The Miners' Journal

POTTSVILLE, PA.

Saturday Morning, May 21.

B. BANNAN, Editor and Proprietor.
C. LITTLE, Associate Editor.

DEMOCRATIC WHIG NOMINATIONS.

FOR AUDITOR GENERAL,
ALEX. K. M'CLURE, of Franklin County

FOR SURVEYOR GENERAL,
CHRISTIAN MYERS, of Clarion County.

FOR CANAL COMMISSIONER,
MOSES POWNALL, of Lancaster County.

THE SCHOOL QUESTION.

Bishop O'Connor's attack upon the Public Schools has aroused a spirit of investigation in Pittsburg and elsewhere, which does not place his claims in a very favorable light. The following communication, showing the portion of the School Tax the Catholics pay, and the aid they receive, is from a communication in the Pittsburg *Gazette*:

BISHOP O'CONNOR AND THE PUBLIC SCHOOLS.

The plea of conscience is one which I cannot be handled too tenderly, nor have I a disposition to carry on a partizan warfare with any portion of the community; but the question of free education is of such importance, that it is well worth while to examine the grounds of the recent hostility to it, manifested by the Roman Catholic prelates, ere we consent to abandon our Common School system. This simultaneous opposition, extending through so many different States, forms a problem which is difficult to solve.

May it not be intended as an *argumentum in terrorem*, that if the community does not concede to these dignitaries what they demand, they will make it feel their power at the ballot box? The ballot box has been tried, and the people in tones of thunder have announced that they are not prepared to submit to Jesuitical dictation.

The Chicago *Tablet*—a Romish paper—declares that this move originated in Rome. Rome anathematizes the system—but will all the earth *tremble*? The Public Schools have been called "dens of hell"—"nurseries of licentiousness"—but surely they will bear comparison with anything that the Papacy can produce. The school system of Pennsylvania is based upon the principle that education is essential to promote the public good.

In a former communication I asserted that Catholics are in debt to the community, in the way of pecuniary aid; to prove this, I here give the statistics of some of the wards and boroughs, as an example of what is probably the state of things in all, if properly investigated.

The Poor Tax and School Rate here detailed, will enable the public to judge for themselves, of the extent of the *robbery* committed against the Papacy, by carrying on the system adverted to.

Poor and School Tax, of the Second Ward, Pittsburg.

Catholic Poor Tax,	$63 27
School Rate,	135 20
Total,	$198 47
The whole School Tax in this ward is	$7000 00
Of which the Catholic proportion is	135 20

THIRD WARD.

The third Ward has 1630 taxable inhabitants, of whom 457 are Catholics. Catholic School Tax $225; Poor Rate, $112 59; Total $337 59. In this ward the School Directors have erected a building that would do honor to any community; with a corps of teachers who are every way competent to meet their high responsibilities. In an intellectual and moral point of view, the institution is anything but a nursery of ignorance, infidel principles, or licentiousness. The probable value of the lot and buildings, is $40,000; and the teachers' salaries more than $4,000, of all this expenditure, the *Catholic share is $225!!*

One fact connected with this ward, is worthy of notice; viz.—the large amount of property held by the Catholics, for which they pay no tax—the Cathedral, Bishop's school, Asylum, &c. This relieving ecclesiastical property from taxation, is liable to great abuses. Were the property of all religious bodies taxed alike, none would have cause for complaint.

SEVENTH WARD.

The Seventh Ward has assessed as school tax the sum of $1,592 [illegible] Of this the Catholic share is $141 14; Poor tax, $70 [illegible] total $211 52.

Children in School, 320; of whom 6 were Catholics.

SOUTH PITTSBURG.

[illegible]

LAWRENCEVILLE.

School tax, $1,655; Catholic [illegible] $225. Catholic tax paver [illegible] Catholic children attending School, 6 [illegible] average rate of tuition [illegible]

The poor tax amounts to [illegible] Catholic share, $55; total paid by Catholics $28[illegible] From these data the following results are drawn:

School tax paid by Protestants in [illegible] boroughs, [illegible]
School tax paid by Catholics in same, [illegible]

The Poor Tax is $20,646 00; of this sum the Catholics in 2d, 3d and 7th wards pay $266 15. This great disproportion should be adverted to, that the public attention may be directed to another point—the preponderance of Catholics over Protestants in that class who receive relief. Of the truth of this assertion the following are proofs: In Pittsburg, 1852, during two months—which may be considered a sample of the same time at any other period—there were relieved of all other denominations, 45; of Catholics 62—nearly two-thirds of the whole number! This will account for the expenditure of part of the twenty-five thousand dollars!

In the winter of 1852 and 1853, the Young Ladies' Benevolent Society of Pittsburgh sustained 113 families, of these 45 were known to be Catholics; 12 were colored people; of the remaining 19 were Protestants, and 27 of religious sentiments unknown. *Not one dollar was subscribed by Catholics to this Association!*

But there is another view of the expense paid by the county on account of Catholics. The riot on Sabbath, about the dead body of a supposed Catholic, taken from a colored family of the name of Ray, in whose house the man had died cost the county, $557 60
The conviction of the Chaney's Creek Railroad men, cost, [illegible]

These two cases cost the county [illegible]

Nor are these solitary instances as the charge upon the county, of the Court of Quarter Sessions, to which Catholics are implicated, is immense. This evil is well named Legion!

What is the testimony from other portions as to the pecuniary aspect of the question? We are told upon the authority of the *Daily Times*, of Cincinnati, that of the paupers of Hamilton county, the unfortunate Irish, who are only one-ninth of the population, get forty-five per cent. of the poor tax. With such a fact staring Archbishop Purcell in the face, what name shall we give to a statement like the following, from that prelate? "If they now demand their share of the school fund, in proportion to the number of their children, or the amount of their tax, they exercise but the right of every freeman." Not so fast, your reverence!—a right minded freeman would not claim any thing he had not paid for. But a threat is uttered—"If parties value their support (that is, of the Catholics) and deserve to receive it, they will pledge themselves to redress the grievances of which they so justly complain."

Again the Cincinnati *Gazette* makes a statement with respect to Auburn, New York; the facts were brought to light by the Board of Education of Auburn. The amount of tax in that town in 1852 for the support of common schools was $2,720 73; of this the Catholics paid $23 31. During that year $4200 were expended for the poor; of this sum the Overseer of the Poor states that $2,670 were distributed among the Roman Catholic signers of the petition for relief from the grievous oppression and persecution they have suffered in being taxed to support the public schools.

The Report of the Governor of the Alms House, New York city, from Jan. 1st, 1852, to Dec. 31st, gives us the number relieved 2783; of whom 653 were Americans, 117 Germans, 65 English, 59 Scotch, 1730 Irish, and 83 of other countries. Is it wrong to suppose that of the large number of Irish, the majority were Catholics? And that the Germans were also mostly of that denomination? Neither Presbyterian Irish nor Protestant Germans, to any extent, seek refuge in a public almshouse; but can this be said of those who have withered under the blight of popery? Will Bishop O'Connor tell us why it is that so marked a difference exists in the condition of the people of the Northern and Southern portions of the same land.

But it is objected, that, admitting that very many of the Catholics suffer under the heavy hand of poverty; is this to be accounted their reproach or crime? Far from it. There is no contest with the people in whose afflictions our benevolent citizens have ever sympathised, and our kind feelings for them are never better shown than when exposing the false pretences of that Romish hierarchy, who would destroy our noble system of free education, because it comports not with their exclusiveness.

What opinion can the priesthood have of Protestants, if they believe that we are blind to the selfish and sectarian nature of their movements? We never hear of Catholics doing much for Protestant institutions; though it is notorious that Protestant funds are demanded to assist in building the Popish Asylums, Cathedrals, Hospitals, &c.

But what has produced the poverty of hundreds of Catholic Irish? Let priestly exactions, that wring the money from the hireling, and extort their monthly contributions from the necessitous, answer this question.

With all the light which facts shed on the subject, the community cannot abandon the Public School system. It must not be, that 9,699 school should be closed, and 492,679 children deprived of education, because the religious teachers of one portion of our population would withhold from their young people the Scriptures of truth.

Local Affairs.

☞ *Borough Improvements.*—To continue from last week:

House-cleaning is, of course, the order of the day. Painters, white-washers, scrubbing-brushes and soap-suds are in demand—above par considerably. Carpets up, furniture turned out pell-mell; closets, garrets, cellars ransacked and their undi[illegible] *tending contents* vindictively dragged to light and branded rubbish—in short, the whole house, like a dry meal-bag, turned inside out "to be well shaken before used," as Galen would say. Scarcely a dwelling where there is not some desolation—a miniature type of the domestic concerns of Egypt after the tenth plague. Male occupants are unanimously voted to be nuisances, and visitors bores, and Heaven pity the squalling children! We know one poor fellow, master, rather *owner*, of a large house with a wife and nine youngsters, who makes this season a special occasion for his annual or semi-annual (as the case may be) spree. Hardly to be wondered at, but unfortunately, the remedy is worse than the disease. Thank Gracious, there's an end to all things; and when house-cleaning is done, a new pin isn't a circumstance to the brightness of domestic affairs generally, from the tin-ware in the kitchen cup-board to the circle of family faces.

Rev. JOSEPH McCOOL, having disposed of his family residence in Mahantongo street, is preparing to erect a three-story brick building on the vacant lot immediately beside his late dwelling. The cellar is already dug out, the foundation laid and the walls going up. The work is to progress as rapidly as possible.

The fronts of the houses in "Pleasant Row," at the upper end of Mahantongo street, have been beautified with a fresh coat of paint, which gives them quite a new and handsome appearance.—The brick row above has, also, been similarly rejuvenated.

The U. S. Recruits of the Pottsville station have fitted up a sort of gymnasium in the lot back of the Marble Yard on Mahantongo street, fronting on Norwegian. They have erected a number of posts for jumping, swinging, &c., and covered the surface, to the depth of a foot or more, with tan. Thither they repair in the evenings for "ground and lofty tumbling" and to exercise themselves in various feats of strength and agility. This is a very good idea. Uncle Sam ought to have strong, active men in his service, and such exercise is calculated to make them so.

Another curiosity in the line of manufacturing establishments, is the Wire Screen Factory of H. L. CAKE, in Coal Street. Here the process of weaving wire may be seen, in all its varieties. The screens used at Collieries for separating the fine coal dirt from the lump size made at this establishment. They are made by weaving into segments, four or more, according to the size of the desired screen, and afterwards bound together. The meshes are large, or small, according to the size of the lumps of coal to be screened. Mr. CAKE does a large business, as he is the only manufacturer of the kind in the County.

Maj. E. E. BLAND has torn down the old stone buildings at the corner of Centre and Mauch Chunk Streets, below the York Store, and is about to supply their place with a handsome dwelling-house.

WILLIAM A. KIRK has erected a large frame building at the corner of Norwegian and Coal streets, for his Carriage Manufactory. The vehicles he turns out are highly recommended for their general excellence and beauty.

Mr. MARTIN WEAVER, of Branchdale, is about erecting a private residence on the side of Sharp Mountain, beside the new Public School House, with the intention of moving his family to town, when the building is completed.

We shall continue our notices of the various improvements about town, until they are all enumerated. We have quite a number remaining yet.

☞ *Heavy Rain Storm.*—After a very warm day on Wednesday last, a heavy thunder storm, with vivid lightning, came up about 9 o'clock in the evening. The rain fell in torrents during the night, flooding our streets and sweeping movables of every description down the gutters. Many cellars were flooded with water, and in some cases much injury sustained by the damaging of store goods, &c. Johnston & Co., Centre street, estimate their losses in this way, at upwards of $300. A heavy rain, also, fell between 2 and 3 o'clock, on the day previous.

☞ *The house of Mr. David Rehr,* in Palo Alto, between this place and Port Carbon, was struck by lightning during the storm on Wednesday night. Both gable ends of the garret were shattered, the fluid apparently passing from one end of the building to the other. Two girls were sleeping in a bed in the room, and though everything around them was more or less injured, and even the headboard, we have understood, knocked out, they escaped, miraculously, unhurt. There were, also, other occupants of the house, but fortunately no one was injured.

☞ *A meeting of the Bible Society* was held in the Associate Reformed Church, Market Street, last Monday Evening. Rev. DANIEL WASHBURN delivered the address. A Colporteur (Mr. ———) has been engaged, and the duties of the Society in the distribution of Bibles, &c., has again been resumed.

☞ *Weather of the Week.*—Sunday, bright and charming; Monday, almost ditto, Tuesday, hot, Wednesday, ditto, with a slight rise in the Fahrenheit; Thursday and Friday, cool and fine—comfortable.

☞ *Look out.*—Mr. Frederick Patterson's house, Mahantongo st., was burglariously entered on Wednesday night, by opening a window shutter on the first floor, but fortunately nothing was taken.

PORT CARBON AFFAIRS.

[FROM OUR REGULAR CORRESPONDENT.]

MR. BANNAN:—There are in and around the Borough of Port Carbon the elements of prosperity in profusion. "The City Fathers" have provided for posterity by encompassing a large space and setting up land-marks accordingly, and we intend, is that should be filled up by the rapid growth of the Town, to annex the Borough of Pottsville to it.

We are at the head of the Schuylkill Navigation, and the Mill Creek pours its rich treasures (not of golden sand) through our midst. There are eight trains of cars, loaded with Coal, come down the Mill Creek Railroad every day. Some of it goes directly to the Reading Railroad, to be conveyed to the different points on its route and to Richmond—the remaining amount is transshipped from the Navigation Company's Landings here in [illegible] wherever they have access. The Schuylkill Valley Railroad terminates here, also, and its stream of black Diamonds are disposed of in the same manner.

Our shipping Basin sometimes presents a lively, bustling appearance, but this season so far, the Boat capacity has exceeded the demand, which is unpleasant as the Boatmen are suffering in consequence—some of them lying two and three weeks before getting loaded.

While on this subject I would mention a circumstance that may serve as a warning to others similarly situated. On Friday night last, two men having their stove burning in the Boat, shut the hatches down and in the morning they were found insensible. Medical aid was procured and they have recovered, but had they been left in that situation much longer inhaling so much gas, it would have proved fatal.

We have two extensive Machine shops that employ quite a number of hands and turn out machinery inferior to none in the County. This is taking it as I know, as we ask the "palm for this county for that kind of work in the United States." We have also a Steam Grist Mill, a Steam Saw Mill and Stores enough, I believe, to supply all the present inhabitants with the necessaries, comforts and luxuries of life. As for taverns, we would be better off had we one or two respectable Hotels where strangers could be entertained, without having the Brandy bottle stuck under their nose, as that is the most prominent embellishment of our Hotels. We have two Physicians, eminent in their profession. Lawyers have tried to live here but could not—we have nothing in their line, being a law-abiding community.

We have five places of worship, largely attended. Our streets daily present work for the Temperance Reform.

Port Carbon, May 19th, 1853.

SCHUYLKILL HAVEN AFFAIRS.

[FROM OUR REGULAR CORRESPONDENT.]

"Shake not thy hoary locks at me;
Thou can'st not say I did it."
Shakspeare.

☞ *You are correct Mr. Ed. Journal;* Mr. D. H. Baker received the up, and Tom, Dick and Harry the *dis*-appointment; and from what I can learn, there is at the lowest calculation, one face that smiles. Some of the others, however, have been *smiling*, by reason of the uncertainty of sublunary words and honors, and other institutions. Do you see, "gentle reader," our "phiz" in that quarter, like the lock-tender's "content boys" (currant pies) "is all any more," *at least for the time being.* But O! "ingrateful republic," thy race is nearly run—posterity will know thee no more. Nothing but an immense grease spot, (here will be a speculation for soap manufacturers) will be thy monumental pile—oblivion, dark fathomless oblivion, will swallow thee up, head, legs, bristles and all. Such, will be thy well deserved fate! O! "tell it not in Gath," if you please.

One of the staple productions of this thriving town is organized sign-posts. They spring up like mushrooms raising only in time. Saturday, past meridian, seems the most favorable time for their "bustin" forth. We are sadly in want of a store house, to protect the "dear creturs" from the night air and the clemency of *Stringent Squires.*

A Town Hall, too, is much needed *here.* Every body *thinks so*; which, certainly is a good beginning.

The Masons, I have been informed, will soon open a Lodge here. The Committee "reporting progress." Hope the "report may be accepted and the committee discharged."

As regards mad dogs, take off the D and substitute an H, and you will have another flourishing institution." We have a litter of 'em about a mile below town.

Folks are still at large, owing to the want of energy amongst our "Police force."

Yours truly,
Schuylkill Haven, May 20, '53. SENTINEL.

MINERSVILLE AFFAIRS.

[FROM OUR REGULAR CORRESPONDENT.]

MR. BANNAN:—As in perusing your valuable Journal, I see no correspondence from this place, allow me to give you a few inklings respecting our "ville," which by the way, in point of liveliness and general improvement, does not rank behind any town in Schuylkill county, this season. This is the opinion of those interested. It seems to have arisen in part from that dormant state in which we have lain for several months past. Buildings are being erected—our streets and pavements are being repaired—our merchants and business men, generally, have doffed their serious woe-stricken faces, which formerly so shockingly characterized them; and trade generally is improving. In short, we have reason to expect a prosperous season—hope so at any rate.

A difficulty occurred at Payne's Mines, four miles from this place, on Saturday evening last, between Arthur O'Neal and James Burger. I am informed that O'Neal having run into his house and procured a gun, discharged it at Burger—the contents taking effect in his jaws, injuring him severely. O'Neal was arrested and committed to prison in default of bail. Burger still lies in a precarious condition.

We had a fine shower last evening—quite a luxury. Rather windy to-day.

Yours truly,
Minersville, May 19th '53. SOLON.

NEW YORK LETTERS.

[FROM OUR REGULAR CORRESPONDENT.]

NEW YORK, *May 13th,* 1853.

MESSRS. EDITORS:—Deeming an occasional word from the Empire City not unacceptable to your readers, I send you a hasty sketch of things as they are in the metropolis.

The weather has put on its holiday attire and is treating us to reminiscences of summers past. The season, thus far, has been unusually warm; a fact which must operate rather unfavorably upon the mining interests of your section. The supply of coal in yard is quite large, owing to the mildness of the winter; and dealers are indisposed to purchase to any extent, which causes have combined to make the demand thus far extremely light.

Improvements are dashing onward with a giant stride, especially in Broadway, where so much pulling down, building up and turning over was never before known in a single season. From the Park to Union Square, a walk is full as bad as running the gauntlet. In fact, any person who can escape falling brick, stone and timber, and avoid being precipitated into vaults and excavations too numerous to mention, not to speak of endless vehicles, ever ready to make mince meat of the unwary pedestrian, need not fear destruction to any of the fashionable ways now prevalent—drawbridges, collisions and explosions.

Truly this is a great season for Gotham. Imagine some Fifty Thousand Dollars per night spent for amusements alone. Foremost in the ranks of the novelties of the day stands the Hippodrome from Paris, under the direction of Franconi, and truly a giant undertaking. Since the opening on May 2d, the audiences have averaged sixteen thousand persons per day. The building is 350 feet long by 300 feet broad, in the form of an ellipse, with seats running round the entire circumference, rising behind one another abruptly, after the manner of the Roman Amphitheatres. The centre is laid out in patterns of flowers, illuminated by colored globes, in the midst of beautiful fountains. Between the centre and the audience is a stadium or course some thirty in breadth, in which the races and performances take place. When you consider an outlay of thirty thousand dollars to erect a building for seven months' exhibition, with all the paraphernalia and incidental expenses connected therewith, amounting in the aggregate to two hundred thousand dollars, you can form some idea of the extent and boldness of an operation, which promises to be eminently successful.

The Crystal Palace is rapidly approaching completion. The workmen are now busily employed in raising the dome, an immense iron structure of one hundred tons weight, to the position which it must occupy. It is suspended by a huge derrick and firmly bolted to its appropriate place. The managers have given notice that contributions will be received in the building on and after the 16th inst., so that we may expect the opening in three or four weeks, when you shall be well supplied with sketches of it, its contents and its frequenters.

Among the many signs to be seen in the immediate vicinity of the Exhibition, the most prominent is the Latting Observatory, a pyramidical structure, 350 feet high, where visitors may obtain a bird's eye view of New York and its environs. Its cost, including a twenty-five thousand dollar telescope, now being constructed in Europe, will be about seventy-five thousand dollars. Of this more at some future time.

[It was from this letter we made a short extract last week—it having been received too late for insertion entire.—*Eds. Journal.*]

NEW YORK, May 16th, 1853.

DEAR JOURNAL:—Amid the news of the current week, maratime affairs hold a conspicuous place; and with the thermometer at 80 deg., the thought even of the broad blue sea is itself refreshing.

The Collins steamer, Atlantic, arrived early on Saturday morning, having made the trip in nine days, twenty-two hours—one of the glorious passages. Though not equaling some others of the line, still surpassing the best of the Cunard reps. The news from the Continent is unimportant. The rebellion in China is just gaining ground, and threatens to subvert the ruling dynasty. Think, Mr. Editor, of a revolution in China! About as unexpected, as the sun at midnight or a lady destitute of curiosity. Aren't they—*sol admirari*? The Empress of the French has met with a premature accouchement, according to the *Moniteur* which paper, also, announces the significant fact that the train from Paris to Havre took one thousand French emigrants *en route*, for America.

The Pacific left on Saturday noon with two hundred passengers for Liverpool, an unusually large list. Several notabilities figured thereon, Judge Douglass, the Young America of the last campaign, Hon. Geo. Briggs, of this city, the Mint advocate; and Hon. Joseph R. Chandler, of Phila. his latter opponent.

From California, we have the Illinois and two and a quarter millions of gold. The news has been anticipated by previous arrivals.

Late Texas papers confirm the gold discoveries, one Editor having had ocular evidence of the fact. The matter seems to be taking a serious turn and we are likely to have an El Dorado at our very doors. Farmers, Mechanics and Merchants are rushing to the auriferous banks of the Colorado. Look out! 'Tis the age of wonder.

Apropos of wonders, our harbor now contains, what it never saw before, a Sardinian war vessel, the frigate San Giovanni, with contributions for the Exhibition, and as passengers, eighty-four political exiles, compatriots of Mazzini, to be set ashore in our genial clime, the home of patriots and of liberty. She is of one architecture and commanded by Captain Incisa, a thorough officer. She will undoubtedly receive the honors.

The latest piece of sporting intelligence is the proposed race between the clipper "Sovereign of the Seas," a Boston craft, and heroine of the marvellous trip, 84 days from Honolulu to New York, and the new clipper, "Young America" of this city, as yet untried. The race is to be from New York to San Francisco and return, both loaded; and to start within thirty days of each other. Stakes, ten thousand Dollars a side. So we shall see Boston against the Metropolis.

So much for news afloat! For news on land we have but little. The anniversaries for a fortnight past, have absorbed all else, while their dull monotony has been spiced by our little bloomers, the Women's Rights Advocates in the persons of Lucy Stone, Rev. Antoinette Brown, with others who have poured out the vials of their indignation and almost revolutionized the masculines a'la Chinese rebellion.

Your mining readers will be pleased to learn that one-half the Trenton Iron Works has been sold to New York capitalists, who will vastly increase their capacities. A contract has already been made, with five years for its fulfillment, for iron at $70 per ton.

By the way, we clip from the Madrid *Diana*, that Santa Anna has solicited from Spain, aid against the Yankees. What's in the wind? Keep a sharp lookout, for Mexico has a crafty leader at the helm, and we may perchance chronicle another Mexican War. G. C. F.

[FOR THE MINERS' JOURNAL.]

OUR STREETS.—NO. 6.

The passage of the water across Centre street, at Callowhill street, forms another annoyance to the public, which may be got rid of, and the street improved in the manner above described.

But as Callowhill street is a very narrow one, with a large amount of heavy travel, which is likely to increase, it appears to offer a proper place for a trial of the tramway, which need consist of but one track placed near its northern sides. And may be constructed as follows: After the street has been culverted and graded, as above described, let two trenches be dug, 18 inches wide and 1 foot deep, in which dry walls are to be built high enough, with a thin coat of gravel over them, to receive the tramway stones, so that their tops shall be even with the top of the pavement of the other part of the street, which is to be of the same kind as that before described. The tramway stones should be 14 inches wide, 7 inches thick, and not less than 4 feet long, dressed straight and smooth on the top and at the ends, like a step stone, the sides and bottom to be scabelled off, so as to make the stone of an uniform width and thickness. It might be an advantage, as giving a better bearing, to have the stones wider, if our teams all worked in single file, but as they generally work two abreast, it is desirable to prevent, if possible the horses or either of them from walking on the stones.

OF THE COST OF THE KINDS OF PAVEMENT PROPOSED.

This is one of the most important parts of the subject, and one on which we have the least experience to guide us. But the cost in other places may be some assistance.

The cost of new paving, in Philadelphia, averaged, last year, 82 cents per square yard, of which the leading items averaged as follows:

For excavating, for the bed of pavement,	11.8 cts per square yard.
For gravel for filling this up again,	14.4c pr sq. yd.
For pebbles, for pavement,	37.5 cts " "
For labor at paving, ramming, &c.,	11.3 cts " "
	—75 cents.

The balance of 7 cents is made up of brick for the gutters, flag stones for the foot crossings—use of tools, &c.

In the plan of paving now proposed, there will not be half the digging required that there is in the Philadelphia method, but as our digging is much heavier than theirs, the cost may be about the same, say 12 cents per square yard of surface. Only about one-fourth of the quantity of gravel will be required, but for this say 8 cents. The stone I estimate at 25 cents per square yard, delivered, but say 30 cents. These will probably require more labor in setting, than the pebbles, and our workmen may not possess the manual dexterity which long practice has given to those in the city; we will therefore put this item at 20 cents per square yard. This will bring the whole cost to 70 cents per square yard for a very superior pavement. If we were to add to this 10 cts. per yard for well dressed flaggings at the crossings and for contingencies, and it would still be below the city price. And one which all will admit as quite within our means, if we will only begin in a small way.

Where tramways are introduced, the supporting walls under them will cost about 6 cents per running foot. There will be some additional labor in setting the stone, but the cost of paving the rest of the street will be the same as any other.

There can be no better article for the tramway blocks than the conglomerate of the Sharp Mountain, if it can be procured of a proper shape and at a reasonable cost. From enquiries I have made, I estimate that they can be delivered for 50 cents per lineal foot.

The North River stone could probably be had at that price, if brought as back loading by some of our coal boats that trade up the Hudson.

As to the durability of the kind of pavement recommended, I have no doubt, and this favorable opinion is borne out by our limited experience of a pavement something like it in East Mahantongo street. This was laid about 16 or 18 years ago as a water course, with a depression in the middle, of very rude materials and unskillfully constructed. It has borne a large amount of travel, under the disadvantage of having water constantly flowing along its centre, and of not being under-drained; yet it has required but very trifling repairs, and if it were only of the right shape for travelling it would last as many years longer, without greater annual expense. I think then it would not be claiming too much to assert that a well made pavement, of better materials would last 30 years, without a general resetting, or even heavy repairs, and bear a greatly increased amount of travel.

The success of this experiment under such adverse circumstances fully proves the fitness of our natural soil for the foundation of a pavement. S. LEWIS.

NO. 7.

It has been frequently suggested that we should commence paving in Centre St. To this there appear to me many objections. In the first place it is, at present much too high to receive a pavement; and as it has been all turnpiked over, it would be a costly job to excavate it. In the next place there are no underground culverts leading from it, except those through private property, which are of course not under the control of the Council. It is the poorest of economy, closely bordering on absolute folly, particularly on our wet and retentive soil, to pave a street before it is well under-drained,—such has been the experience every where else, and such it will be with us if we commit the same mistakes. Even in the dry and open soil of Philadelphia, they are tearing up their pavements and constructing sewers—even in crowded streets, at a greatly increased cost to the city, and annoyance to the inhabitants and the public. They find that pavements on streets with culverts stand much better than on those without. And lastly, when Centre street is paved, it should be done in the very best manner our means will allow. It is not to be supposed that we shall at first make as good a pavement, as we can after a few years experience in selecting and laying the materials.

The means of the Borough are very limited, and the portion that can, with propriety, be applied to this object is but small. It would appear proper then to proceed cautiously until we have gained more knowledge. If we could begin with laying from 500 to 1000 yards a year in such places as would be preparatory to larger works hereafter, it would probably be sufficient to demonstrate the propriety and advantage of the improvement, which can afterwards be readily extended with our increasing means. But whatever is done let it be well done, and as a part of a system to embrace, in future, the whole Town plot.

I would then say, let Centre street be occasionally cleaned and repaired until it is worn down low enough to lay the pavement on, if that be possible. This would be the very best foundation that could be had. The best pebble pavement in all Philadelphia or the Districts—the one that has required the least repairs, is that laid on the old Ridge Turnpike in the District of Spring Garden.

From the great and uniform success that has attended tramways wherever they have been tried, I cannot refrain from again urging them on the attention of Council and the public, as well as the propriety of using them in Centre street whenever it is paved. In all cases they would be nearly equal, and on the steeper parts far superior, to a cut stone pavement, while the cost would be only about one third. I estimate that three lines of tracks of tramway stones could be laid in Centre street, and the rest of it paved in the manner before recommended, for $1 30 cts. per square yard; and with two tracks for $1 18 cents.

It may be thought by some that this is a matter that should have been brought exclusively to the notice of the Council without troubling the public with it, but this is hardly a correct view.

The improvements, if ever made will have to be paid for by the property-holders, who ought to understand for what purposes their money is to be expended, and able to judge whether the manner of its expenditure will be beneficial. All of our citizens are eligible to a seat in the Council, and no one knows how soon the responsibility of making some improvement in our streets may be thrown upon him.

Although we might be averse to doing anything in this way, but be disposed to fold our arms and wade through mud for the rest of our lives, the Grand Jury and Court, from some very significant, hints they have dropped, are not disposed to suffer us to compel others to follow in our foot-steps.

That something ought to be done is admitted by all intelligent persons, but what that something is, or what would be its cost, no one seems to have a definite idea. To supply this deficiency of information as far as in my power has been the object of the foregoing pages. To this I have added plans for the improvement of our streets, with their probable cost—thus presenting the subject in such a tangible and definite shape, that others may have something to act, or improve on, or at least to find fault with.—If, fortunately, the result should be a permanent improvement in our streets, my object will be attained. S. LEWIS.

☞ *Funny to the last.*—Some of the Whig office holders decease in a very jolly manner. A decapitated "route agent," on the mail line between Boston and Burlington, via Vermont Central Railroad, who temporarily fills the place of his democratic successor, now adds "ed" to the word "route," whenever he signs his name to a way bill. It is not a bad head that jokes so cleverly after it's off.—*Boston Post.*

"I DIGEST."—Such is the true meaning of the word "Pepsin" of the two Greek words from which it is derived. This is the significant and appropriate title of the True Digestive Fluid, or Gastric Juice, prepared by Dr. J. S. Houghton, of Philadelphia, from the fourth Stomach of the Ox for the cure of Indigestion and Dyspepsia. It is Nature's own remedy for an unhealthy Stomach. No art of man can equal its curative powers. It renders good eating perfectly consistent with health. See the figure of the Ox, in another part of this paper.

PAIN OR DISTRESS of any kind, whether of gout, rheumatism, headach, toothache, or any other kind of ach, is in all cases caused by impure humors of the blood, which have lodged upon the parts, and which nothing save vegetable purging (purifying) can remove, because by no other means can impurity be driven from the body.

Wright's Indian Vegetable Pills have no superior, if indeed they have an equal, in removing every description of pain; because they carry off, by the stomach and bowels, all morbid and corrupt humors (the cause of disease) in an easy and natural manner. Four or five of Wright's Indian Vegetable Pills, taken on going to bed, will in a short time drive pain or distress of every kind from the system, and restore the body to a state of sound health.

Beware of Counterfeits.—The genuine is for sale by Mrs. E. M. BEATTY, J. G. BROWN, and D. N. HESSLER, Pottsville; and by the Agents given in another column. Wholesale Office, 160 Race Street, Philadelphia.

STILL ANOTHER bad Case of Dyspepsia cured. We copy the following from one of the Philadelphia papers of last week:—

DYSPEPSIA CURED.—I do hereby certify, that I was severely afflicted with Dyspepsia, for four or five years, and had tried several Physicians of high standing; but found no relief until I took Dr. J. W. Cooper's Dyspepsia Bitters and Pills, —prepared by C. P. Hewes.—I took these for three months, and they have cured me sound and well. To any persons calling on me for information respecting my disease I will give every satisfaction in regard to it. GEORGE FITZSIMMONS.
West Chester, June 18th, 1851.

This medicine may be had of J. S. Martin Druggist, Pottsville, who is agent for the Proprietor; and H. Shisler Port Carbon.

THE BEST EVIDENCE that can be adduced in favor of the efficaciousness of Hoofland's German Bitters prepared by Dr. C. M. Jackson is the unprecedented demand for them from all parts of the Union; and although there may be many compounds prepared and represented as being worthy of a liberal patronage, yet we feel constrained to remark, that the vast number of testimonials with which the worthy doctor has been honored, by persons of the highest character and respectability, who found it necessary to have recourse to his preparation, is testimony sufficiently conclusive that a more effectual remedy for the almost immediate relief of those afflicted with that direful malady dyspepsia, has never been discovered. [1b-2mow]

POTTSVILLE MARKETS.

CORRECTED WEEKLY FOR THE JOURNAL.

Wheat Flour, bbl	$5 50	Dr'd peaches par'd,	$2 50
Rye, do do	4 00	do do unpar'd	1 50
Wheat, bushel	1,10 a 1 15	Dr'd apples pared	1 12
Rye,	80	Eggs, dozen	12
Corn,	65	Butter,	16
Oats,	40	Shoulders,	10
Potatoes,	50 a 75	Hams,	12 to 13
Timothy Seed,	2 25	Hay, ton,	18 50
Clover	5 50	Plaster,	5 00

MARRIED.

On the 8th inst., by the Rev. Joseph McCool, DAVID BROWN, Jr., to MARGARET HAMILTON, both of Tamaqua.

[Communicated.]

May Heaven bless the banns of your union my friends;
May your fortunes, auspicious, smile ever as fair,
Though thorns with your roses eternally blend—
May the ... be as light, which in future you wear,
Through life's checkered scenes, where ...
... Mid fetters, which Cupid's enfold,
Your hearts in its meshes completely ...
... with strange magic so willingly bind
The heart of the captive without ...
May each year, still in returning, add ...
And the Powers, we pray thee, send ...
All the blessings, which Heaven bestowed on ...
May Adversity's thistle yield only ... flowers,
To the friends and the fortunes of D. A. M. Brown.
DAMONANSIS.

On the 12th inst., by the Rev. GEORGE L. MEDLAR, Mr. EDWARD BECHTEL, both of Mill[illegible]

On the 18th inst., by Rev. D. Steck, WM. J. McQUADE to Miss PHEBE ANN REED, both of Pottsville.

DIED:

On the 15th inst., at Fishbach, near Pottsville, MARGARET GRACE, wife of Mr John Pounder, aged about 30 years.

RELIGIOUS NOTICES.

☞ TRINITY CHURCH, (EPISCOPAL)—Service regularly in this Church every Sunday Morning at 10 o'clock. Afternoon at 3½.
Except the first Sunday of each month, when service will be held in the evening at 7½ o'clock, instead of the afternoon.

☞ PREACHING in the Associate Reform Presbyterian Church, Market Street, Rev. John B. Warner, every Sabbath morning and evening.

☞ THERE WILL BE preaching in the English Lutheran Church, Market street, every Sunday morning and evening.

☞ THE BAPTIST CHURCH.—Divine worship may be expected every Sabbath morning and evening, and every Wednesday evening, at the usual hours.

WANTED.

WANTED.—4 or 5 JOURNEYMAN TAILORS can find constant employment by applying to JACOB DEAL, Merchant Tailor, Minersville. N. B.—None but good workmen need apply. May 14, 1853. 20-2t

WANTED.—Six practical IRON ORE MINERS. Miners who understand Iron Ore Mining in its various details will find permanent employment and good wages at the "Moselem Iron Ore Bank," in Richmond Township, Berks County. Apply immediately to FREDERICK S. HUNTER, Manager of the Leesport Iron Company, at Leesport, Berks County, or to BIESTER CLYMER, opposite the Pennsylvania Hall, Pottsville. May 7, 1853. 19-4t

WANTED.—A young man, (at present employed in one of the largest Houses in Pottsville,) desires to obtain a situation as Book-keeper for some Colliery, or other establishment, where he would not be obliged to remove from Town. In addition to taking charge of a set of Books, he would endeavor to make himself generally useful in other departments. The best references furnished as to integrity and capacity. Address "Book-Keeper," Box No. 290, Pottsville P. O. May 7, 1853. 19-3t

WANTED.—A Storekeeper—one who can speak Dutchman, and is sufficiently acquainted with Accounts. Address Box 40 Pottsville Post Office. Feb 25, 1853. 7-tf

WANTED.—Recruits for the United States Army, at the Pottsville Rendezvous. Nov. 27, 1852. 48-tf

WANTED TO LEASE a tract of Coal land, lying 80 rods from the Lessee's Gap Railroad. This property has been opened in several places, the Coal is of superior quality, Veins lying horizontal, and can be worked for many years above water level. This property lies the nearest point to the Railroad, and affords an excellent opportunity for an enterprising Operator for the Great Western Market. To a first rate Tenant, a favorable Lease will be given, no other need apply. Address the subscriber at No. 28 New Street, New York. WALTER MEAD.
Nov. 25, 1851. 46-tf

WANTED.—A PERSON TO SUPERINTEND a Coal Mine, well situated in Western Virginia. Experience in Mining and references of the highest character required. Address, New York City Post Office, Box 2008, stating qualifications. April 2, 1851. 31-tf

WANTED.—At the General Intelligence Offices MEN, WOMEN and CHILDREN. All persons wishing employment, big and little, young and old, male and female, and also, all persons wishing to employ any and all kinds of hands, LABORERS or SERVANTS, will receive all information by calling at the office, one door from 6th, in MARKET street, Pottsville, Pa. ☞ TERMS moderate.
N. M. WILSON, J. P.
Land Agent and General Collector.
April 5, 1851 14-1y

FOR SALE & TO LET.

FOR RENT.—A Store, containing 2 Rooms, with water and gas, in the Brick Building, in Centre street, Pottsville, between the Pennsylvania Hall and the American House. Apply to M. MURPHY. April 16, 1853. 16-tf

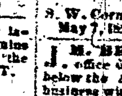
FOR RENT.—A Splendid, Light, Airy, Large, and Convenient Office, on the second floor of the subscriber's office, in Market Street—with a separate front entrance—handsomely Painted, Papered and Lighted with Gas. Possession on first of April, ensuing. N. M. WILSON, J. P., Land Agent and General Collector. Feb. 19, 1853. 8-tf

STEAM ENGINE.—FOR SALE A 33 HORSE Power Engine in first rate order. For particulars apply to M. G. DEILNER, Esq., or to HENRY HICKS, Wilmington, Delaware. Jan. 4, 1851 1-tf

TO LET.—A large and commodious Office and fixtures, in Bannan's Building, opposite the Episcopal Church, Centre Street. Enquire of JOHN BANNAN. June 24, 1852. 3-tf

GREENWOOD LOTS FOR SALE.—Valuable building lots in the most central part of the Borough of Pottsville, lately laid out, on the Greenwood Estate are now offered for sale. Apply to A. RUSSEL, Agent for the owners, at his office in Mahantongo St. Pottsville, May 3, 1851 18-tf

LOST & FOUND.



STRAYED—From the premises of the subscriber, in Market Street, on MONDAY last, 16th inst., a WHITE COW, with red spots, tail reaching scarcely to the knee, has holes bored in her horns, is of medium size, and in poor condition. Any information respecting her will be thankfully received at the subscriber's store, in Centre Street, or a liberal reward, if returned, the finder will be suitably rewarded. GEORGE BRIGHT. May 21, 1853. 21-tf

50,000 SUSQUEHANNA SHINGLES, a new article in this market, just received and for sale by WM. PONOCK, Agent. May 14, 1853. 21-1y

PIC-NIC SETTS—A neat arrangement for ladies or gentlemen roaming over the mountains with well filled baskets of provisions, for sale at the Town Hall Hardware Store. FRANK POTT. May 7, 1853. 19-tf

BOXING GLOVES, Fencing Foils Trout Rods, Fly Hooks, Gut Snoods, Hair and Grass Lines, Fish Nets, Fish Baskets at the Town Hall. FRANK POTT. May 7, 1853. 19-tf

METALLIC TAPE LINES—Dentists' Anvils, Watchmakers' Saws and Frames, Spy Glasses, Rodgers and Sons' Razor Strops, Warranted Razors, Scissors and Pocket Cutlery. FRANK POTT. May 7, 1853. 19-tf

COUNTING HOUSE SLATES, joined by a cutter, School Slates, Military Percussion Caps, Geological Compasses, for sale at the Town Hall Hardware Store. FRANK POTT. May 7, 1853. 19-tf

LEGAL NOTICES.

SCHUYLKILL NAVIGATION COMPANY.—A Special general meeting of the Stockholders and Loanholders of the Schuylkill Navigation Company, will be held on THURSDAY, the second day of June, 1853, at the Office of the Company, No. 73 Walnut street, at 11 o'clock in the forenoon, for the purpose of acting upon certain propositions for aiding the Union Canal Company, in the proposed enlargement of their Canal. By order of the Managers. CHARLES W. BACON, Sec'y.
Office Schuylkill Nav. Co., May 21, 1853 21-3t

NOTICE.—The partnership heretofore existing under the firm of JACOB MATHEWS & SON, has this day, May 10, 1853, been dissolved by mutual consent. Those having claims to present them to WM. S. MATHEWS, who is authorized to receive all amounts and to settle all claims.
JACOB MATHEWS. WM. S. MATHEWS.
May 21, 1853. 21-3t

NOTICE.—Persons indebted to the firm of J. BRENNAN & CO., are hereby notified that all accounts remaining unpaid on the first of June next, will be placed in the hands of a magistrate for collection. CHARLES W. PITMAN, Receiver. May 21, 1853. 21-2t

AUDITOR'S NOTICE.—The undersigned Auditor, appointed by the Orphans' Court of Schuylkill County, to distribute the assets in the hands of BENJAMIN POTT, Administrator of the estate of JOHN POTT, late of the Borough of Pottsville, deceased, will attend for that purpose in his office in the Borough of Pottsville, on MONDAY the 20th day of June, A. D., 1853, at 9 o'clock A. M., of said day, when and where all persons interested can attend. JAMES H. CAMPBELL, Auditor. May 14, 1853. 20-4t

AUDITOR'S NOTICE.—The undersigned, Auditor, appointed by the Orphans' Court of Schuylkill County, to distribute the assets in the hands of JOHN POTT, Administrator, *de bonis non* of JOHN POTT, sen., *deceased*, will attend for that purpose in his office in the Borough of Pottsville, on MONDAY, the 20th day of June, A. D., 1853, at 9 o'clock, A. M., of said day, when and where all persons interested can attend. JAMES H. CAMPBELL, Auditor. May 14, 1853 20-4t

TRUSTEE NOTICE.—The undersigned, Trustee, will attend in his Office in the Borough of Pottsville on FRIDAY, the 27th inst., at 9 o'clock, P. M., for the purpose of distributing a fund which has been placed in his hands as Trustee among the Creditors of the late firm of REED & BIXLER, when and where all interested can attend. JAMES H. CAMPBELL, Trustee. May 14, 1853. 20-2t

NOTICE.—In the Court of Common Pleas of Schuylkill County.—
MARY ANN KELLAR by her next friend, A. ADAMSON, vs. CHARLES D. KELLAR. } Alias subpœna for a Divorce. To March Term, 1853. No. 47.
TO CHARLES D. KELLAR.—You are hereby notified that Mary Ann Kellar, your wife, has filed her petition in the Court of Common Pleas of Schuylkill County, to be divorced from the bonds of matrimony entered into with you, and therefore, take notice, that said Court will be held in the Borough of Pottsville, Schuylkill County, on MONDAY, the 6th day of June, A. D., 1853, at 10 o'clock in the forenoon, when and where you can appear and show cause, if any you have, why the said Mary Ann Kellar should not be divorced from the bonds of matrimony contracted with you. JAMES NAGLE, Sheriff.
Sheriff's Office, Pottsville, May 2 1853. 19-5t

NOTICE.—Having sold all my right, title, and interest in the "Bear Ridge," and "Peaked Mountain" Collieries with all the Improvements, to Oscar F. Moore, Esq., of Pottsville. Notice is hereby given that James C. Oliver is no longer acting as my agent. Letters of Attorney granted to him having been duly revoked. DAVID C. OLIVER.
All persons having claims against David Oliver on account of said Collieries will please present them to the undersigned for settlement. OSCAR F. MOORE.
April 23, 1853. 17-4t

NOTICE.—The subscriber respectfully informs the citizens of Pottsville and vicinity, that he intends resuming the duties of his profession, and is prepared to give instructions on the Piano Forte to all who may patronize him. S. F. OVERFIELD.
Feb. 19, 1853. 7-tf

NOTICE.—The subscriber would hereby notify his friends and the public generally, that he is prepared at all times to attend to the measuring of Plastering, Stone Masonry, Brick Masonry, Digging, and other measuring belonging to Buildings of all kinds. Also, to contract for the Construction and Erection of all kinds of Buildings. Charges moderate. Respectfully, JOHN H. JAMES.
P. S.—Thankful for past favors, the undersigned would solicit a continuation of the hitherto liberal patronage. J. H. J.
Nov 27, 1852. 48-1y

REGISTRATION LAW NOTICE.—The Books for the Registration of Births, Marriages and Deaths, have been received from Harrisburg, by the Register of Schuylkill County, and blank returns can be had gratis at the Register's Office. It is, therefore, made the duty and will be expected that the persons named in the law will be punctual in complying with the law, and especially that the Physicians will promptly attend to making the returns of Births, Marriages and Deaths, as the law provides that the Register shall enter ... the death is first Registered, and also before the appointment of guardians unless the birth of the minor, &c., is first Registered according to law. LEWIS REESER, Register.
Sept. 18, 1852. 38-tf

BUSINESS CARDS.

HOWELL FISHER, ATTORNEY AT LAW, POTTSVILLE. Office CENTRE Street, 3 doors South of Episcopal Church, same side. April 20, 1850. 14-1y

CARD.—Window Sash and Doors, of various descriptions, on Hand and for sale by the subscriber. JOHN H. JAMES, Market Street above Tenth, Pottsville. Feb. 26, 1853. 9-

CARD.—Market Street Property for sale. Inquire of JOHN H. JAMES, Ar't. Market Street above Tenth, Pottsville. Feb 26, 1853. 9-

JOHN C. NEVILLE, ATTORNEY AT LAW, will attend to all business intrusted to him with diligence and care. Office Centre street, next door to Post Office, Pottsville. Jan. 8, 1853. 2-1y

JACOB KLINE, JUSTICE OF THE PEACE, will attend to the collection of Accounts, &c., promptly, and all the duties appertaining to his office. Pottsville, Dec. 25, 1852. 52-1y

THOMAS R. BANNAN ATTORNEY AT LAW, Office in Centre Street, opposite the Episcopal Church, Pottsville Pennsylvania. Nov. 20, 1852. 47-1y

JNO. N. WAGENSELLER & CO., Bankers and Dealers in Exchange, Tamaqua, Penn'a. Collecting attended to, and drafts for sale on all the principal cities of the Union. Also, Drafts payable at all the principal Banking Houses in England, Ireland, Scotland and Wales. July 17, 1852. 29-tf

GROCERIES.

MACKEREL, SHAD, COD-FISH, SALMON, HERRINGS, PORK—Hams, Shoulders, Sides and Lard, together with Cheese, constantly on hand and for sale by J. PALMER & CO., Market Street, Philadelphia. April 9, 1853. 15-3m

GROCERIES AND PROVISIONS.—The subscribers have just received, at their new Cash Store, a prime lot of Mess Mackerel, Sugar Cured Hams, Smoked Beef, } Prime Rio Coffee, Java " Laguira " SILLYMAN & CHAMBERS. April 2, 1853. 14-tf

SCHEIDAM SCHNAPPS.—Genuine Aromatic Scheidam Schnapps, the pure extract of Barley and Juniper, recommended by medical men as a superlative Tonic, Anti-Dyspeptic and Invigorating Cordial. For sale by M. STROUSE, Centre Street, Pottsville. Feb. 26, 1853. 9-3m

CIDER AND VINEGAR.—Clarified Champagne Cider, of a superior quality. Also, Cider and Pickling Vinegar, by the Hogshead or Barrel, warranted, as usual, to meet the approbation of the purchasers. Shipping orders filled at the shortest notice. For sale by EMIL MATHIEU. No 12 and 14 Lombard St., below 21, Philad'a. Jan. 29, 1853. 5-6m

OILS, PAINTS, &c.

PEROXIDE OF IRON PAINT, said to be superior to any of the many mineral paints now offered for sale dry or ground in oil—at the Town Hall Store. FRANK POTT. May 7, 1853. 19-tf

ZINC WHITE PAINT, superior to white lead, covering a larger surface, and making a pure white, for sale at the Town Hall Iron Store. FRANK POTT. May 7, 1853 19-tf

FIRE PROOF PAINT.—Silver's Fire Proof Paint, different colors, Pat. Paint Oil; also ground and calcined Plaster Paris, White Sand, and a superior article of Rosendale Cement, in store and for sale by GEORGE BRIGHT, Nearly opposite the Miners' Bank. April 30, 1850 18-tf

PATENT LUBRICATING and Burning Oil, Patent Paint and Linseed Oil, Machinery Grease, Tar, &c., at the Town Hall Store. FRANK POTT. May 7, 1853. 19-tf

IRON & CUTLERY.

LEAD PIPE, SHEETS, &C.—The undersigned has constantly on hand a large assortment of Lead Pipe, Sheet Lead, Force and Lift Pumps, Bans, &c., for sale at lowest rates. GEORGE EARP, Jr., No. 58 North Wharves, above Race St., Philad'a. May 21, 1853. 21-3t

CORN PLANTERS, Cultivator Corn Plows, Shellers, Asparagus Forks, Potato Drags, Brass Dish Pans, Hookem Snevie, Clothes Pins, for sale at the Town Hall Store. FRANK POTT. May 7, 1853. 19-tf

FAMILY TOOL RACKS, containing an assortment of various tools useful about the house. FRANK POTT. May 7, 1853. 19-tf

CAST IRON BENCH PLANES, Box's jack and smooth Planes, Spear & Jackson's Hand, Panel and Ripp Saws, for sale at the Town Hall Hardware Store. FRANK POTT. May 10, 1853. 19-tf

FRENCH TIN WARE—Tin Kettles and Stew Pans of this durable ware, for sale at the Town Hall Hardware Store. FRANK POTT. May 7, 1853. 19-tf

PRUNING AND GRASS SHEARS, Budding Knives and Pruning Saws, for sale at the Town Hall Store. FRANK POTT. May 7, 1853. 19-tf

ROSENDALE HYDRAULIC CEMENT.—An excellent article for lining Cisterns, Vaults, Spring Houses and Cellars, and for keeping dampness from wet and exposed walls. For sale by EVI SMITH & SON, N. E. cor. of Front & Willow Sts., (Railroad,) Phila'a. And for sale also by F. J. PARVIN, Pottsville, Penna. Feb. 19, 1853. 8-10m

IRON.—WM. DE COU, No. 13 North WATER St., Philadelphia, Importer and Dealer in English and American Iron. Constantly on hand a large and general assortment of IRON and STEEL, in all their varieties, at the lowest prices. Oct. 23, 1852. 43-6m

COAL.

COAL received on Yardage and delivered to order, on reasonable terms, by E. SCHREINER. S. W. Corner Broad and Callowhill Sts., Philad'a. May 7, 1853. 19-6m

J. M. BEATTY & SON have removed to the office of C. W. Pitman, Esq., in Centre street, below the American House, where persons having business with them will please call. JAMES THOMAS & CO., will also be found in the same office. April 16, 1853. 16-tf

GEORGE WIGGAN & SON, Miners of Red Ash Coal, Tamaqua. Jan. 8, 1853. 2-1y

WHITE ASH COAL.—Proposals will be received by J. H. BEATTY & SON for Thirty Thousand tons Lump, Steamboat and prepared White Ash Coal, from Madison Colliery. March 12, 1853. 11-tf

NOTICE.—CHARLES MILLER & CO. have removed their office, in Philadelphia, from No. 81 Dock Street, to No. 13 WALNUT Street, north side, between Front and Second Streets. Phila'a., Jan. 8, 1853. 2-1y

IRON &c.

READING STEAM FORGE.

THE SUBSCRIBER, having been appointed General Agent for Schuylkill County for the Reading Steam Forge, would most respectfully inform the public in general, that he will receive all orders for Iron forged to pattern, or draught; which orders will be punctually attended to, on the shortest possible notice, and at the regular Forge prices. A. KEEFER.
Schuylkill Haven April 16, 1853. 16-6m

AMERICAN PORCELAIN WARES.

THE undersigned having the exclusive right of disposing these Wares in Schuylkill county has opened a large and splendid assortment, among which will be found all kinds of Door and House Furniture, Ornamental Ware, &c., &c., admitted by all to be the most beautiful and perfect Porcelain ever made, it is cheaper, more durable and perfect than the imported article. Call and examine at the Hardware Store of GEORGE BRIGHT, Nearly opposite the Miners' Bank.
April 16, 1853. 16-tf

BUILDING HARDWARE, AND TOOL STORE EXCLUSIVELY. *The largest and only Establishment of the kind in the United States.*

WM. M. M'CLURE & BRO. No. 287 MARKET street, above Seventh, Philadelphia. Manufacturers' Depot for Locks of all kinds.—Warranted quality; Pat. Silvered Glass Knobs, &c.; Premium Porcelain Knobs, over 100 patterns; Silver Plated Hinges, &c., with the most complete assortment of all the modern patterns, in this line. Builders and dealers are invited to call and examine our stock.
Illustrated Catalogues sent by Mail, if desired.
HOT AIR REGISTERS AND VENTILATORS, AT FACTORY PRICES.
Persons at a distance who wish to order Goods, and desire an estimate of particular description; can write to M'CLURE & BROTHER, and all information as to Goods and Prices will be given by return of mail.
All Orders put up under the immediate supervision of the firm.
☞ CALL AND SEE US.
April 2, 1853. 11-6m

Agency For The Phœnix Fire

AND THIEF-PROOF IRON CHESTS.

MANUFACTURED by MILNOR & SHAW, Philadelphia, for the safe-keeping of Books, Papers, Money, Jewelry, and other valuable articles. Merchants, Miners and Jewellers, can be supplied with Iron Safes of any size or description. WARRANTED to possess all the properties of great strength, and the most desirable protection against FIRE or BURGLARS. Vault Doors also made to order.—Purchasers can be supplied with the above Safes, at the same price they are sold at the Manufactory, by calling on J. F. WHITNEY. Collection and General Agency Office, next door to Miners' Bank, Pottsville.

Refers to Persons using them:

Geo. Bright, Pottsville,		J. O. Graver, Beav. Mead.	
Jno. Pinkerton,	do	J. C. Conrad, Jr. Tamaqua	
R. W. Cumming,	do	Hazleton Coal Company.	
J. C. Lessig,	do	C. A. Snyder, Harrisburg,	
Jacob Reed,	do	R. Longstreth, do	
David S. Brown,	do	R. Lawyer, Phœnixville,	
Wm. L. Whitney,	do	W. M. Steckel, Dorbandt,	
J. C. Conrad, Ssn.,	do	R. A. Wilder, S. Haven,	
R. W. McGinnis,	do	Jesse Turner, Pt. Carbon.	

March 26, 1852 13-6m

PAPER, &c.

NEW WALL PAPER WAREHOUSE.

BURTON & LANING, *Manufacturers and Importers, No. 124 Arch St. second door above Sixth, Philadelphia,*

WHERE may be found the largest and best selected stock in the City.
COUNTRY PURCHASERS may here be accommodated, without the inconvenience of looking further, and may be assured that they will receive the advantage of their money. BURTON & LANING.
124 Arch Street, above Sixth, Philadelphia.
March 12, 1853. 11-3m

PAPER HANGINGS.

W. WILSON.

No. 9 South Eighth Street, few doors below Market St., East side.

Has for sale, every variety of WALL PAPERS, from 6 cents per piece upwards, including *Fire Screens, Gold and Velvet,* imitation *Woods, Marbles, &c.*

Also a great variety of new styles of *Curtain Papers, Fire-Board Prints, Borders, &c.*

Dealers supplied at the lowest rates.
April 23, 1853. 17-3m

PAPER HANGINGS.

THE undersigned have just opened a fresh and complete assortment of Wall Papers, among which are Gold and Velvet, Fine Satin, and Low Priced Unglazed Papers. Also, Decorations, Borders, Fire Screens, Curtains, &c., &c., which they offer at the lowest retail prices, both wholesale and retail. The best workmen employed to hang paper either in the city or country.
Blank Books, Stationery, &c., &c.
We have just opened a large assortment of Writing Papers, Wrapping Papers, Blank and Pocket Books, Stationery, &c. PARRISH & HOLLEY.
No. 4 North 5th St., 2 doors above Market, Philadelphia. ... good for Country Pays.
March 12, 1853. 11-3m

Cheaper than Ever!

8000 PIECES PAPER HANGINGS—At B. BANNAN'S Paper Store, Pottsville. COLD PAPERS, from 75 cents to $1 40. French Papers, various prices. Glazed Papers, from 25 to 62 cents. Unglazed Papers, from 7 cents to 25 cents. Splendid Hall, Entry and Saloon Papers. Gold Views, and Imitation Borders. Curtain or Paper and Linen, from 8 to 40 cents. Painted Screens, from 50 cents to $3 each, a splendid assortment.
Fire Screens, Beautiful Views, Panel Paper, Decorations, Columns and Statues, Niches, &c.
The subscriber has made his selections of these Patterns from four of the largest manufacturers, and consequently has the most splendid and greater variety in Patterns than can be found in any store in the city. He pledges himself to sell by the Piece or Quantity, at *Cash Prices*, and the Gold and more expensive papers at less than city cash prices.
Bin Papers furnished at *wholesale* prices. Merchants and Paper Hangers supplied with Curtain Paper and Paper Hangings, wholesale, at the very lowest prices.
PAINTED WINDOW SHADES, on Canvass, at less than city prices. Some Superior Patterns can be found among his Stock, suitable for the most elegant houses.
☞ As we are determined not to be undersold by any person who intends paying for his goods, those who want bargains, and the advantage of selections from a large and varied stock, had better call at B. BANNAN'S.
Cheap Wholesale and Retail Paper, Book and Stationery Store.
☞ Paper Hangers furnished when required.
March 19, 1853 12-

FIRE INSURANCE.

MOHAWK VALLEY FARMERS' INSURANCE COMPANY, SCOTIA, NEW YORK. *Capital $200,000. Well and securely invested.*

DIRECTORS.

ADAM C. VAN PATTEN,	HARVEY VEDDER,
WILLIAM BURTON,	JASPER BELL,
CHARLES P. SANDERS,	PHILIP H. DERICK,
ABRAM W. TOLL,	ISAAC VEDDER,
JAMES W. PANGBURN,	HENRY A. BELL,
CHARLES H. TOLL,	NICHOLAS BROOKS,
JOHN S. LANSING.	

OFFICERS.

A. C. VAN PATTEN, Pres't. JASPER BELL, Secretary. WM. BURTON, Vice Pres't. ABRAM W. TOLL, Treas'r. KENNETH HANKINSON, Jun., General Agent, No. 27 Greene street, Trenton N. J.

REFERENCES.

Hon. S. H. Johnson, Co. Judge, Schenectady.
" Jno. F. Clute, Sheriff, "
" D. P. Forrest, County Clerk, "
" Abram A. Van Vorst, Mayor "
" M. Myers, Ex-Mayor "
" D. Wright, Recorder, Albany.
H. H. Van Dyck, Prop'r of Albany Atlas.
Jacob G. Sanders, Esq.
Thomas Clark, Esq., New York.
☞ Agent for Schuylkill County—JOSEPH MORGAN, Market Street, Pottsville.
April 23, 1853. 17-3m

12,000 Gifts For The People.

The day for distributing Perham's 12,000 Gifts is positively fixed for THURSDAY, 26th day of May.

EXTRAORDINARY INDUCEMENTS to witness the moving of the Panorama of the OCEAN VOYAGE TO CALIFORNIA, now exhibited by JOSIAH PERHAM, the Proprietor of the famous Seven Mile Mirror.

Mr. Perham begs leave to propose distributing to the citizens of Philadelphia, Baltimore, New York, and the adjoining places, a number of Valuable and Costly Gifts, including the Magnificent Panorama now drawing crowded houses at the Assembly buildings, the exhibitions of which has realized to its owners within the last three years a clear profit of $4[illegible] ... Satisfactory proof of this can be obtained at the office of the Assembly Building.

☞ The plan upon which it is proposed to present some 12,000 Gifts of Articles is, by the sale of 12,000 tickets at ONE DOLLAR EACH, each ticket to admit FOUR Persons to the Panorama, at any evening exhibition when the house is not full, thus giving each purchaser the worth of his Money, besides affording him an opportunity to obtain one of the following articles, viz.

Panorama, valued at	$10,000
Piano, "	400
Gold Watch, "	100
3 Gold Watches, "	150
10 sets Silver Tea Spoons,	100
50 Gold Pens, at $5 each,	250
600 Gold Pencils, at $3 each,	1,800
11,334 Steel Engravings, at 25 cents,	[illegible]

A CARD.

As stated by Mr. Perham, the undersigned acknowledge that they have consented to act as a Committee to set up 12,000 orders, for the 12,000 Gifts above named.

These orders, when folded, shall all present precisely the same appearance in shape, color and bulk. They shall then be securely sealed up in 12,000 buff envelopes, all of the most perfect similarity, each of which, as soon as sealed, shall be deposited in a secure box, with a single opening, large enough only to admit letters. The box will then be so agitated as to insure a perfectly undistinguishable mass of envelopes. The box shall then be presented by us to Mr. JAMES H. FARRAND, who will not have been present at the ceremony.
Mr. Farrand will then forward open the box, and immediately commence the indiscriminate delivery of the 12,000 sealed envelopes—one envelope for every check surrendered.
As soon as the 12,000 tickets mentioned in the advertisement are sold, the public will be notified when and where the above project will be executed.
George W. Dewey, 210 Chestnut st., Sec. Art Union.
F. D. B. Richards, 179 Chestnut st., Daguerreotypist.
F. A. Hoyt, Merchant Tailor, corner tenth and Chestnut streets.
Thomas A. Fitzgerald, Proprietor City Item.
William H. Sickels, Proprietor Daily Register.
James S. Wallace, Proprietor Daily Sun.
J. P. M'Creary, Principal South East Grammar School.
Orders for Tickets by mail, addressed to J. Perham Assembly Buildings, will be promptly attended to.
☞ TICKETS FOR SALE at the Assembly Buildings, Philadelphia; American House, Pennsylvania Hall, Mortimer & Bro.'s Hotel, and at Major Bevan's Saloon, Pottsville.
EXHIBITIONS EVERY AFTERNOON and EVENING, at 3½ and 7½ o'clock.
Single Tickets, as usual, 25 cents. Children half-price.
April 30, 1853. 18-

P. W. BYRNES & CO.

THE subscriber, late Agent for P. W. Byrnes & Co., has received notice that Messrs. J. O. Baker & Co., No. 102 Wall street, New York, have been authorized by the Assignees, to pay the dividend accruing out of said estate to those who hold Drafts and Passage certificates, issued by said House. The Drafts and Passage certificates, together with the receipts, must be presented at the office of J. O. Baker & Co., either in person or by some authorized friend.
B. BANNAN,
Late Agent for P. W. Byrnes & Co.
April 30, 1853. 18—

Mining & Scientific DEPARTMENT.

PRICES OF STOCKS

Of Coal and Transportation Companies in and running from the Anthracite Coal Fields of Pennsylvania.

Corrected weekly for the Miners' Journal by J. P. SHERWIN, Banker

	PAR VALUE.	OFFERED	ASKED.
RAIL ROADS.			
Reading	50	44	44
Mine Hill & Schuylkill Haven,	50	74	74
Mount Carbon,	50		
Mount Carbon & Port Carbon,	50		
Mill Creek,	50		
Schuylkill Valley,	50		
Lorberry Creek,	50		
Swatara,	50	5	8
CANALS			
Schuylkill Navigation,	50	25½	26
do do Preferred,	50	33½	33½
Union Canal,	50	7	17½
do do Preferred,	50	51	53
Delaware & Hudson Coal & Transportation Co.	100	118½	119
RAIL ROAD & COAL CO'S.			
Little Schuylkill Coal & R. R. Co.,	50	54	54½
Lehigh Coal & Navigation Co.	50	77	78
Hazleton Coal Co.,	50		
Buck Mountain Coal Co.,	50		
Pennsylvania Coal & R. R. Co.,	100	114½	115
Dauphin Coal & R. R. Co.,	50	48	50
Lykens Valley Coal & R. R. Co.,	50		
Beaver Meadow Coal & R. R. Co.,	50	38½	38½
COAL COMPANIES.			
Forest Improvement Co.,	50		
North American Coal Co.,	25	18	18½
Delaware Canal Co.,	50		
MISCELLANEOUS.			
Miners' Bank,	50	50	55
Farmers' Bank,	50	50	52
Pottsville Gas Co.,	50	25	30
Pottsville Water Co.,	25	13	18

HOW STAND OUR R. ROAD AFFAIRS.

For years past, more or less apprehension has been felt in reference to the numerous lines of railroad that have been in progress, lest their demands should exceed the ability of the country to supply the means for their construction, or that projects should be taken up, which, after absorbing a large amount of capital, should prove unproductive, invoking a loss not only in the particular case, but throwing discredit upon the whole interest, and ending it was feared, in a financial crisis.

The result has proved the groundlessness of all these fears. From 5,000 miles of road on the first day of January, 1849, we have proceeded in their construction without the slightest check, till we have some 14,000 miles in actual operation, and nearly an equal extent in progress. In the mean time we have experienced no financial crisis.—Money has on the whole, been constantly growing more and more abundant; the roads as they were completed at once engaged in a lucrative traffic. Confidence in their safety as investments of capital, has been steadily gaining ground. All these causes combined have rendered the construction of railroads an easy matter, and the building of 100 miles at the present time, is in fact regarded as a less formidable task, that one-tenth of the same extent five years ago.

Our great success has been in fact owing to the very feeling of distrust which we have referred to in the commencement of this article. What railroads have achieved, was foreseen only by the most ardent minded and sagacious among us. The most sanguine imagination could not have anticipated all that they accomplished. On the part of such persons often, "the wish was father of the thought." They more conservative and cautious,—and these always represent the moneyed classes, dealt out the means for their construction with a sparing hand, requiring in all cases a sufficient stock basis as the security for their loans. The result was, that those projects which had an amount of local strength which promised entire safety to the money sought to be borrowed, could obtain it. The weaker ones were compelled to bide their time, and were postponed till they acquired additional strength, or till an increased confidence in these enterprises, rendered capitalists less choice as to the character of their investments.

To speak more directly, the following has been considered the safe rule for making investments. If those engaged in the construction of a railroad could furnish *one-half* of the means required, the sum was regarded as a sufficient guarantee for the safety of a loan to an equal amount; as evidence that the road was needed by a community that furnish so large an amount and that having so much at stake, those having it in charge, would take good care that it was well managed. When such an exhibit could not be made, the presumption was that the road was not called for, by any existing business; that the project was premature, and would consequently prove unprofitable.

The rule we have laid down, not only serves as a test, by which to determine the soundness of a security offering, but imposes a proper and wholesome restraint up on the wholesale and indiscriminate construction of roads. It has been owing to the observance of this rule, that our great success, and the healthy and prosperous condition of our roads, is mainly owing. It becomes the more important and obligatory, in proportion to the increased strength of public confidence in the profitableness of our railways. Our danger is really commencing. Because all that we have built *pay*, there is great danger that we may work ourselves into the infatuation, that all we *may* undertake *will pay*. The railroad is the agent or instrument of commerce. The condition of success should always exist before attempting to realize it. Railroads can only be built and operated at vast cost, and if we anticipate the wants of a community in the construction, or build them where they are not needed, the most disastrous results cannot fail to follow. Let us preserve what is achieved, and not soil our present success nor mar our projects in construction by overdoing a business which has been legitimately pursued, but which one serious mistake might overwhelm with disaster. Let us cherish and mature what we have, rather than undertake problematical schemes, which may endanger present success, and our prospects for the future.—*American Railroad Journal.*

THE COLLIERS OF ENGLAND.

It was in the early dusk of the evening, that we took a walk with a friend to see the laborers as they came up from a coal mine, where they had been delving from early dawn to that moment, some 300 feet under the surface of the earth. The mouth of said mine was a pit or well, down which, of course, the eye could penetrate, but a small distance.—

The operatives were drawn up in a basket, or car, suspended by a strong rope, after the manner of a bucket in a well, the motive power being a steam engine, which was at work hard by. They came up some half dozen at a time, men, women and children, clothed in rags, besmeared with dust, and black with coal, conversing in a jargon which to us was entirely unintelligible, although they called it English. The friend who was with us (an Englishman,) informed us, that the women were employed chiefly as carriers, that is to say, they carried the coal in baskets from one shaft to another, and up the long ladders that extended from one vein to another, until it was landed at the foot of the "main shaft," whence it is drawn up by steam, as *they* had just been drawn up.—Some of the veins, however, were so low that they could not stand upright in them, and in these cases the burden was placed upon a car, and drawn by a woman creeping on all fours, with a belt about her waist, to which the rope of the car was fastened. He said, moreover, that probably many of these women and children had not seen the sun for months—that the children generally tended the gates, that were placed at intervals in the mines; and that they were for the most part in total darkness.

—He further informed us that so close was the confinement to the mines, that the workmen in *that* mine could not understand half that should be said to them by one from another mine, five miles distant; and he assured us, as a positive fact, that at that very mine, an officer went to arrest a man, and on inquiring of a girl, some dozen years of age, she knew no such man. But on hearing a description of his person, replied, "oh, yes, the man's old Snooks," and that same old Snooks was her father, but she did not know him by his real name. Whether all this were true or not, one thing is certain, and that is, that nowhere upon the face of God's earth, have we ever seen a set of men, women and children, who bore such unmistakeable evidences of stolid ignorance, inordinate labor and utter brutality.—We have been on some plantations where it was evident that the negroes had a "hard master," —but we solemnly declare we have never seen anything to compare at all with these colliers. In all intellectual and physical points of view, the slaves of the south are immeasurably in advance of them.—*Gospel Herald.*

☞ THE FOLLOWING VESSELS have been lost on the Pacific coast within the last three years. We give also, their probable value.

City of Pittsburg burnt in Valparaiso, $200,000; North America, wrecked on Mexican coast, $250,000; Independence, wrecked on Island Margaretta, $100,000; Tennessee, wrecked on Indian Cove, $200,000; Gen Warren, wrecked on Oregon coast, $50,000; Pioneer, wrecked on San Simeon Bay, $75,000; Eudora, wrecked on Oregon coast, $50,000; Com. Preble, wrecked on Oregon coast, $50,000:

The above shows an aggregate value of $925,000; but the amount of property lost, belonging to passengers cannot be estimated; nor can any price be set upon the many lives sacrificed.

OUR COMMERCE.

IMPORTS AND EXPORTS.

An appendix to the report of the late Secretary of the Treasury, communicated to the U. S. Senate, gives some important information relative to our Imports, Exports and Debts. It states that our average annual imports from 1821 to 1826, specie included, were $80,878,340; from 1848 to 1852 they were $181,966,579, showing that they more than doubled in thirty years. That our average imports from 1821 to 1826 were $69,439,785, and from 1848 to 1852, 175,943,360. That in 1821 the tonnage of the United States was only 1,298,958 tons; in 1852 it was 4,138,441 tons, showing that it has more than trebled in thirty years. Next to Great Britain, we have a larger tonnage than any nation in the world, and in five years, at the present rate of increase, we shall surpass Great Britain.

The value of our annual products exceeds three thousand millions of dollars, of which only about $170,000,000 are sent abroad, leaving $2,830,000,000 to be consumed at home by interchange among the States. At least $600,000,000 is thus interchanged in the reciprocal system which prevails between the States of the Union.

The total debt of the several States in 1851 was $201,541,624, which was less by some millions than it had been during the previous ten years. The value of property assessed in the same States was $5,983,149,407, the real value being, however, $1,068,158,779 —a pretty good security, we think for their debts, whether owing at home or abroad.

The above facts relative to our home consumption of home products, will give some idea of the importance of fostering this invaluable trade and exchange between the States, and the meagre consequences of the much boasted "foreign markets."

Facts like these should speak trumpet tongued to the people of this Union in favor of the encouragement and support of our own manufacturers by every prudent and lawful means. Let the same system be pursued by our Government that for a century and a half was pursued by the British Government, and the result would be to make us not only the mistress of the seas, but the greatest manufacturing nation on the globe.

LONGEST TUNNEL IN THE WORLD.

The new York *Tribune* refers to Mr. Derby's argument before the Tunnel Committee of Massachusetts Legislature, and says:

"We are surprised that Mr. Derby, in his speech, made no reference to the long tunnel which the little kingdom of Saxony—a fifth less in extent than Massachusetts, though with half a million more population—has been for many years constructing, to drain the mines of Meissen. The tunnel was in rapid progress four years since, and must by this time be nearly, if not quite completed. It begins at Meissen, on the Elbe, and ends at Ereiberg—a distance of *twenty-four English miles!* So far as we know, this is the longest tunnel in the world."

The proposed Hoosac Tunnel, the construction of which is fiercely discussed in the Boston papers, will be, when completed, 24,100 feet in length, or upwards of four miles. The projectors say it can be finished in five years. This is denied by its opponents, on the ground that shorter tunnels on other roads took a much greater proportionate time. It is estimated that this extraordinary work can be built in the time specified, and for a cost of $2,000,000. The line proposed is no doubt eminently useful to the trade of Boston, and it in the opinion of Engineers the route is practicable, the opponents may rest satisfied that its construction is a "fixed fact."

SPLENDID PASSENGER CARS.

The Michigan Central Railroad Company have just put on their road twenty-two first-rate passenger cars, which have been built in their own workshops, and under the superintendance of experienced builders. Each of these is 61 feet long and constructed not only with reference to their elegant appearance, but with a due regard for strength, durability and convenience of passengers. Each car is intended to hold seventy-two passengers, and the seats in each are the same width as those in the cars of the New York and Erie Railroad, which is a six feet track; the passage way running between the rows of seats is a little narrower, and is the only difference. Each seat will conveniently hold two persons of the largest size, without crowding, and a moderately sized couple can allow a little child of five or six years of age to sit between them; or two ladies in the most fashionable dresses might occupy the same seat without fear of disarranging the folds in each other's skirts. These cars are supported on trucks of the most approved construction for ease, the manner in which the are placed on them giving the body the same easy motion that the traveller perceives in one of Putnam's thousand dollar carriages. The trucks run on six wheels each of the best manufacture. All these cars are provided with fountains to supply passengers with iced water.—*Detroit Advertiser.*

THE SCIENCE OF CANDLE BURNING.

Before you put your candle out, look at it. It has been burning some time unsnuffed, and gives little or no light; the wick is long, and is topped by a heavy black clot, a lump of unconsumed carbon; take the candlestick in your hand, and move it gently from side to side; the superfluous wick burns away, and the candle is again bright. When you ask yourself why this is, you learn that flame is hollow, and it admits no oxygen, which is necessary for combustion; the wick which it surrounds remains unconsumed, and diminishes the light. When the flame, by motion, leaves the wick exposed at intervals to the oxygen of the atmosphere, it speedily burns away. Note the valuable deduction from this fact; the formation of a wick which constantly turns outward, and reaches the exterior air, and so gives us a candle requiring no snuffing. There is much philosophy in the burning of a candle. The wick, you may think, is intended to burn and give light; but this is not exactly the fact. The wick is simply to bring the melted tallow, or oil in a lamp, into that finely divided state in which it is best fitted for combustion. The heat applied to "light" the candle, decomposes into its constituents the same quantity of tallow next the wick; heat and light are produced in the operation, and the heat so produced carries on the decomposition.—*Builder.*

BRITISH PROVINCES.

The copper mines near Halifax are reported to have yielded more encouraging results.

The most important piece of news is from Newfoundland, where Ambrose Shea, a member of the Assembly, was, by a unanimous vote of that body, April 30, appointed a delegate to Washington, for the purpose of promoting the views of the House on the subject of Free Trade between the United States and Newfoundland, to communicate with the British Minister. The Newfoundland *Express* says:

Mr. Shea has all along been the leader in the Free Trade movement, is thoroughly versed in the statistics of our commerce and productions, and is confessedly the ablest financier in the House.

The Attorney General and another member of the Executive Council of Prince Edward's Island, have resigned, apparently from dissatisfaction at the fate of a bill fixing the salary of the former.—*Boston Courier.*

☞ POISONS.—It was Liebig's theory that arsenic proves poisonous not by virtue, so to speak, of its own venom, but by arresting those processes of decomposition and destruction which are always going on among the solids and fluids of the body, as an essential agency of life. Dr. Cockle, of England, in his late pamphlet "On the Poison of the Cobra di Capello," thinks the poison of that serpent acts by promoting unduly those processes. Granting that both are right, the poison of the cobra and arsenic may be quoted as types of two different classes of poison, the septic and anti-septic.

☞ LIABILITY OF RAILROAD COMPANIES IN CARRYING LIVE STOCK.—At Rutland, Vt., in the case of William Kimball vs. the Rutland railroad company, for loss and injury of cattle on the way to Cambridge Market, before the Common Pleas Court, the Judge held that the defendants were not liable as common carriers for the transportation of live stock; that the plaintiff had himself disclosed the existence of a special contract under which the defendants must be liable, if at all, and that the plaintiff was not entitled to recover under his declaration. Judgment was given for the defendants.

☞ THE BALTIMORE AND OHIO RAILROAD Company have decided to abandon the manufacture of Cars and Engines, their establishment being kept up at great expense.—They will divide this work among the various private establishments of Baltimore, and both parties will thus be gainers.

☞ THE LEAD MINES which were discovered a few years ago below Sunbury, Pa., and which were at that time worked to some extent, have been purchased by a company of gentlemen, who intend going into the lead business.

THE COINAGE of the English Mint, during the first three months of this year, amounted to £4,335,358 in gold, and £92,862 in silver.—equal to over twenty-one and a quarter millions of dollars. The greater portion was of gold sovereigns.

☞ MARBELIZED IRON is now coming into very general use, for various purposes—its beauty is greatly admired.