, to wit:

FIRST. Three 20 feet Lots fronting on Centre St., in depth 120 feet, by a 10 feet wide Alley, running along Union street.

SECOND. Five 20 feet Lots fronting on Second St., by 100 feet, to a ten feet wide Alley, running along Union street.

THIRD. Five 20 feet Lots fronting on Railroad St., depth 100 feet, to a 20 feet wide street leading into Union street, within 60 feet of the Philadelphia and Reading Railroad Depot. This property would make a most desirable location for a railway Hotel, as this is the terminus for all trains going to and from Pottsville. The block fronts on a Public House square. The terms would be reasonable. No money required in advance, provided the purchaser would immediately erect good brick buildings on the property, and give bond and mortgage for security of annual installments, with interest. Apply to

M. MURPHY.

Pottsville, March 8, 1851. 10-

ANNUAL ACCOUNT

Of Jacob Saylor, Steward of the Schuylkill County Alms House, with the Report of the Auditors.

For the year 1850.

Jacob Saylor, Steward, in account with the Directors of the Poor and of the House of Employment for the County of Schuylkill, from the 1st day of January, A. D., 1850, to the 1st day of January, A. D., 1851, (inclusive of both days.)

		Dr.	
To balance from last year settlement			$2209 75
Cash received from Jas. B. Levan, Treasurer, for the use of the House			875 00
Found on Jacob Feather, deceased, a pauper			25
" John Lidy	"	"	11 25
Susannah Mayer, for hauling coal			1 00
Thos. R. Morgan, for boarding Wm. Ambrose			4 25
W. Sylfen, for boarding his child			3 00
Overseers of the Poor of Perry tp., Union Co., for boarding, &c., Abm. Laudle, a pauper,			15 58
William Johns, for boarding his wife 1 year			104 00
John Bussler for goods purchased as the property of Jacob Feather, deceased, a pauper			10 00
Wm. Sover, for proceeds out of the sale of the property of Ella and Cath. Dress, paupers			50 00
5 pair Summer pantaloons			5 15
George Dreibelbeis and B. Hauser, for the use of Samuel Hartringer, deceased			11 10
John W. Heffner, for 3 bushels seed wheat			3 75
James Lessig, for wagon hire			1 75
Use of threshing machine and 1 horse			7 00
Writing and cancelling Indentures			27 00
Rent			179 46
Jacob Hammer, for hides from December 15th 1849, to January 1st, 1851,			
Candles			$57 83
Hay sold			2 86
Straw sold			238 41
Corn			11 11
Tomatoes			1 75
To Balance			1 07
			61 31
			$1,494 75

	Cr.	
By Cash paid Constables for executing orders and removing paupers to House		$107 09½
For 156 loads of manure	