SINKING FUND.

By the last report, the sinking fund consisted of $5,000 of the loan of 1832, and 12 shares of common stock, at per $500, which had cost $5,990. During the year, a certificate of loan of the Catawissa and Erie Railroad Company for $1000 has been received in settlement of a debt, and added to the fund, making the nominal amount of it at past $6,990, at a cost of $4,717 14.

ON THE BOAT AND CAR EQUIPMENT.

The trustees of the Boat loans have purchased in 1857, two steam tugs, for towing vessels and boats on the Schuylkill; one locomotive engine, for hauling cars at landings; 32 canal boats and 422 coal cars.

All the obligations given for the purchase of boats and cars, have been met as they matured, and the interest on the Boat loans has been punctually paid. But, it is with great regret that the Board found the funds received by the trustees from the leases of the boats, would not, in addition to such payments, meet the instalment of the Boat loan of 1850, due on the first of November last.

It was not deemed proper to attempt to borrow the money in the then state of the money market; and it was received to ask the indulgence of the loanholders, until the opening of business in 1858, to enable the trustees to discharge the debt, from the receipts properly belonging to the trust. It is expected that this may be accomplished on the first of May next.

The state of the Boat trusts is given in the accounts herewith submitted; it exhibits a large surplus over the liabilities of the trusts, which, on the final closing of the trust will be the property of the Company; the revisionary interest in this property, it will be seen, has, by way of a rent for it, been relied upon for securing the payment of the floating debt.

OF THE CONNECTION OF THE WORKS.

The Report of the Chief Engineer, which is presented with this, gives clear and detailed statements of the work done under his directions, both of permanent and current kinds, with reference to such repairs, &c., as will probably be required during the present year.

His long connection with the Company, and his experience, and faithfulness in its service, give great value to his statements and suggestions.

Threatened, as we were, at the breaking up of the ice last spring, with extensive injury, it will be seen that the whole cost of the repairs of such damages amounted to only $5,852 79.

The whole of the immense business of the year has been done with but few accidents and interruptions, and they of but little moment. Much of this success is attributable to the carefulness, attention, and skill of the Engineer, his assistants and local officers. The General Superintendent and his assistants, have also managed the receipt and shipment of coal, and the distribution and working of the cars, so as to give very general satisfaction to all dealing with the Company; and it will be seen, with pleasure, that the arrangements and conducting of the business, have diminished the cost per ton for car and landing expenses, as compared with the year 1856.

The wharves at Greenwich Point, on the Delaware river, leased by the Company, have not yet been used to their full capacity. The branch of business they are intended for, is gradually increasing by canal; and although it is not probable that it will, for some time, equal that which can be carried on directly by boats, without re-shipment, these wharves enable our customers to enlarge and diversify their trade. The shipment from them has been, so far, satisfactory, and, when fully occupied, they will be made self-supporting, and probably, at a lower rate than is now charged for receiving and shipping coal.

In order to correct an impression that prevails to some extent, we would state that these wharves have not been built at the expense of this Company; our only interest in them has been entirely for fixtures and machinery for doing business, a large proportion of which would be available elsewhere, should the parties to the existing arrangements find it expedient to make any change at the expiration of the leases.

GENERAL BUSINESS.

The affairs of the Company now stand on a very different footing from that occupied in 1837. Then it held practically a monopoly of the Schuylkill coal trade, and the business had but little detail; now, the trade is complicated by changes which have come of with the railway system, and the Company is obliged to furnish coal cars, landings, boats and shipping agents.

These changes have called for an increase of officers, who require skill, industry, and integrity, and the Company has been so fortunate as to secure, in its Treasurer, Secretary, collectors, clerks and boat agents; those who feel a lively interest in its service, and attend faithfully to their duties. They are entitled to our commendation, and we thus give it publicly and cheerfully.

We submit the usual abstracts of accounts and statements of tonnage, and hope that the management of 1858 may be able to present to you an equal or greater total of business, with a more profitable result.

By order of the Managers. F. FRALEY, *Pres't.*

Office of the Schuylkill Navigation Co., January 2, 1858.

PLAN FOR FUNDING THE FLOATING DEBT OF THE SCHUYLKILL NAVIGATION COMPANY.

WHEREAS, by the construction of docks and landings, and the acquisition of other property, both real and personal, for the enlargement of the works and the increase of the facilities for doing business thereon, the Schuylkill Navigation Company has incurred a floating debt which it is expedient to discharge as early as practicable; therefore,

Resolved, That the sum of four hundred thousand dollars be raised by the sale of six per cent. bonds, upon the following terms and conditions—which sum, when raised, or so much thereof as may be necessary, shall be exclusively applied to the payment of said floating debt.

First—The said bonds shall be designated "Funding Bonds," and shall be issued in sums of one thousand dollars and five hundred dollars each, and be payable to bearer, with coupons for the interest attached thereto. The interest shall be payable at the Company's Office, semi-annually, on the first days of May and November, and the principal shall be payable on the first day of November, A. D., eighteen hundred and seventy.

Second—For the payment of interest on said bonds, and the re-imbursement of the principal, the trustees of the Boat and Car loans of the Company shall charge the Company, as rent for the use of cars, the sum of five cents per ton for every ton of anthracite coal carried to, and shipped for transportation by way of the canal and works of the Company, which sum of five cents per ton shall be paid over weekly to said trustees by the Treasurer of the Company, and by them specially deposited in bank for the purpose of paying the interest on, and providing a fund for the reimbursement of the principal of said bonds.

Third—Semi-annually, on the first day of May and November, or oftener, if they shall deem it proper, the said trustees shall ascertain what sum, beyond the interest on said bonds, has been raised by the receipts of the said five cents per ton, and any investment thereof; and thereupon, from time to time, they shall purchase with such excess, either the bonds hereby authorized or certificates of any of the other loans of the Company, whichever in their judgment and discretion will best tend to provide a fund for the extinguishment of the bonds hereby authorized, when they shall become due and payable; and whenever any of the said bonds, or certificates of any of the other loans of the Company are purchased, they shall certify the amount and cost of the bonds or loans so purchased, to the Board of Managers, who shall thereupon direct the Treasurer to carry the cost of the same to the credit of the dividend fund for that year.

Fourth—In case, at the time fixed for the payment of said bonds, any part of the fund for the reimbursement thereof shall be invested in certificates of any of the other loans of the Company, such certificates shall be sold by said trustees, and the proceeds, or so much thereof as may be necessary, be applied to the payment of said bonds, and the remainder of such certificates, if any, be transferred to the Company; and the said trustees shall have full power and authority at any time to sell any of the certificates of any of the other loans of the Company, which may have been purchased for said fund, and apply the proceeds of such sale to the payment of the bonds hereby authorized, if they shall deem the same advisable, for securing the payment of the principal of said bonds, on the best terms for the Company.

Fifth—Sealed proposals will be received at the office of the Company, from stockholders and loanholders exclusively, until noon on the twentieth day of January, A. D., 1858, for the purchase of said bonds. Such proposals to be endorsed "Proposals for Loan of 1870," and must state the sum the bidder is willing to give for each one hundred dollars of bonds, and the amount thereof that he will take at the price bidden. No bid will be received for a less sum than five hundred dollars of bonds, and it is Managers reserve the right to accept or reject the whole or any of the bids, if the whole amount to be raised is not bidden for on terms satisfactory to them. All accepted bids shall, however, be placed on the footing of the lowest accepted bid. But if the amount required to be raised be not obtained from accepted bids, the Managers shall then sell such an amount of the said bonds as will make the same, at such time and for such price and terms as they may deem best for extinguishing the floating debt.

Sixth—Payment for said bonds will be required to be made as follows:

Twenty-five per cent. on the first day of February; fifty per cent. on the first day of March, and twenty-five per cent. on the first day of April, 1858, or at the option of the bidder, the whole amount will be received on the first day of February, 1858.

On the completion of the payments, the interest will be adjusted to the first day of February, 1858, and the bonds be issued bearing interest from that date; the first coupons for interest being payable July 1, 1858.

STATE OF THE COMPANY, DECEMBER 24, 1857.

LIABILITIES.

Capital stock,	$1,838,057 00
Preferred Stock,	2,727,149 00
Mortgage Loans of 1872,	1,176,783 03
do do 1882,	3,980,427 62
Bonds and Mortgages,	56,936 50
Ground rent on office building.	23,000 00
Ground rent on wharf and lot at Fairmount,	9,775 50
Bills payable,	12,625 54
Floating debt.	384,850 00
Interest on loans to July 1, 1857, payable in stock and loan,	8,362 82
Interest on loans to January 1, 1858, inclusive, payable in cash,	126,629 57
Dividends unpaid,	9,852 06
Debt due to sundry persons,	5,185 19
Contingent fund,	119,180 50
Sinking fund,	4,717 14
	$11,232,852 07

PROFIT AND LOSS ACCOUNT.

Balance from 1856,	$130,506 48
Tolls for coal, &c., 1857,	848,171 42
Rents, real estate & water power,	37,217 45
Rents of office buildings,	3,241 37
Interest and discounts,	15,615 08
	$986,551 85
DIVIDEND, PREFERRED STOCKS.	
Dividend preferred stock,	$137,387 50
Expenses of all kind,	311,560 14
Interest account 1857,	411,566 56
	$860,513 70
Balance,	68,538 15
	$11,301,290 22

ASSETS.

Cash,	$39,077 05
Loans payable on demand,	21,110 27
Bills receivable,	27,267 16
Bonds and Mortgages,	9,157 00
Tolls unpaid,	4,488 48
Rents unpaid,	18,571 10
Debts due by sundry persons,	35,542 84
Advances to Chief Engineer for purchase of materials, etc.,	22,720 57
Stocks & loans held by President in trust,	99,937 49
Investments of contingent fund,	110,900 00
Investments of sinking fund,	4,717 14
Real estate, Walnut street,	75,903 25
Real estate, Fairmount Bridge,	25,544 93
Real estate, Twenty-fourth Ward,	57,173 12
Real estate, Schuylkill Haven,	5,122 25
Other real estate purchased since 1852,	20,073 94
Wharves at Greenwich Point,	53,427 97
Union Canal Company, payable in preferred stock,	$12,000 00
Less balances of unsettled tolls,	1,242 41
	10,757 59
Doubtful debts due to Company,	22,742 28
Balance being the cost of the works and estate of the Company, except as above stated, to this date,	10,692,854 79
	$11,301,290 22

STATE OF THE BOAT TRUSTS, DECEMBER 24, 1857.

ASSETS.

Railroad cars,	$501,168 43
Locomotive engines,	25,980 00
Due from lessees of boats,	219,223 04
Cash,	70 90
	$746,442 36

LIABILITIES.

Boat Loan of 1850,	46,061 00
Boat and Car Loan of 1854,	189,774 52
Bills payable for boats and cars,	218,748 48
	$454,584 00
Surplus of assets,	$291,858 36

"WELL DONE, GOOD AND FAITHFUL SERVANT."—During Gov. Pollock's administration, the State debt of Pennsylvania was reduced $2,221,777 81. Including the sale of the Main Line, the debt has been reduced *ten millions of dollars*. A great example for the incoming Administration. We hope upon the retirement from office of Mr. Packer, that he may be able to present as favorable a report of his stewardship.

GEN. WALKER'S appeal to the people has appeared. It is not worth publishing. It is regarded at Washington, as lame and impotent.—It is impudent, certainly. It has not the merit of plausibility. His friends or backers—for they are rather backers than friends—will learn from it the lesson, by which it is hoped they will profit, that he cannot be trusted to plead, any more than to fight, his own cause.

Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 16, 1858.

WHERE WILL IT STOP?

Gen. William Walker made another attempt upon Nicaragua; was incontinently stopped by Com. Paulding to the complete disgust of Mr. Buchanan and his party; returned a second time to this country to experience a quantity of manufactured sympathy, and has been lionized at Washington as if he was a victor in his country's battles, in place of being a pirate, a murderer.—That *he* has the sympathy of the President and the leading members of the Democratic party, cannot be denied, notwithstanding the recent message of the President on Nicaraguan affairs. State papers of the Executive or of the Departments, have no weight, when members of the party proclaim, as has been done in Congress, and as was more boldly done at the late Eighth of January Democratic supper in Washington city, that the policy of the party, and the chief aim of the Administration, is the acquisition of Cuba, Nicaragua, and all Central America, at all hazards and by all means. Mr. Buchanan has been forced into the expression of right doctrines on this subject by the pressure of the honest sentiment of the North; but the sentiments of the Administration are really those enunciated by the Washington *Union* and other Pro-Slavery papers, to the effect that Nicaragua must be annexed to the American Union, by fair means if we can; by foul if we must. Hence the sympathy extended to a man who should if he obtained his deserts, dangle at the end of a rope, in place of experiencing ovations, and attentions from the Government, that are derogatory to its dignity and independence.

In the career of this man, successful comparatively, inasmuch as he escapes merited punishment, there is much to make every American blush that he is a citizen of a country, any portion of which will defend Walker's buccanier exploits. The South having in view its policy of extending its slave territory, would land Walker or any other pirate, were his exertions successful in extending the area of its possessions with the "peculiar institution."

It may be asked where will this aggrandizing policy stop? Civilized nations have in succession, abolished slavery in their possessions.—Russia is ameliorating the condition of her *serfs*. Every other nation is making rapid strides in civilization. We alone are stationary, if not actually receding, while the cry of the slave owner is, *more slave territory!* It cannot be that the American people will permit any unjust acts on our own, or on the soil of friendly nations; but that the great mass apart from party predilections, will indignantly frown upon all attempts to subdue the will of the majority in Kansas, or seize upon the possessions of contiguous nations. "Fair play is a jewel," and we hope to see it exercised by even the Pro-Slavery party, in its avaricious, arrogant graspings.

LOCOMOTIVE COAL BURNERS.—They are on the increase in the country. We see that the Baltimore and Ohio Railroad Company has made a contract with Messrs. Dobbin & Warfield, proprietors of the Hampshire Coal and Iron Company, for a supply during 1858, of over 100,000 tons of Coal, for the use of the locomotives on their road. The period is not distant when Coal as an economical fuel for locomotives, will be in general use in this country.

PRINTER'S NEWS LETTER.—This is the title of a new Monthly published in Philadelphia by "Chichester & Co." The publishers state that it "is designed to be the organ of the entire profession." The *News Letter* is neat in appearance.—Of its usefulness we shall be better able to judge as it grows older.

EDITOR'S TABLE.

THE LITTLE PILGRIM, edited by Grace Greenwood, and published by L. K. Lippincott, 132 South Third street, Philadelphia, at 50cts. per annum, has entered its 5th volume. The Little Pilgrim is an excellent publication and should be in every family. It is admirably calculated to influence youth in the right direction.

THE LADY'S HOME MAGAZINE.—The February number of this high-toned publication upon our table. We always welcome the Home Magazine, for the mint of good things it contains. The illustrations of the February number are fine, and the literary matter, interesting and unexceptionable. We again urge every family to receive regularly this interesting visitor. Price of subscription, $2 in advance. Copies to be obtained at Bannan's.

THE TRIBUNE ALMANAC.—It would be impossible we think, to invest twelve cents more profitably, than in the purchase of a copy of this Almanac. In addition to astronomical calculations and calendars for 1858, the Almanac contains a compilation of statistical and political information, of the utmost importance to every citizen. Those who have not this invaluable publication, should procure a copy. The Almanac can be obtained at Bannan's.

GODEY'S LADY'S BOOK for February, is a brilliant number. "The Old Stile," the principal engraving, is one of the finest Godey ever published. This number also contains a Slipper Pattern, worth double the price the Book costs. There are also Fashion Plates, and innumerable smaller engravings. The literary matter is excellent, while the bit of original music in this number entitled, "The Last Rose of Winter," is unexceptionable. We must continue to compliment Godey upon the "Book." It is deservedly *the* favorite of the ladies of the country. Copies of the February number can be obtained at Bannan's.

Local Affairs.

Henry Hahn, Esq., of Tamaqua, has been reappointed Notary Public. We note the fact with pleasure.

A visitor to Ashland complains of losing an overshoe in the mud, of one of the streets.—Not the first "rubber" lost in Ashland, we presume.

Tunnel Colliery, in the Ashland Region, is undergoing extensive repairs under the superintendence of Mr. Geo. S. Repplier, its present owner.

We are requested to say, that any person desirous of effecting insurance in the York Mutual Fire Company, will be attended to by leaving a note for T. A. Godfrey, at Feger's Hotel, Pottsville.

Charge of Larceny.—On the 10th inst. Squire Reed committed Wm. Yost to prison, in default of bail, to answer the charge of stealing $112 in gold, silver and notes, from George Scholtz of this Borough.

George D. Haughawout, Esq., Attorney at Law, has removed from this Borough to Scranton, where he will prosecute the practice of his profession. We commend Mr. Haughawout to the kindly notice of the Scrantonians.

Our new Treasurer, Maj. Wm. Bickel, has entered on the duties of his office. He has appointed Peter F. Mudey, Esq., Clerk in this office. This is an excellent selection, as Mr. Mudey is a good accountant and well qualified for the station.

At a Special Communication of Ashland Lodge, No. 394, A. Y. M., held Dec. 24th, 1857, the following officers were installed for the ensuing year:—D. J. McKibbin, W. M.; W. Reifsnyder, S. W.; J. Jr Conner, J. F.; J. W. Bancroft, Treasurer; Wm. Levy, Secretary.

Samuel Harts, Esq., of this Borough, has been appointed Notary Public. It was not generally known that there is a law in existence, authorizing the appointment of three; but such is the fact. We congratulate Mr. Harts upon the fact of his appointment. It is merited.

The Lebanon Valley Telegraph is completed, and persons can now send despatches to Harrisburg *via*, Reading, from this Borough, and to intermediate points, at a reduced rate of tolls. Further information will be afforded by Mr. McCauley, the courteous operator at this end of the line.

Last week we stated briefly, that at the time of going to press, the Columbia House, Tamaqua, was on fire. We since learn that the house was badly damaged before the flames were extinguished, but that it was not totally destroyed. Our sister Borough has been rather unfortunate in the fire line of late.

A Concert was given in Ashland on Wednesday evening last, in the Catholic Church building, the receipts of which will be devoted to purchasing an organ for the church. The performers on the occasion were Prof. Becker, Dr. McKibben and wife; F. B. Wingert and sisters, and Mr., Mrs. and Miss Heneasey. The audience was large, and the performers did themselves great credit.

Suffering in the County.—There is much suffering in the vicinity of Mount Pleasant and Monterey Collieries, this County, in consequence of the depressed condition of business. We hear of families that have been three days without food. This state of affairs is not in consequence of improvidence on the part of the sufferers, but really from want of work. They are willing to work; but they can get nothing to do. Persons wishing to make any contributions to these really deserving objects of charity, by leaving what they may desire to give, at this office, can rest assured that it will be dispensed faithfully, for the relief of the suffering poor of these districts.

The Third Assembly of the season came off at the Town Hall on Thursday evening. It is decidedly the most brilliant one so far, of the winter. The attendance was excellent, and all appeared to enjoy themselves. The stringed band has improved very much. Its music was excellent. If more variety could be introduced into the programme, nothing would be wanting to perfect these terpsichorean reunions. An occasional mazourka, schottische or polka quadrille would relieve in a great measure the tedium which must necessarily, cling to a programme, embracing almost exclusively, plain quadrilles. The last Assembly of the series we presume, will be even more pleasant than its predecessor.

Cressona Literary Institute.—The exercises of last Tuesday evening were, a lecture by M. Mortimer, "America and its Destiny;" a reading by E. R. Silliman, "Settlement of Plymouth;" and a discussion upon the query, "Should the proposed Railroad to the Pacific be built by the United States Government"—Hosteford and Regan affirmative, Hasel and Albright negative. Mr. Charles Froly volunteered upon the affirmative.—Decision in the affirmative.

The exercises for next Tuesday evening will be, a Lecture by C. E. Hosteford; Reading by W. F. Kitchen; Question, "Should the present Neutrality Laws be Repealed"—Mortimer and Miller affirmative, Hasel and Silliman negative.

The mildness of the weather is a subject of general remark. The present January has so far, been as less severe than the preceding January for several years past. Yesterday afternoon snow commenced falling, without much prospect however, of it being heavy. Annexed is our meteorological record for the week:

P. S. & V. THOMAS'S OFFICE, Pennsylvania Hall, Pottsville.

	A. M.	P. M.	P. M.	
Sat.,	Jan. 9—20°	34°	34°—snow.	
Mon.,	" 11—40	55	55—rain.	
Tues.,	" 12—42	44	34—cloudy.	
Wed.,	" 13—36	45	41— "	
Thurs.,	" 14—36	43	30—clear.	
Fri.,	" 15—32	36	38—rain.	

The average of the thermometer this week, is higher than it was the last week in November, 1857. Remarkable fact.

Silver Creek Literary Association.—At the semi-annual meeting of the committee of the above Association held in the Library room, 4th inst., the following resolutions were unanimously adopted:—

Resolved, That the liberal manner in which the Hon. James H. Campbell has furnished this Association with books and other documents, deserves the praise and warmest thanks of every member of the Association.

Resolved, That a copy of this resolution be forwarded to the MINERS' JOURNAL for publication.

Question for Tuesday evening, Jan., 19th inst., "Is the United States Government justifiable in taking the land from the Indians in the manner which they do?" Affirmative, Griffith T. Jones, Richard Wielack. Negative, William Wielack, Charles Taylor.

An Exhibition of Rattling Run Sabbath School was held on New Year eve. The children have made much improvement in a few months. The exercises were opened with prayer, and the children sang a hymn. The audience listened to an address entitled "The Welcome," after which several very interesting selections were spoken; also dialogues. At intervals select hymns were sung. The singing was good although led by a girl scarcely nine years of age. Attention was particularly drawn to some German scholars who have been but a few months in the English school. Their rapid improvement deserves great praise. The exercises were closed with prayer, and the parents and friends of the children left highly gratified and bestowing blessings and thanks on their kind preceptor Mr. Thomas Millette, Teacher of the Common School. The supervision of the exhibition was under the charge of the superintendent of the Sabbath School, and the teacher of the Common School of Rattling Run.

Tremont Literary Society.—C. L. Pinkerton, Esq., lectured to a crowded audience on last Tuesday evening. The subject, "Knowledge is Power," was treated in an interesting and able manner. Mr. Williams followed with the reading of a poem—"The Beauty of Liberty"—which was listened to with marked attention. Debate then ensuing, the question, "Which deserves the greater praise, Washington or Lafayette?" was discussed at considerable length and with unusual interest, by Messrs. Williams and Pinkerton, in the affirmative, and Messrs. Paley, Drake and others, in the negative—the decision of which latter, the question was decided. The order of exercises for next Tuesday evening will be as follows: Reader, Thos. B. Walker; Lecture by James Foley. Question—"From which do we derive the greatest benefit—our Animal or Mineral resources?" *Affirmative*—Thomas Foley and John R. Dalliny. *Negative*—Jacob H. Wertley and Jacob Gruber.

Reading Railroad.—On Monday, the winter arrangement for the passenger trains on the Philadelphia and Reading Railroad, went into effect. The same time tables that were in force during the two preceding winters—and which reduced the speed of the train twelve minutes between Philadelphia and Reading, and *eight* minutes between Reading and Pottsville; making *twenty* minutes in all—again govern the running of all the trains except the *up, morning train*, from Philadelphia, which continues to run by the present time-table, in order to make the connection with the westward train upon the Lebanon Valley Railroad. The hours of leaving Philadelphia and Pottsville remain unchanged.

The trains pass Reading, under this arrangement, at the following hours:

For Philadelphia, at 9.13 A. M. and 5.43 P. M.
For Pottsville, at 10.10 A. M. and 6.22 P. M.

The hours of arrival at Philadelphia and Pottsville, are twenty minutes later, viz:—Arrive at Philadelphia at 11.55 A. M., and 8.25 P. M. Arrive at Pottsville at 12 M., and 8.15 P. M.

R. J. Schoener at his Family Flour, Grocery, Tea, and Fruit store in Murphy's Buildings, Centre street, has among other articles for sale, Indiana White Wheat Flour, Tennessee and Pennsylvania superior and best Extra, in whole or half barrels. Refined White and Brown Sugar, Fresh Roasted Coffee, Black and Green Teas, New Dried Apples, Peaches, Cherries, Pears, Citron, Raisins in whole, half or quarter boxes, Celery in Bunches, Maryland Hominy, Paper Shell Almonds, Fresh and Pure ground Spices, Fresh Butter and Eggs, Havana Sweet Oranges, Malaga Lemons, Extra article of Cranberries, a superior article of Pickles in Cider vinegar, by the dozen or hundred; also, a superior article in Salt water, Mackerel, new, No. 1, 2, 3, Herring, Russet-coated Apples, Pippins, Hollerwaller Apples, Fresh Fruits and Nuts, as follows: Shellbarks, Almonds, Cream nuts, Grenoble Walnuts, Hazle nuts, Pecans Figs, Dried White Beans, Extra article of Apple Butter, Atwater's Celebrated Mince Meat, direct from the manufacturers, a great deal sold is imitation, Soap and Candles, Seedless Raisins, Potatoes, Crackers and Cakes, Cheese, Starch, Rice, Pennsylvania Corn Meal, Bethlehem Buckwheat Meal, and all the necessaries of life.

The Literary Society.—As usual, a large and intelligent audience assembled this week to witness the exercises of the Society. Mr. Ellis delivered a Lecture—a finished composition—entitled, "The claims of our country on her educated men." It received as it merited, the warmest approbation of the auditory. A reading by Mr. Bohn was next in order. The selection—satirical in style—was read effectively. A debate then ensued on the question, whether the discovery of America has been injurious to the African. Affirmative, Messrs. Poole and Gowen—Negative, Messrs. Thompson and Simpson. After an interesting intellectual tournament, in which the gentleman named, participated, the question was decided by the President, upon a division on the part of the judges, in the negative.

We have strong hopes, in consequence of the unusual interest manifested this season in the *Literary Society*, that the day which will see the laying of the *corner stone of a Public Library* building in Pottsville, is not far distant. That it is one of our greatest wants, intellectually, is undeniable.

For next meeting—Lecture will be delivered by A. F. Dolson; Reading by Lin Bartholomew. Question—"Was the conduct of Com. Paulding, in arresting Gen. Walker, justifiable?" Affir., J. Y. Wren and Jno. T. Boyle—Negative, Wm. D. Hodgson and J. M. Wetherill.

Proceedings of Borough Council.—A stated meeting was held, Tuesday evening, Jan. 5, 1858. Present, Messrs. Heffner, Evert, Derr, Kinsley, McBarron, Fellnagle, Nice, Shertle, Kaercher, Shoener and Hoover.

Minutes of previous meeting read and adopted.

The Street Committee reported Market street culvert finished, and was discharged; reported Church Alley finished, and was discharged; reported planking Norwegian Creek, and curb at Church Alley finished, and was discharged.

Special committee on damages claimed by J. Trough, report against the same.

Special Com. on re-auditing the Treasurer's account to 5th May, 1857, was continued.

The Clerk reported a statement of accounts due the Borough, amounting to $4,322 24, which was referred to the Com. on accounts.

The list of unseated property returned by J. Seltzinger, was referred back to him.

On motion G. Lively was discharged as watchman for Borough, and Henry Lindermuth was appointed in his place.

E. A. Holt's bill was laid on the table.

The following bills were ordered to be paid:

C. Worman and others,	$100 50
Adam Shilling,	69 25
Peter Hellenthal,	422 74
Watchman,	124 00
James Focht,	22 14
Henry Boyer,	29 38
Bright & Lerch,	10 16
Joseph Kimmel,	3 60
Gas Company,	252 20
S. Hartz,	15 00
Saml. Lewis, on Act.	75 00

A Beautiful Phenomenon.—On Friday evening, 8th inst., the attention of our citizens was arrested by a bright appearance in the northern heavens, somewhat similar to the silvery line that is sometimes seen in the west at this season of the year shortly after sunset. It was about seven o'clock when this boreal phenomenon was first visible. Its first appearance was that of a luminous cloud, but evidently transparent, from the fact that the various stars in the constellations in that region of the sky were not in the least obscured by it.

The form of this peculiar light was quickly elongated from the centre, eastward and westward, until it spanned the northern heavens like a silvery bow, rising at its greatest altitude about thirty degrees above the horizon at the pole, and embracing within its visible segment all the principal stars in the constellation of Ursa Major, the Great Bear. The average width of this singular bow in the winter heavens was about six degrees, or near twice the measurement of the belt of Orion.

In hue and brilliancy it was strikingly similar to the misty rings that sometimes encircle the moon, which are usually regarded as ominous of a fall of snow; a feature, by the way, which may not be inappropriately ascribed to the phenomenon now under consideration, as the reader will readily judge from the state of the weather on Saturday morning.

The light referred to will be voted *aurora borealis*, of course, and that it was *lumen boreale* (northern light,) none can doubt; but the query from our cotemporary, the Philadelphia *Press* is, what had it to do with the snow which succeeded the cloudless sky in which it appeared, within the brief space of a few hours after its disappearance?

The attention of the scientific to this probable barometrical property of the *aurora borealis* might lead to important results.

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers respectfully submit the following statement of the business of the past year, with the Treasurer's general balance sheet of the affairs of the Company, made out in the usual form, for facility of comparison with those of former years.

Here comes in a statement in great detail, which we condense as follows:

Receipts of the Road—

Travel, 291,679, equal to 107,039 through passengers,	$297,834 36	
Freight on merchandise, 187,617 tons,	229,983 76	
Freight on coal, 1,709,691 tons,	2,412,923 37	
United States Mail, and sundries,	55,018 07	
	$3,005,521 56	
Gross Receipts.		
Working expenses—Transportation and roadway,	$1,328,686 21	
Repairs of roadway,	143,059 01	
		$1,481,745 22
Net profit for the year,		$1,583,776 34
Interest on bonded debt for the whole year,	$419,466 00	
Renewal Fund, proper,	120,008 21	$539,474 12
Dividend fund for the year,		$1,044,302 13

Which has been disposed of as follows, viz:—

Dr. balance of Interest acc's,	$164,218 83	
Dr. balance of renewal fund,	96,019 40	
Sinking Funds, 1838-60 and 1849-70,	100,000 00	
July, 1857, Dividend of 4 per cent. on Common and Preferred Stock,	447,497 18	
State Taxes on Dividends and on Real Estate,	56,243 76	
Reserved for January, 1858, Dividend of 3 percent. due on Preferred Stock,	46,554 00	910,633 19
Surplus,		$133,668 94

A comparison with the business of 1856, shows the following results, viz:—

In quantities transported—

A decrease in coal of 379,211 4-20 tons, or 18 15-100 per cent.

A decrease in the total number of passengers carried of 9739, or 3 22-100 per cent., equal to an increase of 854 through passengers.

In receipts—

A decrease in coal of $229,426 79, or 26 55-100 per cent.

A decrease in merchandise of $18,712-70, or 5 36-100 per cent.

A decrease in passengers of $292 68, or 31-100 per cent.

With a small increase of $920-56 from miscellaneous business.

And in profits—

A decrease from coal of $555,963 28, or 32 22-100 per cent.

A decrease from merchandise of $12,611 45, or 7 90-100 per cent.

And an increase for travel of $43,886 20, or 36 2-10 per cent.

Last spring, with the consent and concurrence of the dealers at Richmond, the allowance for dumpage was abolished, and a corresponding reduction made in the rates of freight and tolls for the year. The difference in the amount of dumpage paid in the two years was $118,996 08, which must be deducted from the above to ascertain correctly the actual decrease this year in the coal business.

In Receipts,	$710,629 71, or 21 91-100 per cent	
" Profits,	537,067 20, or 26 27-100 "	

Transportation expenses this year have increased 2 66-100 cents per ton of coal carried; 4 4-100 do of merchandise carried, and decreased 43-06 for through passengers.

The increase in coal arises in part from diminished tonnage, increasing the per centage of fixed charges, but chiefly from the expenses of maintaining, during the summer and autumn months, the unusually regular flow of coal, in many instances below the cost of production, and deranged the usual rates of transportation by different routes.

The trade closed in a very depressed state; but as the consumption of coal has seldom remained stationary during two consecutive years, it was confidently expected that this year there would be an increased demand to compensate for the deficiency of the previous one.

The business, however, opened in the spring as it closed in the autumn—larger stocks remained over than had been calculated upon, and it soon became apparent that the course of the trade would be as unsatisfactory as it had been during the previous year.

Prices became unsettled, and the rates of freight and toll were changed without any regard to the natural difference heretofore considered necessary to secure a fair equality between the different transporting companies. Our rates for the year, had been published, and it became a question whether it would be better to enter into the competition for tonnage at reduced rates, or to risk some diminution of it by continuing a uniform rate of freight and tolls throughout the year. It became apparent that these would not be any great increase of consumption, and as the only chance for regularity in the trade was in the stability of the rates of transport, the latter course was adopted.

Until the end of July, this policy was justified by the amount of tonnage and profit derived from it; and there appeared every probability that the calculation of the spring would be realized before the end of the season.—With the monetary crisis, however, this hope disappeared; six mills and furnaces were blown out, consumption rapidly decreased, and the general distress that came upon the community, caused a very sensible diminution in the demand for private purposes.

The business of the operators upon the road suffered severely in common with other mercantile interests, and was almost prostrated by the general destruction of confidence and credit. These difficulties arising so suddenly and unexpectedly, were met by the dealers with great determination, and no one branch of the commercial community has shown more real strength than those who are engaged in a traffic so largely affecting the interests and prosperity of this city and State.

The revenue of the year has been appropriated as follows:—

Amount per statement,		$1,583,776 34
Less ordinary renewal fund,		120,008 21
Net profit,		$1,463,768 13
Out of which there has been paid, interest for the year:—		
On bonds,	$389,199 00	
On mortgages,	30,267 00	
Interest on bonded debt,	$419,466 00	
do. other debts,	164,218 83	
Balance of renewal fund paid,	96,019 40	
		679,704 25
Dividend fund,		$784,063 88

Which has been and is to be disposed of as follows, viz:—

The year's sinking fund,	100,000 00	
Six per cent. dividend on common and preferred stock, paid in August,	447,497 18	
State tax,	44,741 71	
Taxes on real estate,	11,622 05	
Reserved 3 per cent. dividend due for the year on preferred stock, to be declared hereafter,	46,554 00	
		650,294 94
Surplus,		$133,668 94

Carried to Credit of Reserved Fund.

The amount at credit of Reserved Fund on the 30th Nov., 1856, was,	$29,847 15	
Add balance 30th Nov., 1857,	123,664 94	
Present surplus,	$153,016 12	

which will hereafter be absorbed by the loss on bonds used in the settlement of the floating debt, and any deficiency in the value of the assets now held by the Company.

The sinking fund account, on 30th November, 1856, consisted of $137,111 71

Add bonds converted—1870,	$27,000	
1900,	24,000	
		51,000 00
Balance 30th November, 1857,		$188,111 71

To this there will be added the amount of bonds yet to be purchased with the sum at the credit of the sinking funds—viz: $73,340 00—which owing to the financial difficulties of the Company, has not yet been invested.

The total amount of income for renewal purposes is $216,027 61, of which $120,008 21 has been provided for by the ordinary appropriation, and the balance, $96,019 40, has been dedicated from Dividend Fund. During the year,

4794 tons of rails have been put into the tracks, and 4120 tons taken out.

655 tons excess of iron.

Over sixteen miles of new track have been put into the road this year, in continuation of the policy adopted some years ago, of relaying and widening the tracks. It was less than was intended in the Spring, but the financial difficulties of September rendered it necessary to confine the renewal of roadway to what was absolutely necessary.

Renewal Fund is charged with $16,854 12, the cost of replacing the iron roof of the large workshop at Reading, which fell by the weight of the snow that accumulated on it in the great storm in April last. The new roof is upon an improved plan, and such an accident will not occur again.

A report from Mr. J. D. Steele on the subject of the Renewal Fund is printed herewith, showing that the charge against income of 3 cents per ton carried 100 miles is no longer equal to the maintenance of the railroad in its present condition, although perhaps fully equal to the condition of the road when the fund was first established.

During the seven years it has existed 127¾ miles of track have been relaid at an expense of $796,753 33

And 25 bridges have been rebuilt at a cost of $279,930 31

	$1,176,683 74
Whilst the regular appropriation to renewal fund has been only,	872,122 09
Deficiency,	$304,543 65

paid out of dividend funds.

This large outlay has been compensated for by increased efficiency and decrease of accidents, the breakage of coal cars having been reduced, as the tracks were improved, from

1 car for every 1,484 tons, to
1 " " 10,017 " of coal carried.

There remains still to be relaid and ballasted 61¾ miles of track, and three bridges to be rebuilt, the cost of which, spread over three years, will make an annual expenditure for renewals of $161,283 33.

Besides these ordinary charges