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Weekly by Benjamin Bannan, Pottsville, Schuylkill County, Pennsylvania.

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ENGLAND.

Exchange at New York, on London 6 1/2 to 9 per cent. premium.

Disturbances in England.—The movements of the Chartists begin to excite serious apprehensions, as will be seen by the Queen's proclamation below.

At Llanidnoes, certain of their party have been arrested, a general rising took place, and the revolutionists armed with guns, pikes, &c. assaulted the inn, rescued the prisoners, and wounded many of the militia generally.

Virtual Defeat of the Ministers.—Ministers virtually sustained a defeat on the Jamaica bill, which they carried by only five majority in the Commons, on Monday, the 6th May.

The Cheltenham Theatre was destroyed by fire on the 5th of May. Loss about £3000. The Bishop of Peterborough died on the 1st of May.

The Canadian Prisoners.—The Court of Exchequer gave judgement May 6th, that the return of the writ of habeas corpus was complete, and that the men were in proper custody.

One of the daughters of the late millionaire, Rothschild, has not only married a Christian, but has abjured the faith of her fathers!

The late Baron de Rothschild left two daughters, each a fortune of £150,000. Each has a portion of £150,000, with the consent of their brother, Baron Lionel de Rothschild, to their marriage.

Ministers unprepared to concede the reduction of postage—so as to make the uniform charge upon all letters of half-penny more than one penny.

If report be true, the Pope is about planning a visit to England! The sum of £150,000 is to be raised to build a Roman Catholic Cathedral, to hold 10,000 persons, in the west of London, and when completed, the Pope so high the on dit—is to come from Rome to consecrate it.

Parliament are to vote £50 to Grace Darling for her heroic exertions by which the lives of several persons were saved, when the Forfarshire steamer was wrecked.

The Queen is said to have lately ordered the payment of fifty per cent. of her father's debts. The money for this purpose, comes out of her Private purse, it is said.

IRELAND. Arrival of the Earl-Lieutenant in Dublin.—The urgent steam-packet arrived in Kingston Harbour, having on board His Excellency the Lord Lieutenant.

The late Lord Norbury's Murder.—A letter from Carlisle states, that several persons were arrested in Tullamore, charged with the murder of the late Earl of Norbury.

Meeting of the Irish Reformers in Dublin.—The Evening Post contains an account of the meeting in Dublin in support of the Government, a meeting which it states was "in every respect the most extraordinary, the most important, the most significant demonstration ever made in this part of the empire."

The roof of the theatre on Charlotte Quay, Liverpool, gave way with a tremendous crash, bringing with it all the timbers, &c. Fortunately no person was in the building at the time.

SCOTLAND. Earthquake in the Highlands.—The shock of an earthquake was distinctly felt in the mountains of Perthshire, extending from Fort Augustus to Kinnegoss, and from the summit of Captain Spalding, barracks-master, Fort Augustus.

Sir Charles Adair is appointed, in room of his father, Lord-Lieutenant of Kinross.

Walsh and Glasgow Railways.—The workmen in the quarries pushing forward briskly, and clearing away the debris of the late fatal accident, in Glasgow. They have also broke ground, some time ago, for the long tunnel, which commences in Bell's Park.

City Improvements.—The erection of the new building in Edinburgh to the High School, has already commenced. The promise to be one of the best improvements of Aberdeen which has lately taken place.

WALES. At the 19th March, Mr. John Jones, (Joan Chedwell) of Eglwys Talach, Penrhyn, was appointed Poet and Druid (Joan Chedwell) to the choir of Eglwys Talach, as a compliment to his knowledge of Welsh literature and Welsh poetry.

Duel.—Great sensation has been caused in Tenby, owing to a duel which took place on Cumfraston Farm, between William Richards, Esq., mayor of that borough, and Henry Mannix, Esq., of the same place.

Cadair Morganwg.—The third anniversary of this festival was held at Cowbridge. The town hall was fitted up with considerable taste for the occasion.

Extraordinary Pet.—A boy about seven years of age, son of a person named William Solomon, of Risco, undertook for a wage a sovereign, to run from Risco to Newport with the Tredegar coach.

Steal.—Such has, of late years, been the attention paid to steam as a propelling agent in navigation and manufacturing processes, that every thing connected with its history claims paramount interest.

What is that you know of us, impostor?—The man called Gasparo, between scorn and resentment.

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conceived the idea of applying steam to the navigation of vessels in July or August of the year 1783. Owing to the difficulties then attendant on having machinery made, the ingenious individual of whom we speak was prevented from making an experiment in the matter until the year 1784.

It was in private, and very imperfect; it was sufficient, however, to convince the inventor of the ultimate practicability of his plan. In consequence of this conviction, application was made to the Legislature of Virginia for an act ensuring to Mr. Rumsey the exclusive privilege of navigating boats by steam on the rivers of that commonwealth.

The trip of the child of Wm. Simms, of Caddo, Ireland, was baptized by the Rev. Mr. Forster, in the month of April last. The father is in his 85th year, and has had four wives.

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is waiting at the window for my return. In short, I have never, since my wedding day, got through one twenty-four hours without a quarrel; and yet this very wife (for I married her a widow;) in the life of her first husband, was the greatest creature in the world.

"This is my neighbor's case to complain of. Then," said Baldini, "would to heaven that my misfortune were no worse! I am a draper, and I have a good custom, and I have no great establishment. I sell much, and at good profit, and yet, however it happens, I get no forwarder in the world, I am in arrears always, and in debt; and if I were to count my stock, I should find that I am poorer to day than I was yesterday. And yet I live at no charge, and shall die like a poor man, without the consolation of having lived a rich one."

The conjurer made no answer to either of these tales, but drew a pen and brazen inkhorn from the breast of his doublet—"Here is your charge," said he, presenting a note containing two hours sooner than usual, this was the amount of Antonio's bill.

"Go to day break to-morrow morning to the Porta San Gallo," was the sum of Gasparo's. They looked round just in time to see the door close; for the stranger had departed.

"Why it means no ill, I dare say," remarked the landlord; but for the spell, if Signor Giraldi were to rise the two hours too soon, and Signor Baldini to walk to the Porta San Gallo, I doubt the fortune to be gained, in either case, would fit one so well as the other.

"Now he says well," replied Gasparo, "and lest there should be any evil design, let us exchange errands, we shall at least have this point of security to the advantage; they will count on my being abroad to-morrow at daybreak, and I shall be at home."

"Oh, nothing at all," said Baldini, "absolutely nothing. I would we had been less hasty; for by the change, I doubt not your fortune is destroyed."

"Sinner that I was! did you see nothing?" repeated Gasparo in agony.

"Nothing; I changed no word with any one but when I quarrelled with a peasant who had his mule tied to a gate, and was beating her too lustily."

"Did you speak with no other person?" said Gasparo, clenching his hand in despair.

"Say it was but a word with him, and that was to chide him," continued the other; "for I could have thrashed the rogue when I first spoke to him; but he pleased me with his answer. He said that his mule was strong and active, but that for a long time, until she had first overturned his cart, and received a sound whipping—for which reason, Signor," said he, "I now tie her up every morning to this gate as you see, and rog her to her heart's content, where she can no mischief, after which she goes all the day through as quiet as a lamb. And this bit of family discipline," pursued he, "was taught me by my late master that's dead, Pietro Malafichi."

"Pietro Malafichi!" exclaimed Gasparo. "The spell has done its duty! Pietro Malafichi was the late husband of my present spouse."

From the Pictou Mechanic and Farmer. The Albion Mines at Pictou, and Coal Trade.

On approaching the mines from the middle River, the traveller passes over three or four miles of dreary barren, rendered so by extensive burnings—the eye occasionally relieved by a solitary dry pine, stripped of its bark and blackened by the action of recent fires, or a clump of young pines emerging from the soil, only to share the fate of their predecessors. Occasional on the margin of a brook, proceeding through the midst of the waste, may be seen a strip of green trees, preserved from the destroyer as if by a miracle, and presenting all the beauties of vigorous vegetation. This road, however, is soon passed over, and on emerging from a thicket of young pines of no great extent, the extensive buildings of the Albion Mines burst on the view of the astonished traveller, and relieve the mind from that languor into which it had fallen by the monotonous scene passed over.

From here may be seen half a dozen large chimneys issuing columns of dark smoke.—These are connected with the steam engines of Foundry and Coal Works. One of the chimneys, used for the purpose of ventilation, is over 140 feet in height, and is a handsome structure. The pile rises eight in number, one of them over 60 fathoms deep; and one of the engines is 70 horse-power.

To the left, and in the rear of the line, are the Miner's houses. Their number is astonishing, and is probably not less than 260, over 100 of which were erected last year, and have a neat and pleasing appearance. In returning from the Inn, nearly opposite to the office stands a small high-pressure engine of 10 or 12 horse-power—the only one at the Works. Farther on, in the rear of the store, stands another engine of 28 horse power. These two engines are attached to the first set of pits—two of which were entered, and enjoyed a ride for nearly half a mile on a suburban rail road.

Passing along further, you come to the stables, which, though a shabby set of buildings, contain the finest and largest stud of horses in the Province; and in the lower regions there are upwards of 60 more of equal beauty and strength. These horses have been selected from all parts of the Province, and many of them are the descendants of the Sampson horses. They are certainly fine animals, and their round and glossy appearance do great credit to their keepers.

A little farther onwards, stands the dilapidated two story brick building, built by and long the residence of the late Dr. McGregor, of Plover Ferry; but now, alas! turned into an alehouse! Farther on, stands the carpenter's shop and lumber yard, enclosed by a neat board fence. To your left crossing the coal road, are the new range of pits sunk during the last year. Four of the newly opened pits are for drawing coal, and the other two for the purpose of ventilating the Works. The deepest of the two latter (450 feet) is called the Engine Pit, where the pumps and machinery for drawing the water from the mines are erected.—The two winding engines, 25 horse power each, made at the 'Albion Foundry,' are erected; the pumping engine, 70 horse power, is erected, and the pumps are being in and will be completed about the first of June.

The house containing this engine is a handsome stone building. We are informed that when completed, this new work will employ about 150 colliers, in addition to the immense number now employed on the premises. There are now from 6000 to 6500 chaldrons of coal raised per month.

To your right, on the opposite side of the road are the coke and coal ovens. A little farther on, under the management of Mr. H. W. Davis. This is also a large brick building, containing a steam engine of 50 horse power, and ample machinery, piping, and finishing rolls, &c. There is also a small mill propelled by steam power, in constant operation on the premises. Three of the engines now in operation at the Mines, were constructed at this Foundry, the beam of one of which is over 30 feet long, and of 5 tons weight. Castings of every description can be supplied at the Foundry, and the fact that the engines constructed there appear equal if not superior to others connected with the works, and no little to the confidence that may be placed in Mr. Davis, as an experienced engineer.

Before leaving the mines, the traveller must visit a spot on the river, a little above the store, where fire may be seen burning on the surface of the water—this is the result of hydrogen gas arising from the bed of the river—passing through the water, and escaping in bubbles to its surface. On applying a lighted candle or a piece of paper to the gas, it will ignite, and continue burning for weeks. Over it may frequently be seen a pot boiling on the water, the apparently on fire, while some of the ferry boats may frequently be seen gliding through the water below the flames. Persons in the vicinity avail themselves of this burning gas, in heating water for washing.

Proceeding down the rail road about 2 1/2 miles, and about a quarter of a mile below the bridge at New Glasgow, stand the shipping wharves, shutes, &c. Here the old rail road terminates—here the coal brought down from the mines in wagons of one chaldron each (one horse bringing four or five) are loaded into lighters, or vessels not exceeding 8 feet of draft water. It was the intention of the Company to have floated some banks in the river, so as to bring up twenty feet of water to this place; but we are sorry to say that after constructing a dredging boat, fitted with lighters, &c. they abandoned this part of their plan, in consequence of opposition experienced, we are informed, from persons in New Glasgow, who we certainly think have defected their own interest. Here are constantly in employ two steamboats of 30 horse power each, engaged principally in towing coal lighters, and vessels with their freight up, and down the river—and in one of which a passage down the river may be obtained for a trifle. About two miles further down, on the opposite side of the river, may be seen the ship yard of the establishment. Here are slips for building up the steamboats and lighters; where during the winter, there were three steamboats and thirty lighters of various sizes, some of them carrying 40 chaldrons of coal, all placed side by side, and far from ice and water.

As you proceed down the river, the attention is attracted by the excavations, embankments, bridges, &c. of the new locomotive rail road. About three miles down from the bridge, is South Pictou, where may be seen the large bridge and range of wharves in Nova Scotia. The wharves are situated on the bank of the channel, and are 600 feet in length. On these are the conveniences for loading vessels engaged in the coal trade, embracing a steam engine of 18 horse power, called a 'transfer engine.' It was erected last autumn, and adds materially to the previous facilities in shipping. The coal is placed in boxes containing two chaldrons each, the engine raises the box with its contents, and places it over the vessel's hatchway, when a trap door in its bottom is opened and the whole speedily transferred into the ship's hold. Sixty chaldrons can thus be transferred with safety and ease in an hour's time. Here the new rail road is to terminate being about six miles in length, and connected with the wharves by a bridge 1500 feet in length, built on piles and raised about 20 feet above high water mark. It is in a very forward state, and probably will be completed in three months. This part of the Establishment is under the superintendance of our worthy townsmen Robert McKay, Esq. During the last summer, from 25 to 35 sail of American vessels might frequently be seen here at a time. Over 300 sail of vessels of various descriptions were loaded here last year; and if we are not misinformed that number will be doubled this season. There are three locomotive engines on their way from England for the rail road, which, when they arrive, with those already at the works, will amount to the number of twelve steam engines, to be in operation during the course of the summer.

We have thus given a sketch of the extensive operations connected with the Albion Mines, obtained from observation and enquiry; and though perhaps incomplete, it is correct in its statements.

It is an undeniable principle, that the best encouragement that can be given to agriculture and industry is to increase the consumption of the produce of one, and extend the demand for the other. Applying this to the Mines under review, it will be found that nothing contributes so directly to enrich this section of the Province, Property in their vicinity has been increased in value, in many places over 100 per cent, and we are informed that a farm—poor land, too—which a few years since could have been purchased for £350 or £500, will not now be parted with for £780. Still there are persons who deride the Mines as of no advantage in the hands of this Company. We believe it not. Where could the