menced their investigation with an impression that it was impossible that the work could be performed at the cost I had stated. They had not thought much, however, about the favorable grades. But when I had discussed all the items of expense, as given in Statement II of the annual report, I found I was getting myself into a difficulty. These gentlemen concluded that the cost was too high, and that they could do it for less! I was very willing to let it go so, although I did not exactly believe it. It was interviews like these, with sharp interchange of opinions, that maintained my confidence.

But there was another feature of no less importance, and that was your constant clamor for more cars. You will recollect how you used to bother me for increased means for transporting your Coal.—At times it seemed as though you never could be satisfied with any arrangement for the distribution of cars, which I could make, and when I offered to let you have your own way about it, you will remember, that you could not do much better for yourselves than I had done for you, as you always came back to me to adjust the difficulty. But, gentlemen, you little knew how much you frequently disturbed me. Many a time have I had to devote hours of the morning to convince you that you were receiving your fair proportion, when all the while I was intensely anxious to know how the bank account was to be made good at three o'clock! But I always found you most reasonable; for however much excited when you came to the office, I was always able to satisfy you that you had or would receive full justice, and you went away in good humor. You little knew, however, the anxious hours which I passed to obtain the additional facilities which both you and the true interests of the Company required. To accomplish this, for several years, midnight usually found me at my desk, engaged in the effort to inspire the necessary confidence to enable the Company to command the means to meet the requirements of yourselves and the public, which for ten years averaged about $1,000,000 per annum! These are the facts. How the duty was performed, I leave to others to decide.

From 1844 (the date of my election) to 1850, all engagements of the Company were met without dishonor. But in January, 1850, about $2,500,000 of bonds fell due. The knowledge of this fact had greatly crippled the otherwise improving credit of the company. A few of these bondholders commenced suit. A successful issue with them would have encouraged others. The bonds were freely offered at less than fifty per cent.—Under such circumstances, to attract new friends with the requisite capital on reasonable terms was hopeless. Old friends were tired, even if their means were not exhausted, by such repeated application for aid. Creditors were frightened, and stockholders confounded with the apparent difficulties. In the emergency, resort was had to the Legislature by application thro' an ingeniously prepared act for relief, by extending, under proper regulations and conditions, the time of payment for twenty years. Conscious of rectitude of purpose, with a clear knowledge that such a measure would best promote the interests of all interested, I bent the most unceasing efforts to attain the required relief, which, as you must remember, resulted in remarkable success. Whatever others may think of the propriety of the act, I well know that no law was ever more beneficial to all the parties in interest. With this happy legislation the financial difficulties of the Reading Railroad Company terminated.

What is now the position of the company? Its credit is perfectly established on a firm basis.—The President sits in his comfortable office, without any cause for the least anxiety about the finances. If he requires money he has but to intimate it and tenders are made on the simple security of the company's note for amounts nearly beyond the requirements—and he has merely to accept the best bids. How changed in a few years! He has also at command 141 locomotives, about 5000 cars, 18 wharves at Richmond, with all other requisite facilities. He thus can meet all your wants, and those of the public generally. He can continue to do so, as his command of capital seems almost unlimited, and he and his Board of Managers, with the assent of the stockholders, have merely to decide on its judicious application. And with equal, if not greater satisfaction, large dividends can be made to the proprietors. Mark the change:

	Coal tonnage.	Mdse tonnage.	Through Pass.
In 1845,	218,711.	17,534	26,424
1855,	2,213,202	154,384	111,822
In 1845, Capital and Debt,			$7,145,412 06
1855, Do.			19,004,180 00
	Gross Receipts.		Net Income.
In 1845,	$394,318		$179,355
1855,	4,321,720		1,345,916

These figures, gentlemen, demonstrate that we Pennsylvanians have a railroad, which for its length, in business and gross receipts exceeds that of any railway in the world. I think I may also assume that in usefulness, transporting, as it does, an article of necessity, it stands at the head of railroads. Some of the details connected with its immense business, would be perhaps interesting. The quantity of water evaporated daily, when in full operation, is 520,000 gallons. Hence you may think, perhaps, that an identity of interest with the Schuylkill Navigation Company is also essential. But that involves a point, if ever the occasion arrives, which I must leave to others to discuss.

The number of wheels required for ordinary repairs was, last year, 6953, with axles, &c., in proportion.

The number of men employed is frequently more than 2700.

The tonnage transported, even for the ordinary repairs, 247,478, (in 1855) exceeds the total tonnage of most of the railroads in the country.

In 1844 the railway from Mount Carbon to Port Carbon was finished. The weak and crooked Mill Creek Branch, which is a track of 3 feet 8 inches, were rebuilt, and thus the cars of the company could run direct to every mine. It is true that by this change many of your narrow cars were thrown out of use but the company supplied you with their own, and this induced a similar change on the part of the Canal Company. Locomotives were soon substituted throughout the region for your expensive and troublesome horse and mule power. You were relieved from a large investment of capital for the transportation of your coal to the principal depots.—Wharves were also erected for you at Richmond, which again caused a similar policy by the Canal Company. Thus has your business been greatly simplified; and this has been the general policy of the company, not only at its terminl, but at all the important stations on the line of the road. The mutual advantages of this liberal policy are best demonstrated by the great growth of the business, and rapidly increasing population throughout the valley of the Schuylkill.

But, gentlemen, I will leave these details, and again refer to the prominent changes in the position of the Company. Its road now forms a portion of a main line from Philadelphia to all the great ports and cities of the West and Northwest with which Philadelphia is now placed on equal terms of communication with New York.—In these important extensions and improvements, I have also taken an active part. Thus, the original design of the enlarged mines who projected, and in their infancy fostered, these great works, has been perfected.

But, gentlemen, it is very far from my intention to assume to myself the merit of having produced these marked changes and results. I claim, merely, to have unyieldingly held to my original determination of devoting all my energies to their accomplishment. But without the generous confidence of a few powerful capitalists, who, in the hour of peril, never deserted me, these efforts would have been unsuccessful. Propriety forbids my now naming them, or I would thus publicly express to them not only my own sense of lasting obligations, but in my humble judgment—yours, as well as that of this whole community!

But, gentlemen, there are those for whose cordial support and co-operation, I cannot refrain from making mention on this occasion; and, first, the present President, R. D. Cullen, Esq., the earlier friend of the company even than myself.

In 1840 he visited this country for the purpose, among other objects, of examining the position and prospects of the company. It was at a period of great gloom and embarrassment. The road, from Reading to Pottsville was unfinished. His comprehensive mind clearly saw the feasibility of the project and the profitable results of its completion. His conclusions and report were most favorable. Had they been otherwise, I will not predict the consequences. Thus early identified with the success of the work, he has, from that day to this, been its firm and consistent friend and supporter. To him, both officially and personally, I beg to express my great obligations.

Next, gentlemen, is my friend, G. A. Nicolls, Esq., the present efficient Engineer and Superintendent, and the oldest officer of the company.—He was present when the first spadeful of earth was removed, as the beginning of a railway from this city to Reading. His first position, then a very young man, was that of rodman. With this work, he grew in position and usefulness. In 1843, when I was a manager, and just prior to my being elected President, he was Chief Assistant Superintendent. On the resignations, that year, of the Chief Engineer and Superintendent, I used all my influence to have Mr. Nicolls promoted to the office of General Superintendent, and Mr. R. B. Osborne to that of Chief Engineer.—Never shall I forget the industry, zeal and wonderful energy displayed by these two gentlemen in the discharge of their difficult and responsible duties. In a few years, I was most reluctantly compelled to part with the services of Mr. Osborne; soon after which Mr. Nicolls assumed the duties of both Chief Engineer and Superintendent. And, gentlemen, there is no part of my official career with the company that affords me more pleasant reflection than this most successful choice of an officer to fill this inestimportant position. In energy, ambition, good judgment; in a nervous anxiety for the safety of passengers, together with an entire devotion to the great interests entrusted to his charge, Mr. Nicolls is at least unsurpassed. Look at the wonderful harmony and system with which this immense business is performed. Remember that with two express and four other passenger trains, and with some fifty other trains, running daily, with what speed, regularity and safety you have been transported. Yet, with all this immense traffic, no family mourns the loss of a passenger once placed under the watchful care of Mr. Nicolls—a result under such circumstances elsewhere unknown.

But he, too, must divide this merit with others; which brings prominently to my mind Mr. J. D. Steele, the able Chief Assistant Engineer, on whom devolves the responsibility of keeping the track, bridges, &c., in the perfect order required for the safe transit of this immense traffic. Under his supervision each yard of track is daily examined. No one hears of a bridge breaking down, as such has his frequent inspection. When one is to be rebuilt, no matter what the length of span, or whether to be reconstructed of wood, or changed to stone or iron, the object is attained without an hour's interruption to a tonnage frequently exceeding 10,000 tons daily, not only without accident, but with such quiet order and system, as never failed to excite an admiration only equalled by his unceasing faithfulness to the company.

In the gigantic operations to which I have alluded, the Master Machinist, James Mulholland, Esq., holds a most important position. The 25,000 wheels (axles, &c., in proportion) must be sound and strong, or the harmony of the whole transportation department is at once impaired, if not destroyed. So also of the locomotives. The immense workshops, too, must also be maintained in perfect efficiency, to meet any sudden emergency. Whatever is required in this department is performed.

There is also the ever-faithful Treasurer, from whom, as you and all others well know, no money is ever obtained without the proper voucher, and the equally attentive Secretary and Auditor, who in his department is unsurpassed, if equalled.

But, gentlemen, I must not detain you in further encomiums on my late fellow officers. I felt it due to them to pay this brief tribute to their valuable services. There are many others to whom I should allude with much pleasure if time and the occasion permitted. I must not, however, forget our friend Mr. Bulkley, whose long services to the Company, and with the faithfulness with which his duties have been discharged, many of you are quite familiar. While I thus acknowledge the faithful performance of them, you, who hold the wharves at Richmond, on one occasion gave him more substantial evidence of your approval.—If, in his anxiety always to give despatch to the cars, he has had occasion so frequently to request or order you to "dump" your cars, as to have so familiarized himself with the use of that word, that he became unmindful whether "dumpage" applied to coal deposited on the wharf or unloaded through the shutes into the vessel, and thus created a little misunderstanding between you and the Board of Managers, he must be excused, as no such word is found in any dictionary, and many minds still differ as to its true meaning.

But, gentlemen, I am detaining you too long on matters about which you have only an indirect interest. I cannot however, leave the subject of the railroad without reference to the great good judgment, practical knowledge and science displayed by Messrs. Moncure and Wirt Robinson, in its location and construction. In this will be found the real basis of its success, and thus to these gentlemen are the proprietors greatly indebted for present prosperity, and the public for the cheapest avenue for the transportation of the cheapest fuel.

But, gentlemen, I shall be unjust to myself, if in this connection I should omit to refer to the gentleman who was the first to impart to me confidence in the success of this great work. I allude to George W. Edwards, Esq., who, at the time of my first connection with the company, held a position of great prominence and influence. To him I was indebted for many enlarged views and for much detailed information of great value. His judgment as to results was based on the most careful investigation, and with the clearest deductions from experience elsewhere. Thus, his confidence never qualified before any difficulties, even if others, deemed them insurmountable. Here I may remark that the estimates of the officers for the cost of transportation, the important element of value in such a railway, have never been exceeded, and these early statements are most remarkable for their accuracy.

And now, gentlemen, having enlarged at great length on subjects connected with the railroad, for which you must pardon me, as this is the first time that I have ever thus alluded to it, we will next consider the great and important traffic in which you are engaged, viz., the production of coal. It is the basis of prosperity, not only to the great work to which I have referred, but also to the Schuylkill Navigation Company, whose history would be equally interesting.

Gentlemen, do you properly appreciate the importance of the traffic in which you are engaged? Coal, by its low cost, its easy and cheap transit, its economy in use, is now not only essential to the domestic comforts of both rich and poor, but must be forever connected with the steam engine, and is thus inseparable from the commerce and manufactures of our country!

Have you ever reflected seriously upon the vast importance to the commercial and financial position of this city? Are you aware that your coal tonnage greatly exceeds that of all the other interests of this port combined?

The following facts will demonstrate that it is so. The arrivals of foreign and coastwise vessels at the port of Philadelphia, including Richmond, in the year 1855, were:

Ships,	213.	
Barques,	202	
Brigs,	113	
Schooners,	436	
Sloops,	1109	
Steamers,	945	
Masted vessels,	11,700	
Boats and barges, chiefly in the coal trade,	18,023	
Total,	30,223	

Of these there were employed in your business at Richmond:

Ships,	22	
Barques,	57	
Brigs,	446	
Schooners,	5267	
Sloops,	481	
Steamers,	80	
Masted vessels at Richmond,	6353	

The exact number of boats and barges loaded with coal I cannot now ascertain, but it must have been a very large proportion.

These facts are better than any comments to show the importance of your trade to the commerce of this city. We may not hesitate to compare it with that of New York.

It has frequently been stated that the tonnage of our port of Richmond exceeds that of the total foreign tonnage of the port of New York. But the coastwise business of our Coal Depot compares most favorably with that of New York. In 1855 the number of coastwise arrivals at that port was 6302. Of these a very large number were laden with your coal.

Let us next consider the influence of your trade upon the financial position of our city. Well do I remember that upon being elected a Director of one of our oldest Banks, in 1839, (the first year of my residence in the State,) with how much interest the Directors, at their semi-weekly meetings, inquired as to the indebtedness of the Coal Trade to New York and New England, from whence there was a constant drain of specie. Thus, they controlled the banking movements of our city. Schuylkill county produced in that year 442,600 tons of coal. Its value at tide water was about $2,000,000, of which not one-half was exported. In 1855, of this, a quantity sufficient to produce more than ten millions of dollars was exported to our neighboring States. Where, let me ask, would Philadelphia stand without this great regulator in her financial position? Why, gentlemen, the total amount of specie held by our city banks seldom equals $4,000,000. Stop your exports of coal for half a year, and what would be the effect even on this city? I will not pretend to demonstrate the result. We may, perhaps, imagine the disparison. We well know that when our neighboring city of New York becomes indebted to foreigners to an extent beyond the semi-monthly receipts of gold from California, an immoderate curtailment by the banks follows, and consequently an immoderate reduction in the value of property. We also know that when our banks become debtors to those elsewhere, and coin is largely demanded in payment, a similar policy must ensue. But it is no part of my design to allude to speculations of finance. We know, however, that you Schuylkill County Operators have poured forth millions of dollars worth of coal, which must of necessity be of great importance in maintaining the financial equilibrium of our city. Is the importance of your position and business duly appreciated? When you apply to our Banks for the usual facilities extended to other general business interests, do you receive your equal share of their accommodations? Do the officers even recognize the importance of your traffic? Do they realize that you must first invest a very large capital in improvements at your mines, wait for your money, perhaps, until the sale of your product at tidewater, and then sell all on credit? It is well known that the importing business is conducted generally by a system of credits. The grocer, the dry goods jobber, and most other merchants, buy as well as sell on credit. Is this difference properly appreciated by our metropolitan institutions? Again, I ask, do you receive your proportion of their facilities according to the nature and importance of your business. No, gentlemen,—you and I know that it is not so—you are compelled to go to other cities for the benefit of your business facilities. Why are you thus dependent? I propose soon to avail myself of an occasion even more private, to endeavor to solve this question. I shall contend that you have the power and the remedy in your own hands. You, who produce an article that is not subject to the caprices of fashion, but one of stern necessity, for which there is no substitute at the reasonable price at which you will ever offer your coal, should be enabled to dictate terms that should soon render your business more independent than any other I know. Silks, wines, sugar, coffee, tea, &c., may be dispensed with, but not so with coal. It was not my intention, however, to allude on this occasion to the difficulties you have thus encountered, or the plan of mode of removing them. I repeat however, that this great interest has not been sufficiently cherished and fostered.

Grant me your indulgence while I briefly call your attention to the coal trade of the world. From the best data attainable, the area of the coal measures of the United States is 133,732 square miles, of which Pennsylvania has 15,437; British Provinces 18,000 square miles; Great Britian and Ireland, 11,860; Spain, 3,408; France, 1,719; Belgium, 518.

The German States also contain and produce a considerable quantity of coal. This mineral is also found in Russia, Asia, Africa, South America, Australia, New Zealand and in some other Islands. But few of these deposits are worked, however, except in Europe and North America.

Here let us glance at the progress in the consumption of this fuel. In Great Britain, in 1845, it was 30,000,000 of tons. I have not been able to refer to tables showing the annual increase, but in 1855, it was 64,453,000 tons.

As nearly as can be computed, it was in 1855, in

Great Britain,	64,453,000
British Provinces,	302,000
United States,	12,235,000
Belgium,	5,500,000
France,	4,500,000
Prussia,	3,850,000
Spain,	600,000
Allow for China, Russia, and elsewhere,	3,500,000
Present production of coal in the world, per annum,	95,000,000

On this continent, Pennsylvania leads in the product of this most valuable mineral. Her production of Anthracite, of which Schuylkill county yields about the half,

Tons	7,100,000 tons.
Bituminous. Eastern Penna., about,	120,000 "
" Western " "	3,000,000 "
Total,	10,220,000 tons.

Or more than one-tenth of the whole product of the world.

Maryland will produce about	750,000 tons.
Illinois, " " "	350,000 "
Ohio, " " "	300,000 "
Kentucky, " " "	200,000 "
Virginia, " " "	175,000 "
Tennessee, Missouri and other States,	200,000 "
Total product of the United States,	12,225,000 tons.

I find, gentlemen, that I have recovered from the embarrassment which you must have seen I felt, when I first began to address you, and I begin to feel, from the notes that I see before me, that you, rather than myself, are to be embarrassed in listening to the remarks which I intended to make. But with you, men of business, useful statistics and well established conclusions may well occupy an hour, even at a convivial meeting. But I will now proceed rapidly.

Let me briefly refer to what you have done in Pennsylvania, in order to furnish such a supply of this necessary article of fuel. We have in daily operation 786 miles of railroad and 858 miles of canals, constructed almost exclusively for this trade, and without which, the capital of $54,000,000 thus invested would be almost unproductive. But to come nearer home. What have you done in Schuylkill county? You have constructed more than 150 miles of railroad under ground, or tunnels. This is a fact which even you gentlemen may not realize without reflection. Only think of it. Why, even in the Atlantic cities a project for 150 miles of railway is regarded as a great undertaking, even when foreign capital is relied upon, by issue of bonds for half the cost. Again, I am informed by one of great experience, that the capital required to be invested in engines, breakers, houses, &c., is, on the average $750 for each 1000 tons of coal produced. Hence there must have been materially more than one hundred millions of dollars invested in lands, and in producing and transporting to market this article of absolute necessity.

I have briefly alluded to the progress of the coal trade of Great Britain. Allow me, for one moment to call your attention to the increase of production in our own State. In 1825 there were produced and sent to market,

In 1825,	34,893 tons.
1835,	174,734 "
1840,	560,758 "
1845,	864,594 "
1850,	2,013,013 "
1855,	3,358,923 "
	6,633,790 "

I have promised more than once, gentlemen, to be brief, and I now will be, while I again admit, with such figures and results before me, I could go on talking all night.

Is it not reasonable to assume that, with the progressive spirit of commerce, and, if you like, of conquest, that coal depots will be established over every portion of the globe accessible to commercial or naval steamers? But, gentlemen, if I proceed with these enlarged views, I shall never stop. I had intended to demonstrate the importance of the iron production, and its identity with that of coal, and to clearly exhibit that coal, as the cheapest fuel, was essential to domestic comforts, to our great manufacturing interests, to our naval and commercial marine in the competition with other nations, and, in short, to our national greatness in peace or in war; but I will conclude by offering the following sentiment:

The great coal interests of Eastern Pennsylvania.—May harmony prevail between each and all, both producer and transporter; but more than all, may the producers soon realize the independent position to which they are by right entitled.

Mr. Tucker's remarks were listened to with great interest, and frequently interrupted by applause. He was followed by Mr. Davis Pearson, who delivered some interesting statements respecting the coal business.

George W. Richards, Esq., made a few happy remarks, highly complimentary to Mr. Tucker, in response a toast to "The present President and management of the Reading Railroad Company."

Frederick W. Grayson being called upon to answer to a toast to the Press, spoke of the great extent and importance of the coal trade of the State, of the distinguished part which Mr. Tucker had noted in promoting its development and prosperity, and closed by urging the necessity of more efficient plan of organization by which the miners, transporters and sellers of coal may be enabled to co-operate, so as to avert the disastrous fluctuations of the market and advance the common welfare of the producers, carriers, sellers and consumers of coal.

John R. White responded to a toast to "The memory of the late John White, one of the pioneers of the coal trade," and subsequently read letters of regret from Messrs. R. D. Cullen, St. Geo. T. Campbell, F. Hughes, Samuel Bell, E. Borda, L. Audenried, B. Bannan, Charles A. and B. Lewis, Hockeker and others, who had been unable to attend the meeting. Other sentiments were proposed and speeches delivered, and after a most pleasant evening the company separated, delighted with the entertainment, and expressing unanimous approbation of the taste and liberality of the Messrs. Ward, who had prepared it.

Miners' Journal.

POTTSVILLE, PA.

SATURDAY, DECEMBER 20, 1856.

REV. DUDLEY A. TYNG, since his resignation of the rectorship of the Epiphany, Philadelphia, holds each Sabbath, at the request of a portion of his former congregation, services in National Hall, Philadelphia. The affair which led to Mr. Tyng's resignation, has caused a serious split in the congregation, although some difficulty existed previous to the delivery of Mr. Tyng's sermon on Slavery, and that address was made the pretext by his opponent's, for urging his resignation. He has however, with him the sympathy and support of many of the old and influential Epiphany members, and it is proposed to build him a church in Philadelphia.

It is unfortunately, ever thus the fate of everything with which the question of Slavery comes in contact. It is an evil blighting in its nature—even to the very altar around which we as fellow Christians, should gather, free from the asperities of the world. True religion however, it is a question which concerns man's future as well as present existence, and we would hold that minister recreant to his high trust, who entertaining sentiments similar to those so ably expressed by the Rev. Mr. Tyng, should hesitate to deliver them in the pulpit, for fear of offending some in his congregation. The ministers of the Revolution, united with their peaceful calling, prayers for the success of the Americans, and even stood shoulder to shoulder with those glorious souls in their efforts to achieve Freedom. We of 1856, are striving for equally as important a result. We demand that the institution of Slavery be not extended beyond its present boundaries; that our virgin Territories be left open to free and intelligent settlers, not polluted by the foot of the slave driver, nor watered with the tears of the driven. In this country we want the Christian religion, with its concomitants—education, social prosperity, elevation of the laboring man, and security of his rights—to progress, not oppression, brutality, immorality and brutish ignorance.—It would be well for the future career of this country, if every minister possessed on this subject, the spirit of the Methodist clergyman in Western New York, who when called to task by some members of his congregation, for denouncing the Rum traffic, for fear of a split, replied that he would speak his sentiments on the subject, if it split his church from the foundation to the steeple. Knowing that he was right—that he was advocating Christianity, by defending Temperance, he did, though like Dr. Tyng he was driven from his church. Such men have existed in all ages. Luther stood alone before the Diet at Worms. Firmness and discretion were the qualities called into exercise in that grand triumph over his enemies. Dr. Tyng will yet occupy a position as victorious in the estimation of Christians and the friends of human virtue and progress.

EDITOR'S TABLE.

THE FARM JOURNAL AND PROGRESSIVE FARMER.—This valuable publication commences its seventh volume January 1st, 1857, with a better standing and brighter prospects than it ever had before. In the volume just closing, in addition to the vast amount of original and selected information contained in its Reading Columns, on all subjects relating to Progressive Agriculture, there are also upwards of sixty handsomely executed engravings consisting of newly patented Agricultural Implements and portraits of some of the finest Stock in the country. The publishers, Samuel Emlen & Co., Seventh and Market streets, Philadelphia, say that they feel amply encouraged to redouble their efforts to make the Journal more and more acceptable to their readers; and shall give their subscribers of 1857 all the benefits of their past experience, as to the Literary, Scientific and Practical Wants of the Farming Community.

Local Affairs.

A Merry Christmas and a Happy New Year.

The Fancy Ball.—The subscribers to this Ball will meet at the Pennsylvania Hall this evening for the purpose of electing Managers.

Exceedingly cold weather has sojourned with us during the present week. At 7 o'clock yesterday morning, our thermometer marked only ten degrees above zero.

The Schuylkill River was much swollen during the early part of the week, by the rains of Thursday and Sunday. Near Philadelphia the lower stories of several buildings were submerged, and other damage done by the sudden rise.

Fair at Schuylkill Haven.—A fair for the benefit of the Methodist Episcopal Church of Schuylkill Haven will be held in Lavan's large room, above the Store, on the corner of St. John and Centre streets, in that Borough, on the 25th, 26th and 27th instant. There should be a good attendance, for the object is worthy.

Masonic Election in Schuylkill Haven.—At a meeting of Page Lodge, No 270, A. Y. M., held Friday, Dec. 12th, in the Borough of Schuylkill Haven, the following officers were elected for the ensuing Masonic Year:—C. C. Zulich, W. M.; Chas. W. Zeller, S. W.; R. Hughes, J. W.; Jno. G. Koehler, Treasurer, and Jno. Kieffer Secretary.

Unsuccessful Burglarious Attempt.—On Saturday last, an attempt was made to break into the dwelling of Philip Nagle in Norwegian street, by forcing the shutters. Mr. Nagle fortunately heard the burglars, and disturbed them. They fled. A night or two before, a dog belonging to Mr. Nagle was poisoned. It was done undoubtedly, to facilitate the robbers in their attempts upon Mr. Nagle's property.

Centre Street was thronged with market wagons on Wednesday morning last. Poultry, pork and beef were abundant at prices more reasonable than our citizens have been accustomed heretofore to pay. The farmers will not be in fault, if we do not enjoy a happy Christmas, and a merry New Year in the meeting line. There is no scarcity in the market of the wherewithal to accomplish such a desirable and pleasant result.

Fishers—Beware "Bricks."—On Sunday last after the rain which poured so heavily during the greater portion of the day, blind from the south-west blew a gale. It tossed the loose leaves on our hills, high into the air, propelling the existence of crazy chimneys, and threatened house roofs. The only damage done, however, was at the residence of Mr. Hellner in Mahantongo street. One of his chimneys was blown down, and falling upon the roof, penetrated to a sleeping apartment below. Fifty or sixty bricks just grazed a bed which was occupied, and fell upon the floor of the apartment. A narrow escape to the occupants.

The Second of the present series of Assemblies came off at the Town Hall on Thursday evening. A larger number of the beaus and belles were present than at the first "sociable," and everything passed off very pleasantly indeed. The last two will be given next month. Before closing our notice, we desire to compliment the Pottsville String Band upon the quality of the music they discovered as an accompaniment to the dancing. We congratulate the members upon the improvement manifested since their organization, and assure them that no better music is needed, than that which they afforded us on Thursday evening.

Christmas.—Thursday next will be Christmas, wonderful and hallowing in its influences. Every body is preparing for the festive scene. Its spirit is already seen in the streets; in the well stocked stores; in the household, where it wells up from the hearts of old and young, and springs to the lips of childhood like natural music, peculiar to this occasion alone. Who is able to calculate the value of the immense amount of pleasure which is afforded to give and recipient at this season. The Christmas gift however small in intrinsic worth, is priceless, according to the motive that prompts its bestowal.

While anticipating the Christmas time, we feel assured that it will abound with pleasantness to all who are capable of the best enjoyment of life. Free in mind and spirit, light of heart, and glad with health, none can fail to secure a good share of the happiness of the occasion. While to others, in the midst of cares, anxieties, and vicissitudes of life, the Christmas time can hardly come and go without shedding along their path some of the genial radiance it should possess for all.

Interesting Lecture.—The first of the series of Lectures before the Young Men's Christian Association, was delivered by the Rev. Dr. F. Hodgson, of Philadelphia, at the Mahantongo street Presbyterian Church, on Tuesday evening last. The subject of Dr. Hodgson's lecture was, progress and conservatism, as developed in the Bible, and was handled by the lecturer in an able manner. It was somewhat out of the ordinary run of lectures to which we are accustomed here, and we regret that the attendance was not equal to the merits of the lecturer. Parents should make it a point to induce the attendance of their children at the rest of the lectures to be given before the Association, and also be present themselves. To young men the course will be highly instructive, entertaining and beneficial.

Within a fortnight, the second lecture will be delivered by Mr. W. C. Wetmore. Subject, Joan of Arc. In the meantime we would suggest to the Association the propriety of issuing season tickets immediately. We do not doubt that their non-issue at the time of the first Lecture, was the principal cause of the slim attendance.

Prescriptions of the Grand Jury.—The Grand Jury made the annexed Report to the Court which commenced its session in this Borough on the 8th instant:

To the Honorable the Judges of the Court of Quarter Sessions for the County of Schuylkill.

The Grand Inquest inquiring for the County of Schuylkill, December Term, 1856, respectfully present:

That they have acted on 67 bills, of which have been found true, and 18 ignored.

The greater portion of the bills were for assaults and batteries. While some of these cases were of an aggravated character, much the larger part were trifling. In the opinion of the Inquest, they have been sent to Court at all.

The Inquest regret to say that they have been able to present but a few bills for the violation of the law of 1856, regulating the sale of intoxicating liquors. It is very apparent that the sale is openly violated, if not totally disregarded, and so far the transgressors seem almost to have a perfect immunity from all accountability.

The constables should pay a little more attention to these violations, because it is a wrong done to the licensed liquor seller, to allow others who do not pay a cent to deal as openly as they do.

The Inquest would recommend to the Commissioners the propriety of procuring a small safe to be placed in the vault of the Treasurer's office, for the safe keeping of the public funds in his possession, from time to time.

The Inquest by direction of the Court, visited the County Prison and offices, and found everything in a satisfactory condition.

All of which is respectfully submitted.

WM. A. HAMMER, *Foreman.*

A Course of Lectures.—After considerable trouble and expense, the 2nd M. E. Church, Pottsville, is prepared to announce to this community a course of lectures for the benefit of said church, to be delivered one during each week for five weeks consecutively, commencing with the first week in January.

The Lecturers engaged are as follows, viz:

Rev. Levi Scott, D. D., Bishop of M. E. Church.

Rev. J. P. Durbin, D. D., Cor. Sec. of M. E. Church, Missionary Society.

Rev. D. D. Lore, late returned from South America and New Mexico.

Rev. Geo. R. Crooks.

Rev. Geo. Loomis, President of Wilmington Female College.

The Rev. Bishop Scott, Lore and Loomis will treat respectively the subjects of Africa, Mexico and China—having recently visited or resided in those localities. President Loomis will also exhibit illustrations of the Domestic and Religious habits and customs of the Chinese.

Rev. D. R. Crooks is well known by his former connection with Dickinson College, as an excellent Scientific and Literary Scholar; and during the several past winters has delivered lectures of the most able and interesting character.

The first Lecture will be by Dr. Durbin, who is too well known as a superior orator to need commendation—Jan. 6th, 1857.

The price of admission will be $1 for the course, or 25 cents for single Lecture. Tickets can be had at Bannan's Book Store.

Military Election.—An election held on the 11th inst., for Inspector of the 1st Brigade, 6th Division, U. M., resulted as follows:

POTTSVILLE.				
1st Troop of Cavalry,	Capt.	G. C. Wynkoop.	17	
Washington Artillery,	"	James Nagle,	38	
National L. Infantry,	"	Henry L. Dale,	18	
Scott Rifle Company,	"	Jno. Lesser,	42	
Washington Yeagers,	"	Myer Strouse,	24	
TAMAQUA.				
Tamaqua Cavalry,	"	McGuigan,		
Jefferson Artillery,	"	Wm. B. Lebo,		
Tamaqua Artillery,	"	D. H. Goodwin,		
Scott Rifle Company,	"	Reinhart,		
German L. Infantry,	"	Louis Beck,		
Jackson Guards,	"	Higgons,	48	116
West Penn Artillery,	"	Zeigler,	No	ele'n.
ASHLAND.				
Ashland Cavalry,	"	Jas. Conner,	10	2
Ashland Artillery,	"	Edw. James,	18	1
Patterson Guards,	"	Jos. Philips,	2	25
Marion Artillery,	"	D. Barron,	No	ele'n.
MINERSVILLE.				
Minersville Artillery,	"	Benj. Christ,		21
Ringgold Rifle Co.,	"	Jacob Werner,	20	6
Jackson Blues,	"	Wm. Hoch,	13	
Mahantongo Inf'y,	"	Douden,	No	ele'n.
Donaldson Rifle Co.,	"	Eltnds,	11	1
Jackson Rifle Co.,	"	J. W. Foster,	18	5
Webster Rifle Co.,	"	Jennings,	13	10
Lafayette Rifle Co.,	"	F. A. Mowery,	23	8
Marion Rifle Co.,	"	Robt. Allison,	23	4
Wynkoop Artillery,	"	Wm. Widdock,	13	14
			362	215
			215	
			147	

Court Proceedings.—A case of unusual interest to Coal land owners and operators, was tried in our Court of Common Pleas this week, involving the mutual rights and duties of Lessors and Tenants of Coal estates. Its importance is greater from the fact that it is the first case of the kind on record in the jurisprudence of this country.

Samuel Silliman, Lessee and Coal Operator, brought suit against Dr. Wm. Wetherill and others, Owners, and Lessors, for breach of contract, in stopping his mining operations at the St. Clair Colliery, in 1851. Damages laid at $20,000.

The history and gist of the case may be stated briefly thus:—In 1845, the owners leased certain veins of Coal on their lands near the town of St. Clair, for Colliery purposes, to Haywood, Milnes & Snyder—said veins to be worked below water-level (they being at the time and for some years previous worked above water-level, by other tenants)—in which lease the tenants were specially bound to provide against interference with the older operations above them. In 1847, Mr. Sillyman, the Plaintiff, took a lease upon these same veins above water-level, prominent in the conditions of which were stipulations that he should so commence and conduct his mining operations as not to interfere with Haywood & Co., by letting the water from his workings in upon them.

But, in the course of the two operations, a portion of Mr. Sillyman's gangway fell in upon the workings below, when the Lessors gave notice to him to cease mining.

The Plaintiff claimed damages get really for the stoppage—on the Coal he was then prevented from taking out, the depreciation in value of his Colliery machinery and improvements, &c. The Defts. pleaded the terms of the lease as their justification—alleging its violation by Mr. Sillyman, first in not working the veins in the manner prescribed, and secondly in his interference with the below water-level tenants.

Nearly four days were occupied in the trial. Verdict for Defts.

Terrible Casualty—Sad Instance of the Danger of using Burning Fluid.—On Wednesday evening about 6 o'clock, the dwelling of Joseph Kimmel,—street superintendent of this Borough—in Third street above Norwegian, was the scene of a horrible catastrophe, involving the loss of life to a young and interesting girl, and plunging a family in the deepest distress. At that hour, a fluid lamp in the hands of Miss Sarah Kimmel, 18 years of age, exploded from some unknown cause. The burning liquid communicated to her clothing, and in an instant she was a mass of flame. At the time of the occurrence she was in the second story front room, with a child four years of age. Had she possessed requisite presence of mind, she might possibly have extinguished the fire, with the bed clothes or a carpet which was in the room. Terror however, deprived her of self-possession. She raised a front window, and tearing a portion of the burning clothing from her person, threw it into the street. Finding that ineffectual, she next sprang for the stairs communicating with the front room of the first story, down which she fell head first, and rolled, a burning mass, upon the floor at the foot. Frantic with agony, she gained her feet, and running rapidly past several members of the family who were in the back room, she reached the yard, down which she staggered, until she fell powerless and overcome, at the rear end. Her father, mother and brother followed, and in endeavoring to rescue her, were severely burned. The poor girl died in five minutes after, undoubtedly, from the effects of inhaling the flames. Her body presented a shocking spectacle. The skin peeled from it; her hair was completely burned off, and her features were so distorted and blackened as to defy recognition. Miss Kimmel was shortly to have been married. The family suffer much mental as well as physical distress in consequence of the sad occurrence. Mrs. Kimmel alone has been in a dangerous condition.

Although many families have discontinued the use of camphene and burning fluid, both are too much used. In many of their properties, they are as dangerous as gunpowder, and have brought in the aggregate in this country, almost as much death and misery in their train. No family should permit a camphene or fluid lamp, filled with the destructive stuff, to be carried lighted about the house. Warnings of the danger attending their use, are so frequent,—so terrible, as shown in the above heart-rending case,—that we wonder at the necessity which demands of the press reiteration of its oft repeated cautions.

St. Nicholas's Visit.—The following lines though old, improve with age, and will we are sure, be re-perused by our young readers, with pleasure. They are spirited, and picture with vividness, the scene which occupies the imagination of every juvenile, as he hangs up his stocking; lays his restless body on his couch, while visions of sugar plums fill through his head:

'Twas the night before Christmas, when, all through the house,
Not a creature was stirring, not even a mouse;
The stockings were hung by the chimney with care,
In hopes that St. Nicholas soon would be there;
The children were nestled all snug in their beds,
While visions of sugar-plums danced through their heads;
And mamma in her kerchief, and I in my cap,
Had just settled our brains for a long winter's nap—
When out on the lawn there arose such a clatter,
I sprang from my bed to see what was the matter;
Away to the window I flew like a flash,
Tore open the shutters and threw up the sash.
The moon on the breast of the new-fallen snow,
Gave the lustre of mid day to objects below;
When, what to my wondering eyes should appear,
But a mini