Miners' Journal.

Saturday Morning, August 2.

WHIG NOMINATIONS.

FOR GOVERNOR,

WILLIAM F. JOHNSTON, *of Armstrong.*

FOR CANAL COMMISSIONER,

JOHN STROHM, *of Lancaster.*

JUDGES OF THE SUPREME COURT.

RICHARD COULTER, *of Westmoreland,*
JOSHUA A. COMLY, *of Monroe,*
GEORGE CHAMBERS, *of Franklin.*
WILLIAM M. MEREDITH, *of Philadelphia.*
WILLIAM JESSUP, *of Susquehanna.*

LOW TOLLS.

The effect of low rates of toll upon our lines of transportation, is already apparent throughout the Region. Property of every description has increased in value at least 30 per cent. Business of every kind is active. The Coal shipments for this year will reach 400,000 tons more than last year. Capitalists are looking with renewed confidence upon their investments, and even some who had left the Region, are returning to expend among us the money they had gathered together to invest elsewhere. Notwithstanding this resuscitation of our interests, and the increased amount of business, money is very scarce, and there are naturally occasional complaints.

The reason is simply this, the great mainspring of the permanent prosperity of every business is still wanting. By the late reduced tolls, barely a living profit is afforded the Operator. So that although the mines and ships more coal than formerly, and thereby more money passes *through* his hands, the ultimate benefit is nothing additional in his favor over a smaller business, and the actual operative capital is therefore in no wise augmented.

True, the increased work requires an increased number of laborers, and this is some advantage to collateral interests, but the main business is none the better off for it in the end.

What we need above every other consideration, is Protection. That once attained, Schuylkill would undoubtedly be one of the first counties in the State, in point of wealth and business importance. Her mineral wealth is unrivalled, and with proper governmental encouragement to her vast business capacities, she could not be valued at too high an estimate. She has every natural advantage to ensure prosperity, and with suitable Protection to the Iron and Coal interests of the country, by either a new Tariff or some modification in certain features of the present one, Schuylkill must rise to the wealth and importance her position and resources seem to have designed for her.

THE BALL STARTED.

The friends of Scott and Johnston had a glorious demonstration at their Club meeting last Tuesday evening. They met at the Public House of Daniel Hill. The room was crowded to overflowing as also the adjoining apartments, while many manifested their interest in the proceedings by standing at the doors and windows on the outside. A large number of names were added to the Constitution, and everything moved in the genuine Schuylkill county Whig style—in earnest.

After the usual business of the Club, D. G. McGowan, Esq., was called upon to address the meeting. Mr. M. rose, amid a general round of cheering that greeted him from all quarters, and in a short speech very happily contrasted the principles and distinguishing measures of the two parties. He alluded to the two candidates for the Gubernatorial Chair now before the people, and pointed to the wise and prudential course of the present Executive, as strongly opposed to the inefficiency and two-faceedness, that have always characterized the public life of the Locofoco nominee. He had heard the party boasting of Wm. Bigler being a raftsman and hoping to steer his way into office on that tack, but he imagined that the current of Whig votes, this Fall, would lay up the Col.'s raft higher and dryer than last year's freshet landed any of Schuylkill's Canal Boats.

After Mr. McGowan, Jas. H. Campbell, Esq., being called upon, addressed the meeting. Mr. Campbell commenced by congratulating the members of the Club upon the present proud position of the Whig party.—Never in the previous history of the country, had such trying and important responsibilities devolved upon any administration, either Whig or Locofoco, as those which President Fillmore and his faithful and efficient Cabinet assumed during the critical period, which is scarcely yet passed. The ordeal was indeed severe, but the sterling qualities of the Patriots and Statesmen who have stood at the Country's helm and guided her safely through the storm, now shine brighter for the test.—The course of the administration was universally approved. Mr. C. passed a similar eulogy upon our State administration. Previous to the nomination of Bigler for the office of Chief Executive, no one had dared attempt to point out a single obnoxious measure originating with Gov. Johnston, during his term of office. He was everywhere acknowledged to have proved himself one of the best Governors Pennsylvania has ever had—his administration has always been characterized by wisdom, prudence and a constant devotion to the State's best interests. The two-faceedness of the Locofoco party, in trying to misrepresent the motives of Governor Johnston on the Compromise measures, was shown up in strong colors. Wm. H. Bigler's Senatorial votes in favor of the Wilmot Proviso and the Act of 1847, are proofs undeniable of the gross and unblushing inconsistency of the party.

Both speakers were frequently interrupted with the most enthusiastic demonstrations of applause, and the whole proceedings gave evidence that the Whigs of Pottsville are wide awake and determined to do their share toward achieving the glorious victory that awaits the party in the coming contest.

On motion, the Secretary was instructed to invite Jno. C. Neville, Esq., to address the Club at its next meeting.

[The Secretary has since waited upon Mr. Neville, and he has signified his assent to be present and address the meeting.]

On Motion, the following gentlemen were appointed a committee to procure signers to the Constitution—D. G. McGowan, M. E. Richards, Samuel Hartz and David A. Smith.

Wm. L. Whitney, J. T. Hazzard and B. T. Taylor, were appointed a Committee of Finance.

The meeting then adjourned to meet again next Tuesday evening at the House of Capt. Peter Weil.

☞ THE *Map* man recommends our Pinegrove correspondent to look into the Black Book for the name of R. M. Palmer as an expelled "Sonnie." The Order only makes known the disgrace of a fallen member, by notices to the different divisions.

☞ TELEGRAPH.—The Wilkesbarre and Philadelphia Line of Telegraph has opened an

THE FREE TICKET SWINDLE.

We recently alluded to the manner in which the Locofoco Canal Commissioners swindled the State Treasury, by passing their delegates to the Harrisburg Convention over the public works, free of charge. Since that several developments have been made which exhibit a system of corruption in the management of our public works, which demands the attention of the tax-payers of the State.

The Westmoreland *Intelligencer* says:

"We have only to say, that *we believe* it to be *true* and that we heard a prominent Democrat of this county say the other day, that he *knew it to be true*, and that he had seen a ticket, which had been offered a delegate from a neighboring county, but was refused, on the ground that he had not the vote to give to the individual, which those tickets were designed to purchase.

Another prominent man in the Democratic party, said the other day in our hearing, that he believed that there had been as much money *indirectly stolen* on our public works, as would have paid our state debt. Such frankness and honesty we admire. It goes to prove, too, that even in Westmoreland, where the odds are, generally, fearfully against us, there are men in the Democratic party, who cannot countenance, and we hope, will not support such a system of wholesale plunder upon the State Treasury."

The Pittsburg *American* says:

"We will add our own experience in the matter. When the delegation from this County was about to attend the Reading Convention, every delegate of that Locofoco Convention from this county, was tendered a "free ticket" over the public works by Israel Painter, who would pledge himself to vote for Canal Commissioner. Every delegate from this county accepted of the "free ticket" excepting Charles Kent, who scorned the conditions."

In the Pittsburg *Gazette* we find a communication from T. J. Bigham, a member of the last Legislature in which he says:

After the adjournment and before leaving Harrisburg, a friend procured from one of the members of the Canal Board, and handed me, a ticket, such he assured me had been furnished to the members generally. As near as I can recollect the substance of it was—

"Pass Mr. Bigham over the State Improvements to Pittsburg free of toll."

By virtue of this ticket I paid nothing on the Portage Railroad, and no canal tolls on the boat from Johnstown. On my way homeward, in the cars, these tickets became the subject of conversation, when to my surprise, all, I believe, of the Democratic members then present, and at least one gentleman, not a member of the Legislature, exhibited tickets, not similar to mine, but in substance as follows:

Pass ——— over the State Improvements *during the year* 1851 "free of toll."

The gentleman not a member of the Legislature, and at least one Democratic member *spoke of having free tickets for* 1852 as well as 1851. These, however, were not exhibited. Some of the members, and I think this same gentleman, not a member, exhibited more than one ticket or pass signed by different members of the Canal Board and I believe at least one gentleman spoke of having a pass from each of the three Canal Commissioners.

Mr. Bigham, a Whig member of the Legislature, it will be observed, received a free pass for *one trip only*, from Harrisburg to Pittsburg (which, by the way, he ought not to have accepted,) while the Locofoco members are tendered free tickets for the whole year and some of them for next year beside. The tickets given to delegates to the State Convention, were given upon *condition* that the recipients should vote for the nomination of certain persons.

These public improvements were made for the benefit of the State Treasury, to accumulate funds to pay off the State expenses, and thus aid in relieving the people from oppressive taxation. The Canal Commissioners are chosen expressly to look after and guard these interests, and it is their duty to make the works pay as well as possible. Instead of faithfully discharging the trust, the people have placed in their hands, they basely prostitute their charge not only to political *party* purposes, but sell the State's property and cheat the people, out of their just returns from the investment, to serve the ends of a particular faction of their party! Such proceedings should be investigated. A profligacy so bare-faced ought not to go unpunished. This is the same board of Canal Commissioners, from which originated the proposition to tax Coal ten cents per ton, additional, to supply, we presume, the deficiency created by their reckless expenditure of other State finances. It is what seen they need an honest John Strohm in their midst to watch their manœuvres and check such extravagance.

A HARD HIT.

The Hon. Charles J. Ingersoll, the rabid Locofoco, who "would have been a tory if he had lived in the days of the Revolution," and who *received the honor* of two successive elections to Congress by the Locofocos of the County of Philadelphia, sent the following *significant* toast to the Locofoco Celebration at Reading, on the 4th of July. He has got all he can from the party, and now he shows up their practises, as a propitiation for the sins he committed in supporting such doctrines and such party:

☞ REGULAR NOMINATIONS.—The Keystone of the Democratic arch; but nominations, not where *candidates select delegates*, but where the *people select delegates*, and then the *delegates select candidates*."

It is notorious that every leading Locofoco, who has been initiated into the secrets of Lacofocoism, and who after he receives all the offices he can get, either condemns the principles of the party or leaves it in disgust. The corruption must be great indeed, where such a hardened old political sinner, as J. Ingersoll finds it necessary to repudiate the practises of his party, and also such men as Martin Van Buren, T. P. Blair, and others.

☞ THE Locofocos call Bigler the "*Susquehanna Raftsman.*" The party have had two or three other Susquehanna Raftsmen, who floated down the Susquehanna to Harrisburg, and after trial, were found to be rather poor navigators, they could not keep in a straight channel, and finally run on a snag, and were repudiated by all parties.—Were not Gen. Cameron and Ovid F. Johnson Susquehanna raftsmen also? It will be funny to see the ricketty Bigler Raft encounter the Johnston craft occupying the main channel of the Susquehanna at Harrisburg. It will be the last of Bigler and his crew.

☞ JUDGE PALMER says that Mr. Bigler received every vote except *one* in Clearfield County in 1838, although there was a Whig candidate in the field. Now, if Judge Palmer intends to convey the suspicion that the Whigs nominated a candidate to run in 1838, in that district, and that Bigler received every vote in Clearfield county but one in opposition to the Whig candidate, he states a downright falsehood. But this is nothing for the Judge—he is known to be a universal ——— ahem!

☞ A FRIEND travelling in Schuylkill county took the following off a Sign Board, in South Manheim township, in this county: "*Blaumorntin!*" intended for "Blue Mountain." We need only remark, that there was considerable opposition to the establishment of Public Schools in this district.

☞ MORE FREE TRADE EXPORT.—The British mail steamship Asia sailed for Liverpool from New York, on Wednesday. She

GEOLOGICAL REPORT.

We have received a copy of the Report of Messrs. W. F. Roberts and Henry K. Strong, upon the Dauphin and Susquehanna Canal Company's Mineral lands in Dauphin and Lebanon counties. It possesses several features particularly interesting to ourself and the people generally of the Schuylkill region. We annex extracts variously selected upon the subjects most important to us. The attention of our readers is especially invited to that portion of it, relating to the construction of the Tremont and Mount Eagle Railroad, and its connection with the Reading Road. This is a very important feature, one in which every department of business in Schuylkill county is interested—the Farmer, the Miner, the Merchant and the Capitalist of every description must see the immediate advantage of such an enterprise to his investments. We hope every citizen will read it:

The geographical situation of the Company's estate is equal, in point of marketable advantages, for the transportation of its productions to any other estate in the coal region. It is connected by a railroad up Stony Creek Valley on the south side of the South mountain, completed, and in operation, a distance of 20¼ miles, with the Pennsylvania Canal at Dauphin; and an extension of the Company's rail-road, is now being made from Dauphin, down the line of the canal, a distance of 2½ miles, to join the Central Rail-Road, six miles above Harrisburg.—When this extension is completed, a connection will be formed with the Harrisburg and Lancaster Rail-Road, the York and Cumberland Rail-Road, which will give a direct line of rail-road communication from the Company's coal mines to the cities of Philadelphia and Baltimore, and a water communication, by canal, to tide water at Havre de Grace and Delaware city.

It is in contemplation to extend the Company's rail-road eastward through Stony Creek and Fishing Creek Valleys, to connect with the intended Mount Eagle and Tremont Rail-Road. When the Mount Eagle and Tremont Rail-road is completed, a distance of 10½ miles, a direct rail-road communication will be open from the Company's estate, connecting it with the Philadelphia, Reading and Pottsville Rail-Road, with all the branch rail-roads of the Schuylkill Coal District, with the Schuylkill navigation, and with the Union Canal. These connections being made, a great and increasing market will be opened for the sale of lumber, and for semi-bituminous coal, which is believed to be admirably adapted for locomotives, steam-engines and ocean steam-ships. This article exists in abundance (as will hereafter be shown) *in the estate of the Dauphin and Susquehanna Coal Company.*

The Company's line of rail-road will connect one of the richest and most luxuriant farming valleys in the state, with the collieries of Schuylkill Co. The transportation of agricultural products alone will yield a large revenue to the Company; and its consumption will increase as population increases—as new mines are opened—new towns built, and new manufacturers spring up. This will be the case (in and contiguous to the coal region) for many years to come.

A majority of the Company's lands which embrace an area of upwards of 40,000 acres, are well timbered with valuable timber of various kinds, and the property has an abundance of water-power for its conversion into lumber. A considerable amount of timber for the supply of the mines, and for all colliery purposes, is growing within the coal valley, between the South and North mountains.

We confess that we visited the Company's estate with many prepossessions against its value. We had heard it spoken of as a narrow and shallow basin, with broken and distorted strata, containing only some of the bottom veins in the lower series. We have been agreeably disappointed in finding a broad, unbroken, and undisturbed basin, with the exception of the gaps in the South mountain, for twenty miles in length, and for at least fifteen miles having the full depth and containing all the coal veins any where found in any part of the southern coal field.

The gaps, as before stated, are in the range of South mountain, and are locally known by the following names, commencing at the gap nearest to the eastern line of the Dauphin estate, and continuing thence westward, as they come in order, through the property:

1st gap called "Elk Spring," or "Mt. Eagle."
2d do. "Gold Mine."
3d do. "Rausch."
4th do. "Yellow Spring."
5th do. "Rattling Run."

The above named (five in number) constitute all the gaps cut through the Sharp or South mountain into the coal basin, from the effects of which the coal veins are by nature drained to that extent, to give workable breasts above water level: In some of the veins, several hundred feet of working breast is gained in free drainage in their range in the mountain—the south boundary of the basin. The gaps are at such distances apart from each other as to give ample run upon the veins of coal, in an east and west direction from each gap.

Nature has given the Dauphin estate very great advantages. In the North mountain, the coal strata are regular and uniform, for a distance of twenty miles and upwards.—The South mountain is cut through in deep notches to the coal valley, at proper distances apart, for the erection of collieries and for draining the whole. The coal is of a varied description, adapted to all uses. There is Anthracite, Transition, Semi-Bituminous and Bituminous; each gap having coal of a somewhat different character from its adjoining gap, and each gap containing several veins of coal of different qualities, suited to different purposes. The outlet to market for the productions of the estate is unrivalled: there being a level or descending grade in the direction of the trade, both east and west, when the rail-road to the east is completed.

We, who have carefully examined it, can appreciate its value. We know it to be an exceedingly valuable coal property, the worst features of which are known, and exposed: the best parts are undeveloped and almost unknown. Where there is any irregularity, as in the Gaps of South mountain, the coal veins are opened and exposed; while the North mountain, regular and unbroken throughout its entire length, has received but little attention.

In stating that this coal property is exceedingly valuable, we are aware that we run counter to a prejudiced public opinion; but prejudice must give way to truth at last. We are dependent upon the public for support and patronage in our profession; we have a reputation which to us is valuable; we have, therefore, made this report under the responsibility that must attach to the truth of our statements. Justice to ourselves, to the public, and to our employers, was the object in view when we undertook to make the examination. If we had found the property worthless, we should have so reported. We found it valuable, and we report it valuable: valuable for the large amount of good coal it contains; valuable for the various kinds of fuel; valuable for the mining facilities given it by nature; and valuable in reference to its situation for the transportation of its productions to market, and its connection with the rich agricultural and iron making districts of the valley of the Susquehanna.

In reference to future operations, in conducting the mining department of the Dauphin and Susquehanna Coal Company's estate, it may not be out of place here, or considered presumption in us, to advise the owners of our views, especially as our opinions have been formed upon experience in the prosecution of our profession. We believe that it is bad policy for the Company to carry on the business of mining in their corporate capacity. The experience of every corporation in Pennsylvania that has attempted it, furnishes abundant proof, that the complicated machinery of a Company, with its expenses for salaries, agencies and contingencies, cannot compete with individual enterprise. To make this estate a profitable investment to the Stockholders, the Company should open the mines, drive the necessary tunnels, erect the machinery for preparing the coal for market, build the lateral rail-roads, and then invite individual enterprise and rivalry to fill the beautiful valley, through which the rail-road passes, with an industrious and thriving population. Then there will be no difficulty in renting the several collieries, at the different gaps, at an average price of at least 30 cents per ton.—within the bounds of the estate, will be eagerly sought for at a much higher rent.—This will place the credit of the Company upon a sure foundation, and insure a constantly increasing revenue.

Under judicious management, at least 400,000 tons of coal could annually be mined, and sent to market as soon as the mines are properly opened, and the collieries are put in order; and this may be accomplished if energetic measures are used, with a moderate outlay during this year, and 100,000 tons of coal mined for market next year; and this amount could be annually increased. This, at an average rent of 30 cents per ton, will yield a revenue of $120,000. And 400,000 tons, carried over the rail-road, will pay an average toll and transportation of 25 cents per ton, or $100,000 on the whole. In addition to this, if the rail-road is extended eastward to Mount Eagle, and the contemplated Tremont and Mount Eagle Rail-Road is constructed, so that a rail-road connection is formed with the Philadelphia, Reading and Pottsville Rail-Road, there will be, independent of coal tonnage, a large amount of trade and travel from the Pennsylvania Central Rail-Road, and other rail-roads that centre near the capitol of the State, and from the Valley of the Susquehanna, that will pass over the entire length of the Company's road, to the coal mines of Schuylkill County, and by the Philadelphia, Reading and Pottsville Rail-Road, to the city of Philadelphia.

It is estimated, that the value of agricultural produce and lumber, that will pass over the whole 25 miles of the Company's rail-road, to supply the collieries of Schuylkill County, will not be less than two millions of dollars annually. A large portion of this supply is now being brought from the Valleys of the Juniata and Susquehanna, in wagons, over a mountainous road,—the expenses of carriage often equalling the cost of production. This trade and travel, consequent upon the extension of the rail-road eastward, it is believed will more than pay all the expenses of the road, including its repairs, together with the salaries and agencies of the Company, and leave the amount collected from coal tonnage to be added to the net profit, to wit:

Coal rents on 400,000 tons, at 30 cents a ton,	$120,000
Coal transportation of 400,000 tons, average 25 cts per ton,	100,000
Nett profit on 400,000 tons coal,	$220,000

In conclusion, we recapitulate, that upon a full, careful and accurate examination, we have been agreeably surprised at the regularity, depth, width and extent of the coal basin upon the Dauphin and Susquehanna Coal Company's estate, and the large amount and variety of coal that it contains. It is at least 20 miles in length, and, for 15 miles of this distance, is nearly one mile in width, containing coal measures nearly 2,000 feet thick, including the same number of veins of coal that exist in the eastern part of the basin, upon the Swatara and the Schuylkill. It has a valuable mineral estate, the future value of which can scarcely be estimated.—It has great advantages in location, not only for the supply of the interior and southern markets, but also the eastern. It is the nearest to the capital of the state, and to the dense and increasing population along the lower Susquehanna, and in the great Cumberland Valley. The supply for the city of Baltimore, and other cities on the Chesapeake Bay, can be more quickly and cheaply obtained here, than in any other coal field, as the distance is less, and the avenue to market, by both canal and rail-road, are most ample.

When the Tremont and Mount Eagle Rail-Road is constructed, and a proper connection is formed with the Philadelphia, Reading and Pottsville Rail-Road, the free burning anthracite of Mount Eagle will be only 10$, and the semi-bituminous coal of the Yellow Springs Gap only 11$ miles from Philadelphia.

The great variety of coal in different localities, passing from the anthracite of Black Spring and Gold Mine Gaps, through the transition variety of Raush Gap, and the semi-bituminous coal of the Yellow Springs and the Rattling Run Gaps, to the true bituminous coal of the "Big Flats," will afford every variety of fuel, including that which as now denoted most difficult to obtain, such as is suitable for Locomotive engines, and Atlantic steamers.

The coal basin throughout its whole extents, is regular, undisturbed, and unbroken, except in the gaps of the South mountain, and the coal is in abundance for the supply of ages: and it is confidently believed that skilful management, perseverance and energy, will render this one of the most productive estates in the commonwealth.

WILLIAM F. ROBERTS.
HENRY K. STRONG.

Philadelphia, July 5th, 1851.

Local Affairs.

☞ WE *have been* shown a letter from Prof. Jas. Bryan, of Philadelphia, in which he consents to be present at the County Temperance Convention, to be held in this place next Saturday. He will arrive on Friday evening and the friends of Temperance may probably expect something from him that evening at their usual Temperance meeting. He will deliver one or more addresses on Saturday. His known reputation precludes the necessity of any special invitation to our citizens to turn out and hear him.

Prof. B will also remain during the week after, and his friends, we believe, are trying to make arrangements for him to lecture on some scientific subject.

☞ *The weather* during the week, has been unusually cool. Fire in the mornings and evenings would not be at all uncomfortable yet. It has caused a general *stampede* among our city friends, who have mostly left, frightened, we suppose, at the first cold breath from Sharp Mountain. We may yet anticipate much warm weather however, before the season is over. The present spell is only a reminder—the consequence of the hard storms in different places last week.

☞ *Public Schools*.—Mr. EDWARD BAUM was elected a Director of the Public Schools, in place of A. Shoyman, who did not attend.

The Summer vacation commenced on the first of August, and will continue until the 1st of September.

It is desirable that there should be a full meeting of the Board of Directors on Thursday evening next. Business of importance will be laid before the Board.

☞ *The Cars* for Philadelphia, leave this place, daily, (except Sundays) at 7¼ A. M., and 3¼ P. M., leaving the Old Depot, at Mount Carbon, at 7½ A. M., and 3½ P. M. The return trains arrive about 12¼ and 7½ P. M.

☞ *What has* become of the Pottsville Quarterly?—*Schuyl. Haven Map*

Caved—that Synechdoche letter of yours was the "last brick throwed."

☞ *Prof Rodgers* is now making examinations in this region with the view of completing the State Survey. We are promised a synopsis of the result, to lay before our readers as soon as it can be furnished.

TAMAQUA AFFAIRS.

☞ *Struck by Lightning*.—The house of Mr. George Barton was struck by lightning during the thunder storm of Thursday afternoon, July 23. The fluid entered the chimney, and descended to the basement, doing but little damage in its course. Several members of the family who were taking tea in the basement at the time of its occurrence, were somewhat stunned, and were blinded for several minutes afterwards.

☞ *Bloomer Dress*.—Mrs. Buckley gratified the curiosity of our citizens, by appearing publicly in the costume last week. She made her appearance in the street just as the Public Schools were dismissed, and was followed by an immense crowd of children, who completely blocked up the sidewalks. She left in the cars in the afternoon, fully equipped a la Turk.

☞ *An alarm* of Fire, on Monday afternoon, fully tested the promptness of our new Fire Company. They were promptly on the ground, but very fortunately their services were not required, the fire which was a very slight one, having been overpowered before they arrived.

☞ *Tuscarora*.—This little village seems to be a favorite place of resort this Summer. There are at present about forty boarders there, who seem to be fully appreciating the beauties of the scenery, and enjoying the fine pure mountain air. They express themselves highly pleased with the manner in which the Hotel is kept, the fare, etc. We know of no pleasanter place in the State of Pennsylvania and we speak from a little experience, to spent the hot months of Summer, than Tamaqua or Tuscarora.

☞ *Temperance*.—There will be a Temperance meeting held on Monday evening next, for the purpose of appointing delegates to the Temperance Convention to be held in Pottsville on the 9th inst.

SCHUYLKILL HAVEN AFFAIRS.

☞ *The Corner-stone* of a new Church was laid at Schuylkill Haven last Sunday. A Bible, Catechisms, Hymn Book, the County Papers, and coins were enclosed.

☞ *Haworth's* Ohio Company of negro minstrels, gave two Concerts at Schuylkill Haven on Saturday and Monday evenings. They have been trying the remainder of the week to raise a "house" here.

☞ *A Bigler Club* has been organized in Schuylkill Haven, and Daniel Small, Esq., chosen President.

ELECTION.

Tostle, Democratic Whigs of Schuylkill County

☞ FRIENDS AND FELLOW CITIZENS:—Thankful for the favor bestowed and the confidence vested in me at the election of 1848, and at the repeated request and solicitation of a great number of my friends and fellow citizens of all parts of the county, I offer myself as a Candidate for the office of Register and Recorder at the ensuing Whig Delegate Convention in accordance with the desire of my friends for re-election, and cordially solicit your consideration and influence. If so fortunate as to receive your nomination and be re-elected, I pledge that the duties of the office shall be performed with impartiality as heretofore to the satisfaction of the community in general.

Respectfully your old'l Serv't
DANIEL KAERCHER.

Orwigsburg July 29, 1851.

Be it Known by these Presents.

☞ TO ALL THE VOTERS OF Schuylkill county, that SAMUEL HARTZ, Esq., of the Borough of Pottsville, will be a Candidate before the Whig County Convention, for the nomination, to the office of Register and Recorder, and respectfully solicits the support of his friends and voters generally.

MANY FRIENDS

August 1st, 1851.

☞ THE great celebration of the opening of the Ohio and Pennsylvania Railroad took place at Pittsburgh on Wednesday.

☞ *Corcoran*, the banker of Washington city, has offered to contribute fifty dollars on each coming 4th of July, until the completion of the Washington Monument.

☞ MRS. SWISSHELM of the Pittsburg *Saturday Visitor*, has tried the Bloomer Costume, and does not approve of it.

Poh! She is one of the "old Fogy's," and is jealous of the charms of youth and beauty decked out as *young American*.

☞ REVOLVING CAR.—We understand that an improvement has been made in Myers' Revolving Car, and that it answers the purpose admirably for carrying Coal, Produce, &c. This Car possesses many advantages over the present Car in use, in lessening the wear and tear of the Road, and in decreasing the expenses of transportation materially in other respects.

☞ TERRIBLE TRAGEDY.—We received yesterday the following slip from Mr. Sharp, deputy clerk of the Montgomery circuit court giving information of a most horrid murder perpetrated in that county.—*Pal. (Mo.,) Whig.*

"We have a German in prison, guilty of the murder of a young lady, whom he loved. Briefly the circumstances are these: The prisoner was a servant in the family of Mr. Scholten, and became enamored of his daughter. He declared before, as the testimony shows, that he intended to make a declaration of his love, and if not received, he would shoot the lady. He made his declaration of love—the lady indignantly repulsed him. He went and got a double barrelled gun, came into the house where the lady and mother were, told her he had a present for her, pointing to the gun. Said she, you are not going to shoot, surely. He replied, I am—firing one barrel, and afterwards the other, the loads taking effect in the head, scattering her brains all over the room. The young lady was beautiful and accomplished. The prisoner made a sham attempt to kill himself. He is quite young, and a very innocent looking fellow."

Democratic Whig Delegate Election.

The Democratic Whigs of Schuylkill county, and all those who love their country better than party, are requested to assemble at the following places in the respective election districts, on Saturday the 23d of August next, between the hours of 1 and 6 o'clock, P. M., and elect two delegates to represent them in the County Convention, which will assemble at the House of A. W. Saylor, in Schuylkill Haven, on Monday the 25th of August, for the purpose of placing in nomination a general county Ticket, to be supported at the ensuing October election. The Committees named will please superintend the election of delegates:

Pottsville—South Ward, House of William Matz—Committee J. S. C. Martin, Jacob Kline, Esq.
North West Ward—House of Daniel Hill—Committee, J. P. Bertram, Moses Shoemaker.
North East Ward—House of Peter Weiler—Committee, Daniel Sherlle, Daniel Klapp.
Mount Carbon—House of Thos. A. Simpson Committee, Henry Bittle.
North Manheim—House of Abraham Pott—Committee—Isaac Strauch, John Flammer.
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