

FOR THE MINERS' JOURNAL.

Opening of the Shamokin & Sunbury Rail Road.

Mr. BANNAN:—I was one of a party of gentlemen from this place, who paid a visit to the Shamokin Coal Region on Wednesday last, for the purpose of witnessing the interesting ceremony of opening that portion of the Danville and Poitaville Rail Road connecting the said region with the town of Sunbury. I have only time to give you a very brief account of our excursion. The party in question was accompanied by John White, Esq. well known among those who have distinguished themselves by their early and persevering exertions in behalf of this Rail Road, and who still feel a deep and abiding interest in its entire completion. We arrived at a delightful half day's journey at Bird's on Tuesday evening. Here we intended to await the arrival of the Engine and Cars, expected on the following morning from Shamokin. About quarter past 8 o'clock on the following morning, they made their appearance, presenting a fine spectacle; the New Locomotive and Tender in advance, followed by two large passenger cars and an empty train of burthen cars. We embarked immediately, and descended the road in excellent style, occupying in our passage to Sunbury a distance of 13 1/2 miles a period of 55 minutes. We remarked in our route through the valley of the Shamokin, the sad effects of the late drought on vegetation generally; the Corn and Potatoe crops having suffered greatly, presenting to the view a blighted and withered appearance, quite appalling to the hopes of the agriculturist. The engine performed admirably—we went along without any interruption, and frequently at the rate of from 15 to 20 miles an hour. About 11 o'clock the inhabitants assembled and were ready for departure at Sunbury, the number of persons present amounting we supposed to about 400. We set out on our way back to Shamokin with the passengerland burthen cars filled to overflowing; the former carrying a numerous company on the top, where seats are constructed for the purpose, in the midst of loud and prolonged cheers from the spectators and passengers. And now permit me, as we are ascending the road, to give you some particulars of information connected with this great enterprise, which I was enabled to pick up. The Poitaville & Danville Rail Road is destined to be one of the great connecting links in the chain of rail road communication between the waters of the Delaware and Lake Erie. At the present moment a corps of fifty Engineers are engaged in making a reconnaissance or examination preparatory to a survey of the route for the Sunbury & Erie Rail Road. The distance from Sunbury to the town of Shamokin, is between 18 and 19 miles, the rail road running about a mile and a half beyond, the whole distance being twenty miles. From this point to Girardville, the only portion which remains to be completed to form a line communication with Poitaville, the distance is only 15 miles, two miles of the distance being already graded. There are no formidable natural obstacles to the construction of this portion of the route, and the sum of money required for the purpose would be comparatively small. It is obvious that it is the interest of all concerned in the road, to complete this link as soon as possible. Hence we may infer, that the period cannot be very distant, when we shall see the whole line completed and in operation, busily employed in transporting the products of the soil and the forest, the mine and the manufactory, of an extensive district surrounding territory. From Girardville to Poitaville, the distance is 12 miles. Upon this portion of the route there are, as it is known, a number of inclined planes, against which public opinion has been directed in a very strong current. They seem to have produced a kind of panic in the public mind. It may be confidently predicted, however, that this panic will wear away with time and experience. For purposes of transportation they are far preferable to a lower grade, with a proportionable increase of distance, in every point of view, and with respect to travelling, it may be asserted that time will do away much of the prejudices on this score also. I cannot now enter into a full statement of facts in relation to the use of these planes; I can only say generally, that many thousand tons of coal were transported over them by Mr. Sharp, the Superintendent, in safety, during a season's business, at the Girard Mines.—That Gov. Ritner with a number of friends passed over them in the short space of 12 minutes 27 seconds, and that before and since they have been travelled over frequently by hundreds without accident. The new Locomotive Engine on the road is called the North Star, from the establishment of Messrs. Garret & Eastwick, Philadelphia. She is a fine specimen of workmanship. The Engine and Tender cost the company, six thousand five hundred dollars. The two passenger cars cost about 400 a piece. She glides along smoothly, and with but little noise or jarring. She is capable of drawing a hundred tons at the rate of 12 miles an hour. There was no attempt however made to test her speed. This would have been injudicious under the circumstances. It was the commencement of an experiment—every thing was new if not untried, and the safety of between two and three hundred lives might have been jeoparded thereby. There were some delays on our way up, in consequence of an unexpected delay at starting, and the want of previous due attention to the fires. The fuel used was Anthracite Coal. That this fuel is admirably adapted to the use of Locomotives, long experience on the Baltimore & Ohio Rail Road especially, and other rail roads has fully proved. A quantity of wood it became necessary to use on our way up, owing to the causes above mentioned. The sparks made alarming havoc among hats and clothing, indeed it was necessary to be constantly employed in extinguishing them. I find now, I must bring this hasty communication to a speedy close. We arrived at the new town of Shamokin. Here we observed a large hotel, one or two stores, and a number of good dwellings, all newly erected, on a spot from which the timber had been but recently cleared. New towns always spring up as if by magic, and if properly located, flourish with the Coal Trade.—Here we found among other acquaintances our worthy townsman, Burd Patterson, Esq. always a pioneer in enterprise. At this place we sat down to a sumptuous entertainment provided for the occasion. We had every delicacy that could be wished for, served up in the best manner, with a plentiful sprinkling of Champagne and Madeira. We supposed that the number that dined here, was between two and three hundred guests. After dinner, the company assembled in front of the Hotel, where Hugh Bellas, Esq. being called upon, rose and delivered a very neat and appropriate address replete with information, respecting the origin and progress of the Rail Road, and the exertions made, and difficulties overcome by its projectors, with a proper reference to the late Stephen Girard, Esq. He was followed by a few excellent and well-timed remarks from B. W. Richards, Esq. President of the Company. The Cars set out on their return towards evening.—We left them at Bird's, our first stopping place, thence departed and arrived in Poitaville on the following day, with the consciousness of having spent our time both profitably & agreeably, and of having enjoyed civilities and attentions on our journey, which laid us under deep and lasting obligations of gratitude. We extract the following from a communication in the last Susquehanna Register, over the signature of "A Wolf Democrat." "Most of the old leading democrats are now decidedly opposed to the party in power, the party that claims all the democracy. I repeat it, the Whig ranks are mostly filled up with intelligent and democratic republicans. I therefore deny that the present Loco loco party is the old democratic party in point of fact. Not having so many of the leading men, who originally composed the democratic party, when democracy meant something, nor their principles, why insist that that party have the endearing name? Shall not words be significant of ideas? Shall the lion's skin cover the braying ass? It is most clear that the game should be applied where it does not make mockery of sense. I do not pretend to say, that the present Loco loco party is virtually the federal party, although it contains its full share of the refuse of that old party. There is no such party at the present time, the Globe, the Keystone, and all their kindred echoes to the contrary notwithstanding. No, the present loco loco party, although it has for its leaders such men as James Buchanan, who once said, "if he had a drop of democratic blood in his veins, he would let it out," and Charles J. Ingersoll, who said if he had lived in the time of the Revolution "the world would have been a tory," is not the old federal party. Loco focoism, in point of principle, when compared with the federalism of Washington, and Hamilton, and Adams, and Jay, is darkness that may be felt—corruption that is a stench in the nostrils of offended republicanism. In justice to Federalism, all allow that it was accompanied with patriotism, but Loco-focism is universal DEMAGOGUISM. I may be thought severe, but when I see corruption and intrigue under the garb of democracy; when I see the ruin produced by ignorant pretenders, quick experimenters upon the body politic; when I see the foundations of good and wholesome democratic institutions torn up, and a deadly blow aimed at morality and religion itself, by the agrarian and infidel doctrines of spirits kindred to that of Fanny Wright; I must acknowledge that I feel deeply and consequently that my language may be strong. I look upon the doctrines of democracy, federalism, and Loco focoism, as something in this light. Democracy is the man, strong, healthy, and vigorous, both in mind and body, without any restraints but those formed by nature; Federalism is the man in stays and a stiff collar; but Loco-focism is the mad, intellectually and morally unstrung, the political MANIC. Heedless of consequences, it dashes wildly and furiously on, boasting of its virtue and prowess, leaving in its train the blight of mildew or the crash of the tempest." The Susquehanna Register was a strong Wolf Paper at the last election. It has within the last few days, boldly unfurled the Ritner Banner. Virginia Justice.—A fellow in Virginia, who was ducked by a parcel of boys for whipping his wife, sued them for damages. The boys were very properly sentenced to duck him again.

Editor's Correspondence. From Corresponding Committee. HURRA FOR THE "OLD GUARD". LAKESIDE, August 14th, 1838. Dear Sir—In reply to your inquiry, I will state that it is the concurrent opinion of the Governor's friends in this county, and not denied by the best informed of the opposition, that Ritner's majority at the very lowest estimate will be three thousand, and may reach 3500. Our county meeting was held last Saturday.—There were about 3000 persons present, all in high spirits, and confident of success. WILKESBARRE, August 13th, 1838. I received your letter a short time since, but delayed answering it until I could receive information from all parts of the county, I can now assure you that we shall have a gain of from five to seven hundred votes since 1835, with a fair prospect of carrying our county ticket. The majority against Ritner in 1835 in Luzerne county, was 920. MIZKA, August 9th, 1838. Yours has been received; I reply I would inform you, that you may set down Ritner's majority in this county at 900. It will not vary 50 votes either way. In 1835, Ritner's majority in this county, was only 297. The great change in favor of Ritner is principally confined to the farmers and mechanics of the county. MORE SCREWS LOOSE—FORTY THREE GERMANS TO THE RESCUE. The following is a list of the FORTY THREE NATURALIZED GERMAN CITIZENS of Beaver county, who have come out with an address, avowing their determination to go for the "Washington county Farmer." So much for the Loco loco abuse of the Governor at Harrisburg. The Germans of Pennsylvania will not soon forget the "Dutch Hoo" epithets. A fouler insult upon a high-minded, intelligent and upright people, was never perpetrated. The Germans are conceded to be among the most valuable, as they are certainly among the most industrious of the population of this country. They have greatly contributed to the wealth, character and influence of Pennsylvania; and listeried be the tongue that at this late day, and for base political objects, would heap insult and wrong upon the heads of this noble class of our yeomanry.—Inquirer. George Louis, Wilhelm Baker, Franz R. Le Joulon, John Bauer, Geo Schmaner, Bernhard Ziegler, George Zeigler, Israel Bentel, Jacob Stricker, Jacob Welsh, Jacob Diem, Adam Keller, Adam Kellner, Rudolph Wulfer, Simon Wagner, Mathus Schule, Jacob Schaffer, Andreas Goltz, Lyasus Forstner, George Vogt, George Reif, Jacob Sauter, Anton Knapper, Christian Schmid, Jacob Koing, Beaver Co. July, 1838. THE JUBILEE. The Whig Jubilee, celebrated on the occasion of a resumption of specie payments by the banks, took place yesterday, as heretofore advertised, on the banks of the beautiful and romantic Wassahedion. The place was well chosen, and the varied and delightful scenery gave rise to feelings in harmony with those excited by the event celebrated. There were between three and four thousand persons present on the occasion. The tables were loaded with all that the appetite sharpened by a ride of a few miles, could crave, and set out in the most inviting manner. The appetite being satisfied, and the spirits excited by a glass of champagne, the speakers were called upon to contribute their respective shares to the entertainments of the day; Mr. Spackman first spoke, and in his usual animated and inspiring style; when he closed, Mr. Naylor was called for and addressed the assembly, giving them some anecdotes of Congress—ho stated, speaking of the Sub Treasury, that a member of Congress—an out and out Loco loco—acknowledged in a conversation with him, that he was opposed to the measure; that it would ruin the party, and if adopted he greatly injurious to the country; but that having been elected by the party, and the measure being a party measure, he should vote for it! Mr. Naylor was followed by Mr. Swift, whose remarks were brief but sufficiently pointed. Mr. Green, from Ohio, being urgently requested, addressed the company in a very animated and spirit-stirring speech, which was received with great applause. He showed that his heart and soul were in the cause, and with them were combined a clear head and lively imagination. The best feeling seemed to pervade every individual present. There were mirth and humor in abundance, but nothing like excess or intoxication was observable.—A large number of persons from the surrounding country, chiefly farmers and laborers, were present and joined warmly in the festivities of the day.—Com. Herald. The following items are selected from English papers brought by the Great Western, there were 120 American ships in Liverpool, when the steamer left, and only about half a dozen in London. The stock of Cotton was estimated by some to amount to 500,000 bales, of which Humphreys & Biddle, held 125,000;

Brown & Co., 120,000; Baring & Brothers, 55,000; Dennison, (a Scotch house) 50,000. The Browns were the principal sellers; the other houses holding on as much as possible. Out of protested paper to the amount of £700,000 returned to New York, by the Browns in 1837, they will not lose £50,000. The weather had been favorable for the crops in England, and it was believed that wheat would be a full average. There had been terrific thunder storms in some parts of England, doing much damage and killing several persons, as well as a great number of domestic animals—26 children and 3 men were drowned in a coal pit during a storm. The Wilmington (Del.) Journal, says:—The banks in Wilmington resumed the payment of specie yesterday; and it turned out, that nobody wanted the specie when they could get it. A few called to get change, to the amount probably of two or three hundred dollars—but the mass are content to let the specie lie where it can be of most service to the community—in the vaults of the banks. The editor of a paper in Providence lately informed his readers, that the ladies always pull off the left stocking last. This, as may be supposed, created some little stir among his fair readers, and while, in positive terms, they denied the statement, they at the same time declared that he had no business to know it, even if such was the fact—and pronounced him no gentleman. He proves it, however, by a short argument. "When one stocking is pulled off first, there is another left on; and pulling off this is taking the left stocking off last." Indiana.—We have returns from two counties—Jefferson county Williamson Dunn, (Whig) was elected to the State Senate, and J. G. Marshall (Whig) and W. G. Bright (L. F.) to the House of Representatives—the latter under a pledge to vote for Whig U. S. Senator in place of Mr. Tipton. In Scott county, Mr. Tralock (W.) was elected to the House of Representatives. The Globe against the Navy.—The only official newspaper of the Executive at the Seat of Government, has recently made some very sharp strictures against the officers of our little Navy. If any foreign newspapers had accused these gentlemen of "stealing" from their duty, the National arde would have been deeply wounded; and if any foreign traveller had said one tenth part of the hard things against them, which the government "official" chooses to publish to the four corners of the earth,—he would have probably been lynched, south of the Potomac—and menaced with "tar and feathers" north of it.—And yet so degraded is the public Press in the United States—as wedded to "Party," and so directly dependent are many of its managers upon their fees of office that we doubt if this insolent and arrogant attack of the "Globe" be not sustained and seconded by "the party" newspapers.—Portsmouth Journal. We are requested to publish the following until the Porter Central Committee, or some other Porter men take the bet. Estimate of the Loco Foco Central Committee at Harrisburg.—The Loco Foco Central Committee at Harrisburg, has put out through the Keystone, an estimate of the probable vote in each county, which they state "has been gathered from the best information they could obtain from individuals resident in, and acquainted with the sever al counties." A more wilful perversion of the truth we have never seen in print. For instance—they put down the majority for Porter in Schuylkill County, at 900. There is not a Porter man who has two grains of sense, in Schuylkill county, who so believes that Porter will have half of the above mentioned majority in this County. But, as they will no doubt falter their lies we are authorized to make the following bet with the Loco Foco Central Committee: \$50 That Porter will not have 100 majority in Schuylkill County. \$50 That he will not have 200. \$50 That he will not have 300. \$50 That he will not have 400. \$100 That he will not have 500. \$100 That he will not have 600. \$100 That he will not have 700. \$100 That he will not have 800. \$100 That he will not have 900.—And \$100 That JOSEPH RITNER will have a MAJORITY in SCHUYLKILL COUNTY. The above to be taken collectively. If Come up to the chaik. Mr. Central Committee, acknowledge that you have published to the world wilful lies. Meeting of Coal dealers. A meeting of the Colliers and Shippers of Coal, will be held at the Pennsylvania Hall, on Wednesday Evening next, the 22d, for the purpose of appointing a committee to test the Scales on the Schuylkill Navigation. Punctual attendance is requested. Aug. 18th 1838. THE Public are respectfully informed that the Corner Stone of the First Presbyterian Church, of Poitaville, the Lord permitting, will be laid on Saturday the 25 inst, at 3 o'clock P. M.—The public are respectfully invited to attend, at which time a collection will be taken up to aid in defraying the expenses of the building. Poitaville, Aug. 15, 1838. 63-4 Wanted. A YOUNG smart man, as an assistant in my Store at Minersville, who can come well recommended as to honesty and capacity. A. STEINBERGER. Aug. 18, 1838. 64-3 Mould Candles. Boxes Mould Candles, received on Consignment, and for sale by the Box, at manufacturer's price. SAMUEL HARTZ. Poitaville, July 14, 1838. 54-

Schuylkill Coal Trade. Shipments of Coal for the week, ending on Thursday evening last: Boats. Tons. Delaware Coal Co 22 1161 George H. Potts, Bell & Bolton 11 468 Charles Lawton N A Coal Co 10 520 N B Revere & Co 9 464 Seligh & Co 8 408 Hodgson & West 6 308 M Murphy 5 350 T C Williams & Co 4 216 Wm Wallace & Co 4 212 Davis & Olwine 4 199 S Brooke 4 159 J. S. Ruckle & Co 3 158 A S Nichols 3 108 Totten & Uihorn 2 185 Payne & Allen 2 103 J. C. Cirvovous 2 509 Sundry Shippers 11 589 Per last report, 137 6977 3631 198,568 Little Schuylkill 117 6,010 3905 211,555 If we have received no return from Schuylkill Haven, but we learn that there were shipped from that depot during the week only 35 or 37 Boats, carrying about 1800 tons. MOUNT CARBON RAIL ROAD. The following is the amount of Coal transported on this Rail Road, for the week ending on Thursday evening last: 3542 tons Per last report 33,850 Total 37,392 NATHAN CLEAVER, Collector. WEST BRANCH RAIL ROAD. The following is the amount of Coal transported on this Rail Road for the week ending on Thursday evening last, 4050 tons Per last Report 80,231 Total 84,281 ROBERT C. HILL, Collector. MILL CREEK RAIL ROAD. The following is the amount of Coal transported on this road for the week ending on Wednesday evening last, 1863 tons Per last Report, 29935 Total 29797 GEO. HADESTY, Collector. SCHUYLKILL VALLEY RAIL ROAD. The following is the amount of Coal transported on this Road for the week ending on Saturday evening last, 3387 tons Per last report, 34,051 Total 37,438 H. H. POTTS, Collector. LEHIGH COAL TRADE—1838. For the week ending on the 9th inst.— Boats. Tons. Mauch Chunk, 111 4,645 Ferryville, 25 983 Penn Haven, 19 768 TOTAL SHIPMENTS. Mauch Chunk, 1,745 72,583 Ferryville, 665 25,855 Penn Haven, 110 5,819 2,520 104,250 QUANTITY OF COAL. Arrived at Readout from Honesdale, up to August 4th inclusive. 122 Boats, with 3,659 tons Per last Report, 31,478 Total, 35,137 POLASKI LODGE, No. 216 Ancient York Masons, having been requested to lay the Corner Stone of the Presbyterian Church, being built in this Borough, on Saturday the 25th inst. The members of said Lodge, together with all visiting Brethren in the regum, are requested to attend at the Lodge Room, at 1 1/2 o'clock P. M. on that day. J. FOSTER, J. T. HAZZARD, J. T. BAIRD, H. SMITH, A. HEBENER, Committee of Arrangement. Poitaville, Aug. 18, 1838. 64-2 REVIEW OF THE MARKET. Poitaville, August 18, 1838. WHEAT FLOUR, by the load was worth on Friday 87 50. WHEAT 1 50 per bushel, in demand. RYE FLOUR 2 00 per cwt. in demand. BUCKWHEAT FLOUR 2 50 per cwt. in demand. RYE, by the load 70 cents by the bushel—ready sale. RYE CROP 65 cents per bushel in demand. OATS 37 cents—ready sale. POTATOES 40 cents per bushel in demand. CORN—65 cents per bushel in demand. CLOVER SEED—\$5 50 per bushel. TIMOTHY SEED—\$3 00 per bushel. FLAXSEED—\$1 18 per bushel in demand. WHISKEY—42 cents per gallon. BUTTER—14 cents per pound—in Eggs 12 cents EGGS—12 cents per dozen. LARD—10 cents per pound. TALLOW—9 cents per pound. HAMS 18 cents per pound. CORN CHOP 80 cents per bushel in demand. BACON—12 cents per pound. BEESWAX—18 cents per pound. FEATHERS—62 cents per pound. COMMON WOOL—40 cents per pound. MACKEREL, by the bbl. No. 1, \$19 00 No. 2, \$17 50 No. 3, \$16 00 No. 4, \$14 50 No. 5, \$13 00 No. 6, \$11 50 No. 7, \$10 00 No. 8, \$8 50 No. 9, \$7 00 No. 10, \$5 50 No. 11, \$4 00 No. 12, \$2 50 No. 13, \$1 00 No. 14, \$0 50 No. 15, \$0 25 No. 16, \$0 10 No. 17, \$0 05 No. 18, \$0 02 No. 19, \$0 01 No. 20, \$0 00 No. 21, \$0 00 No. 22, \$0 00 No. 23, \$0 00 No. 24, \$0 00 No. 25, \$0 00 No. 26, \$0 00 No. 27, \$0 00 No. 28, \$0 00 No. 29, \$0 00 No. 30, \$0 00 No. 31, \$0 00 No. 32, \$0 00 No. 33, \$0 00 No. 34, \$0 00 No. 35, \$0 00 No. 36, \$0 00 No. 37, \$0 00 No. 38, \$0 00 No. 39, \$0 00 No. 40, \$0 00 No. 41, \$0 00 No. 42, \$0 00 No. 43, \$0 00 No. 44, \$0 00 No. 45, \$0 00 No. 46, \$0 00 No. 47, \$0 00 No. 48, \$0 00 No. 49, \$0 00 No. 50, \$0 00 No. 51, \$0 00 No. 52, \$0 00 No. 53, \$0 00 No. 54, \$0 00 No. 55, \$0 00 No. 56, \$0 00 No. 57, \$0 00 No. 58, \$0 00 No. 59, \$0 00 No. 60, \$0 00 No. 61, \$0 00 No. 62, \$0 00 No. 63, \$0 00 No. 64, \$0 00 No. 65, \$0 00 No. 66, \$0 00 No. 67, \$0 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