The Miners' Journal

POTTSVILLE, PA.

Saturday Morning, May 14.

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

DEMOCRATIC WHIG NOMINATIONS.

FOR AUDITOR GENERAL,
ALEX. K. MCCLURE, OF FRANKLIN COUNTY

FOR SURVEYOR GENERAL,
CHRISTIAN MYERS, OF CLARION COUNTY.

FOR CANAL COMMISSIONER,
MOSES POWNALL, OF LANCASTER COUNTY.

NATIVE AMERICAN CATHOLICS.

More than once since the commencement of the agitation of the Catholic School Question, have we made honorable exceptions in the denunciations we were conscienciously heaping upon the Romish Church, for its opposition to the Free Schools. There are many Catholics who not only are unwilling to co-operate with their bigoted Church brethren, but who positively frown upon and oppose their unwarrantable movements; and we have no doubt that many more would be added to this class, if the true aim of the Romish Hierarchy were fully understood, and its ultimate results comprehended—good can "come out of Nazareth." We have noted instances close at home, where Catholic parents refused to send their children to Catholic Schools, or where they withdrew them, in order that they might reap the richer benefits of a liberal education in the Common Schools. These are facts, to be recorded to the everlasting honor of many liberal minded Catholics.

The following article from the Detroit *Tribune* corresponds with our own experience, and treats of this matter in a very liberal-minded and wise manner:

HIERARCHY IN DANGER!—In an extended police of the Cincinnati Charter Election, the *Roman Catholic Telegraph* of that city, the organ and *mouth-piece* of Bishop PURCELL, thus pathetically, but bitterly, refers to the fact that a large number of Catholics there, as in this city, refused to enlist in the *crusade against Free School Education and the Free School System*:

"The Native American Catholics, particularly the young men were fascinated with what they call liberal opinions, and could never be prevailed upon to give full credit to *the oppression endured by the Church in foreign lands* (!) They had in their minds a beautiful theory of toleration which they thought was identical with republicanism, and substantial as heaven."

Wherever the priesthood commence this war upon education, and American Republicanism in general, they will find hundreds of patriotic Catholics who will indignantly repudiate the alliance. There are Catholics every where who believe they can continue to be Catholics, and at the same time be *Americans*, and stand by and defend all American institutions. No intelligent Roman Catholic, except the priesthood, whose interest it is to keep the people in ignorance, can be made to believe that religion is anti-republican, or anti-religious. It is only that powerful class who live and fatten upon the credulity, superstition and ignorance of their followers that are at enmity with our free system of education, and they will continue to war upon it, because their power over the minds and bodies of the Catholic masses can only be maintained by the most abject state of ignorance. Not only will they find "Native American Catholics" "fascinated by what is called liberal opinions," but there are hundreds and thousands of foreign Catholics who are "fascinated" by the same "republican delusion" all over the country, and the longer they continue this war upon "liberal opinions" in this country, the more thoroughly will they become satisfied of this fact.

Editor's Cable.

THE LONDON QUARTERLY REVIEW for April has been received. It contains numerous articles written in the best style of the able conductors of these popular periodicals. Published by Scott & Co., N. York—price, Blackwood or any one of the four Reviews $3 a year; or Blackwood with the four Reviews, $10. These works can be subscribed for at *Bannan's*.

"TRAVELS IN EGYPT AND PALESTINE," by J. Thomas, M. D. This work has just been published, in neat form and large clear type, by Lippincott, Grambo & Co., Philadelphia. It is written in a lively, interesting style, and contains much of the novelties of the East that will entertain and instruct the reader. The lovers of Ancient History will find this little book quite a literary treat. For sale at *Bannah's*.

GRAHAM for June is already out. The engravings in this number are very superior.—"The deposition of the Apostles," especially, is splendid. There are several good hits at bobbledehoy-dom, in the last few pages, that may interest the rising generation. The stories and other reading matter in this number are interesting and instructive. Price $3 a year or 25 cents a number—to be had at *Bannah's*.

THE ILLUSTRATED MAGAZINE OF ART, published by Alexander Montgomery, New York. This periodical fully sustains the interesting character produced for it at its commencement. The fifth number, for May, is now before us. It contains a choice variety of reading matter, comprising historical and biographical sketches, stories, &c., &c., besides some thirty hand-some engravings. We prize this Magazine as among the best of monthly periodicals. Price $3 a year, or 25 cents a number—for sale at *Bannah's*.

"SPIRITUAL VAMPIRISM," by C. W. Webber, author of "Old Hicks, the Guide," "Tales of the Southern Border," &c. This is a new publication by Lippincott, Grambo & Co., Philadelphia, and is likely to be immensely popular. It is meant to take off the "new light" spiritual philosophy of these latter days, and to show up its votaries in their true colors. It is a description of "spiritual" seances, conventions of the "strong-minded," &c., &c.—in which this prominent humbug of the 19th century is fully exposed and justly rebuked. The book is well written and amply repays the reader for his time in its perusal. To be had at *Bannah's*.

Local Affairs.

☞ *The Embryo Town Hall.*—We lately commended a worthy enterprise, now on foot in our Borough, to the favorable attention of the public—the building of a Town Hall at the corner of Centre and Mahantongo streets. Since our notice of the movement the property has been purchased for $8,500, and the subscriptions have run up to upwards of $11,000. The entire cost of the contemplated building, including the amount already expended for the property, is estimated at $22,000. The plan of the building as now proposed is as follows:—

Fronting on Centre street, 40 feet by 125 feet on Mahantongo, to be three stories high, with a basement cellar. On the first floor, a store room, 40 feet front on Centre street, by 65 feet, clear; with three offices back, fronting on Mahantongo street each 19 feet 3 inches by 23 feet. The entry on Centre street over 13 feet—the stairway to be 5 feet wide. On the second floor, four offices—two fronting on Centre street, each 16 inches by 25 feet, and two on Mahantongo street, each 15 feet by 26 feet—with a Lecture Room back 37 feet by 49 feet 7 inches. On the third floor a large Hall 60 feet by 37 feet 10 inches clear, and 3 rooms back, respectively measuring 13 feet 7 inches by 21 feet 10 inches, 20 feet by 28 feet 10 inches, and 9 feet by 14 feet. No plan as yet has been proposed for the division of the Basement.

Such a building is undoubtedly much needed here—stores and offices are in great demand and rent high, and the absence of a large Hall for concerts, exhibitions, collision parties, &c., is a source of almost constant complaint. We cannot see why an enterprise on the plan proposed would not pay a handsome dividend on the investment; on the contrary, all the chances are decidedly in its favor. If any one will but take the trouble to estimate the probable rent of the different rooms we have mentioned, even at a moderate cost, it will be found to amount in the aggregate to a very neat interest.

In addition to the above, it is also proposed to occupy one or more rooms for the establishment of a Scientific Mining School, under the charge of Prof. Rogers. Should this succeed, it will obviously be of great general advantage to the Region. Besides the certain profit to the Proprietors of the Building.

The location is central and especially favorable for the purposes designed. A Town Hall of the dimensions given and in such a situation, handsomely put up, would redound greatly to the public spirit of the Borough.

We lay the whole matter thus fully before the public, as efforts are being made to complete the subscription list, that all may examine and understand it for themselves—that none may commit themselves blindly or others hold back for want of the necessary information.

☞ *Borough Improvements.*—Pottsville has taken such rapid strides, in the way of improvement, within the last year or two, we have hardly been able to do her enterprising citizens justice, in keeping the outsiders advised of what our "burg" is rapidly approaching to. Playing the "man about town," the other day, we noticed the following improvements:—

Messrs. E. YARDLEY & SON have lately taken the old Pioneer Furnace, on the Island and are now doing a good business—*turning out* good Iron and in pretty good quantities.

The new Rolling Mill of HARRIS, BERNISH & Co., at the upper end of the Borough, take all the Pig iron made at the Furnace and manufacture it into Bar and Railroad iron, of which last, the Region immediately round about us affords an abundant market.

Previous neglect had left the old Furnace in a most ruinous condition, and it will require some time, together with considerable outlay, to "put things to rights." The Messrs. Y., have already done much and the appearance of the place is materially changed for the better, but much still remains to be done.

The Painters and Carpenters have been busy for some days past on the front of the Town Hall. It begins to put on quite a holiday face. It has long needed a thorough renovation, both inside and out, and we are glad to see its management has fallen into the hands of some one with public spirit enough to undertake it. Capt. FRANK POTT is now acting agent for the property, and we are sure if the Proprietors will only "toe the mark," as they should, the Capt. will soon put things in apple pie order.

JOHN BANNAN, Esq., of Orwigsburg has laid out the ground and is now making other preparations for building a handsome residence for himself and family on Monument Hill. A handsome building cannot fail to show off to the very best advantage in such a location.

Men are now engaged quarrying out the rock on the side of Monument Hill, Centre street, for a stair-way up to the Monument. If the Statue, being cast in Philadelphia, is finished in time, all the other parts of the Monument are ready enough under way, to predict the entire completion of the work and its inauguration by the 4th of July next.

Mr. GEORGE BRIGHT has erected a large Iron Warehouse at the corner of Norwegian and Railroad street. Its dimensions are 25 feet on Norwegian street, running back, immediately beside the Railroad track on that street, 100 feet. It is used as a store for the heavier kinds of Iron and kindred wares. The building is of brick, substantially constructed.

Mr. ANDREW RUSSEL, having purchased the property, has torn down the unsightly frame buildings at the corner of Mahantongo and Second streets, and is about to erect a substantial brick one in their stead. It is be hoped that other proprietors in this famous row, (Clinton) will take the hint and follow Mr. R.'s good example. This is too conspicuous a portion of the town, to be left unimproved. The houses there were among the first built in the place, and hence it is not to be wondered at that they seem verging toward their dotage.

To persons fond of the hum of machinery, the ring of the anvil and the busy stirring of a full workshop, we recommend a visit to SNYDER & MILNES' Foundry & Machine Shop, on Coal street. It is quite a treat. These works now cover almost one entire square of themselves and a good part of another, the various departments occupying different buildings. It is the intention of the Proprietors, however, to enclose all their works, Foundry, Machine, Carpenter and Blacksmith Shops &c., in one immense building, under one roof and on one floor. To this intent as the commencement of their plan to be perfected in the course of time, they have already erected a substantial, light and airy brick building 100 feet square, on the corner of Coal and High streets, for the Foundry. Here, the castings are performed and the height of the building and the size and mechanism of the cranes, two in number, are arranged for the largest sized castings. The building is now about to be extended along Coal street 136 feet further (making 236 feet in all) to include the Machine Shops—the foundation is already laid on one hundred feet, but in order to prevent the stopping of the works, the machinery will be removed gradually within its proper limits and the new walls built upward it. In this department there will be three cranes similar to those in the Foundry; and the works will be so arranged throughout that a casting from the Foundry can be passed successively through the various shops, until its mechanism is completed and it is turned out ready for the market. By consent of the Town Council, the buildings on Callowhill street, between Coal and Railroad, are being removed, so as to straighten the first mentioned street and making the upper lot of SNYDER & MILNES' square in the lower side.

The west side of the lot next the Railroad has been filled up several feet, and walled and turned out into the Railroad, for the convenience of loading and unloading cars. The Blacksmith Shop of itself is worth a visit. Fourteen fires are here kept constantly going, and the continual ringing of the many anvils, the flying sparks and the ruddy glow of ponderous hammers wielded by stalwart arms make up a scene from which the observer may learn to appreciate the "hum and stir" of the country. The car shop with its planing, sawing, mortising and other machines, all obedient to the nod of a little Steam engine, is another curiosity. Indeed the establishment throughout is a labyrinth of curious interest; but our limited space this week forces us to leave the reader to go and examine the remainder for himself. When the structure in contemplation is completed, it will be one of the very largest sized establishments of the kind in the United States, prepared to turn out the first class work and an unlimited quantity of it.

☞ *Robbery.*—The house of Mr. JOHN BOYD, in Palo Alto, between this place and Port Carbon, was entered by burglars on Wednesday night last, and $70 stolen from a trunk, besides various parts of the house being generally ransacked. The evident adroitness used by the burglars, on the occasion, shows them to be adepts in the business. At the window where they entered, hung a parrot in his cage, which was carefully removed and placed in another position. A watch under Mr. B.'s pillow was also removed and put into his vest pocket and hung over the railing of the stairway. The burglars then seem to have made a general search through the house for plunder, but finding nothing of consequence, they returned to the last room and opened a small trunk under the bed, where Mr. and Mrs. B. were sleeping and took out the money. In the morning an axe was found lying at the foot of the bed, supposed to have been brought in, in case of emergency. Mr. B. and his wife think that chloroform or some other sedative was employed to prevent their waking, as it seems almost impossible that so much could have been effected in their room without disturbing them, and besides, they experienced headache and other unpleasant symptoms all day Thursday. No clue has yet been had to the Robbers.

☞ *Town Council.*—The organization of the Council for the current year was effected Friday evening, 6th inst., as follows.—President, C. J. Fry; Town Clerk, James A. McBarron; Solicitor, Robert M. Palmer; Supervisor, Joseph Kimmel; Tax Collector, Wellington Kline; Supervisor, Samuel Lewis; Trustee of Burial ground, B. T. Taylor.

The following standing Committees were appointed:

Accounts—J. W. Roseberry, C. W. Pitman, H. L. Cake.

Streets—Daniel Shertle, Jacob Kohler, Jacob Kienzle, Isaac Severn.

Lamp and Watch—John McBarron, E. E. Bland, C. J. Fry.

Market House—Nathan Cleaver, N. M. Newnam, John McBarron.

Survey—C. W. Pitman, John W. Roseberry, N. M. Newnam.

Fire Apparatus—E. E. Bland, H. L. Cake, Isaac Severn.

The term of service of the members was arranged thus:—Newnam, Kienzle, Kohler and Shertle serve one year from this time; Bland, Cleaver, Fry and McBarron, two years; and Severn, Roseberry, Cake and Pitman, three years.

☞ *St. Clair Election.*—The election for Borough officers, on the 3d inst., resulted as follows: Chief Burgess, John McDonald; Councilmen, Matthew S. Stocker, Jno. Mailer, Jacob France, Town Clerk, Lot Evans; High Constable, Joseph Geise; Assessor, James A. Kelly; Assistant Assessors, Benjamin S. Jackson, David L. Richards; Judge, William Parmley; Inspectors, Theodore Jackson, Thomas Irvin; Auditors, William E. Porter, Adam Kline, David Scoby; School Directors, Jacob Farne, David L. Richards, Francis J. Schmeltzer.

☞ *Judge Higins.*—We regret to learn that the accident to Judges HIGINS and HEISTERSTEIN, near Northumberland, mentioned in the *Journal* last week, was more serious than was at first supposed. The former gentleman received a severe cut on the head and was considered dangerously ill for several days after. His many friends here, however, will be glad to learn that he is now convalescent.

☞ *The Ladies' Fair*, held last week in Minersville, is represented to have been unusually interesting, and profitable, besides. Upwards of fourteen hundred dollars' worth of what the *Bulletin* calls "French goods," were disposed of. We have not heard the actual amount cleared.

Won't some one correspond for us regularly from Minersville?

☞ *A Theatrical Company*, comprising some six gentlemen and four ladies, are expected here next week. They are represented to be persons of unquestionable Dramatic talents—some of their names (we have been shown the list) will be familiar to the patrons of the stage.

☞ *On Monday last*, Justice Reed, after a hearing, committed for trial at the June session, Albert Burton, a young man of this borough, charged with having taken $95 from Thomas Dougherty, proprietor of Mortimer's Refectory.

SCHUYLKILL HAVEN AFFAIRS.

[FROM OUR REGULAR CORRESPONDENT.]

☞ *The Post Office* up—and *dis-appointments*, have not as yet been made; and the aspirants are still "roaring as gently as sucking doves." The "rest of mankind" seem very well satisfied with Mr. Keefer the present incumbent, as he is a most worthy and exemplary man. That young Earthquake, however, I have reason to think, will soon be hatched (having commenced the interesting operation of picking the shell.) So look out for squalls or squalling, one or t'other. Great big holes, "sticking out some 10 or 12 feet" it is said will be drilled into the "Democratic Party," next fall, if the wind does not blow North, South, East and West at the same time. Haven't heard whether the job is to be given out by contract or not. Where's the celebrated "tunnelling machine?"

The new Dock has been so far completed, that Mr. Bast has commenced shipping coal. The first barge left the dock on the 5th inst. The work is progressing rapidly.

A Boatman unknown to the writer, was severely bruised by falling into the locks, as a boat was about entering. He was caught between the boat and the walls of the lock. It was at first thought that his spine was injured; but such I am told was not the case.

There is considerable complaint amongst our Boatmen, owing to the scarcity of New York loading. Many boats have not made a single trip, this season. Scarcity of cars on the Mine Hill Road seems to be one of the causes. Why is this?

Preliminary measures have been taken by the different denominations of this place for the erection of a cemetery, on the lands of Gideon Bast, Esq. The location is one of the most beautiful ones in the county, being the elevation back of the "Old White Church." It can be seen from nearly every part of town.

On Saturday night we enjoyed a rich treat. The "Bell Ringers." "Nuff sed." There were however, a few of the "whoys" (who escaped the vigilance of their mammas) present, who "kicked up a muss." I think a few doses (allopathic) of unburnt hickory ashes, would make them a little more "decent." Hope they may be looked after.

Yours truly,

Schuylkill Haven, May 9, '53. SENTINEL.

[Since the above was in type, we have learned that Mr. D. H. BAKER has been appointed Postmaster.—*Ed. Journal.*]

☞ *A Bible Society was organized* at Sch'l Haven, last week, auxiliary to the County Society. On Wednesday evening a meeting was held in the Lutheran Church and a Constitution adopted. After which the following officers were elected:—Mrs. LEWIS, President; Mrs. Keefer, Mrs. Wilson, Vice Presidents; Miss C. Robinson, Secretary; Miss Anna Small, Treasurer.

A Board of Managers was then chosen from the several Churches, as follows:—German Lutheran, Mrs. W. Huntzinger and Miss Louisa Bowen: English Lutheran, Mrs. Dr. Shannon, Mrs. Elizabeth Huntzinger; Evangelical, Mrs. Henry Saylor, Mrs. Dr. Palm; Episcopal, Mrs. Hammekin, Mrs. Wilder; Methodist, Mrs. Kupp, Mrs. Shoener.

☞ *Mr. David Clark*, late Master Machinist on the Mine Hill & Schuylkill Haven Railroad, lately resigned his place. The hands in the employ of the company, held a meeting in West Haven, Saturday, 30th ult., and through S. R. Dickson, Esq., presented him a handsome gold pencil and a box of drafting instruments, as testimonials of their respect for him. Several speeches were delivered on the occasion.

PORT CARBON AFFAIRS.

[FROM OUR REGULAR CORRESPONDENT.]

Mr. Bannan:—I have been looking in your paper sometime for a correspondence from this place; but, being so near Pottsville, I suppose our light must be eclipsed, or, being the lesser, is wholly obscured by your brilliancy. I should not be surprised if, instead of having a correspondent for your paper, we should have a whole paper to ourselves soon.

Port Carbon is now a Borough and the officers seem very zealous and determined to discharge the various trusts confided to their care. They have surveyed and laid out the streets, and the work of filling up, curbing and paving has commenced. The property holders are trembling at the anticipated cost. It is no hit work to pave in front of vacant lots—and I am sorry to say there is a great number here.

I would direct the attention of the powers that be to Mr. S. Lewis' articles in your paper on pavements; as they are at present earting soft mud on hard ground, which is surely no improvement.

The Chief Burgess has issued his proclamation against dogs; but, like all persecuted species or sects they seem only to increase the faster.

Our town has not altogether caught the spirit of improvement that characterizes the age. It increases in size very slowly. On the Sharp Mountain side, quite a number of houses have gone up lately, but on the other, there is little doing, caused, I presume, by the property or lots being held at too high a figure.

The Borough wishes to negotiate a loan of Four Thousand Dollars to build a Town Hall, which it effected may give a fresh impetus to building, generally, and materially change the aspect of affairs.

I do not wish to impress your readers unfavorably with regard to our "berg." It has a good many advantages—it is in a healty location, has many good sites for building, either private residences or business establishments, good water and plenty of it, and other requisites to make a flourishing town. Those who doubt it, may come and judge for themselves.

TAMAQUA AFFAIRS.

☞ *Fatal Accidents.*—The *Gazette* of Saturday last, chronicles several distressing accidents in that neighborhood.

On the 29th ult., Wm. Eisenbach, a German, in attempting to jump upon a passing train of loaded coal cars, fell on the track and was terribly mutilated by the train passing over his body. One leg was amputated by an attending physician, but he died immediately after the operation. He was a married man, about 42 years of age.

On the 30th, Walter Richards, while at work in the new slope of Messrs. J. & R. Carter, on the land of Little Schuylkill Company, was killed by a heavy fall of coal. Wm. Bowden narrowly escaped, at the same time. Mr. Richards leaves a wife and five children—he was about 40 years of age. The *Gazette* speaks of him as a most excellent and exemplary citizen of Tamaqua for many years.

On the 2d inst., James Armstrong, about 18 years of age was killed by a fall of coal, while engaged in driving a breast in Jones & Cole's Buckwille colliery.

[FOR THE MINERS' JOURNAL.]

OUR STREETS.—NO 5.

OF THE KINDS OF PAVEMENT FOR THE STREETS OF POTTSVILLE.

Having thus given a brief description of the different kinds of pavement which have been suggested for introduction amongst us, with an account of their cost, so far as reliable information has been received; I will now offer some remarks as to what kind of pavement would be best adapted to our situation and circumstances.

Any kind of wooden pavement, from the perishable nature of the material is not to be thought of. The cost of cut stone pavements would seem to place them beyond our reach at present, if no objections existed against them on our steep grades. We would then appear to be confined to the pebble pavement, or some other of about the same cost and durability, for general use, with the addition of the tramway in such narrow streets as have a great amount of travel.

Some water-worn or rounded pebbles, which might be used for paving may be obtained at several points along and near the foot of the Mine Hill and Broad Mountain, but they are very irregular in their quality. To dig up and assort these and then haul them three or four miles, will make a very costly covering for [illegible]et, and a very rough one, even when the greatest skill is employed in laying them.

I do not consider a pebble pavement at all desirable, or one that should be adopted if anything better can be had; indeed it is difficult to conceive what, except necessity, should have at first led to their use. They are rough, noisy, and difficult to clean, and have, in short, nothing to recommend them, but their hardness and resistance to wear and tear. Pebbles, owing to their shape have, when first set up, about as much stability as a lot of eggs set on end. The fond or stability is given to the pavement afterwards by the repeated rammings it receives—driving the pebbles down into the loose gravel below, and thus forcing it up between them; and afterwards forcing gravel down from the top by the wheels of carriages passing over it. And yet after all this artificial packing, such a pavement requires frequent resetting.

Common sense would suggest the propriety of using a material so shaped as not to require such artificial aids to give the pavement stability; even if not quite so lasting. Such a material, I believe can be found among the hard and tough sand stones of our mountain side in the immediate vicinity of the Borough. These can be had much cheaper than any pebbles, and will make a far superior pavement. Easier to travel on, both for horse and vehicle, easier to clean, and requiring less repairs and resetting.

To give it as brief a space as possible, my ideas of the kind of pavement we should adopt. I will describe two samples with a locality for each. First promising that the natural soil of our streets forms as good a material for the bed of a pavement as anything we can readily procure, provided it is first well drained and afterwards kept dry; and that therefore all digging up and hauling away of this (except what may be necessary to make room for the stone pavement,) and again filling up the space with gravel, is in done in Philadelphia, is a mere useless waste of labor, if not something worse.

Instead of this I would propose to thoroughly drain the natural soil by means of an underground culvert, and at the same time accomplish the two other desirable objects of draining our cellars and passing the surface water under ground.

For instance the present provision for passing off the water at the crossing of Mahantongo and Centre streets has long been an annoyance to the public, a remedy for which has for some time engaged the attention of the Council. To remove this nuisance, let a culvert be commenced at Norwegian creek, and extended to some distance beyond Centre street, with inlets on both sides of the street, sufficient to pass in all the surface water. The bottom of it to be below the bottom of the cellars. If the soil is found to be very wet, let small openings be left in the top of the culvert at every 2.5 feet, and from there let small stone drains be extended to the curb stone, meeting in a point at the openings in the shape of the letter V.

After the culvert and drains are filled, and the earth has had sufficient time to become consolidated, (which might be hastened by ramming while filling,)—let the ground be paved off to the shape it is intended to give the pavement, on this spread 3 inches in thickness of gravel. Meantime let a skillful person be employed to select from the sandstones above mentioned, such flat and even ones as will fit close together, or nearly so when laid—not exceeding 4 inches in thickness and to be as near as possible of an uniform depth or breath of 6 or 7 inches, as the stone may generally run, and of any convenient length: let these be roughly trimmed on the ground that no superfluous material may be hauled. On the street as above prepared these stones are to be set on edges as closely together as possible, with their length at right angles with the length of the street. Such openings as may appear between the stones, should be filled, as far as possible with the spawls or fragments dressed from the stone while laying. The pavement then to be well rammed over and a coat of gravel an inch or two in thickness spread over it, to be worked into the smaller joints by the wheels of the carriages, which might be hastened by an additional ramming on the gravel.

On some of our flatter grades it may be necessary to make the gutters of brick, but on the steeper ones, if made of the pavement above described, they can readily be kept clean. S. LEWIS.

Mining & Scientific DEPARTMENT.

PRICES OF STOCKS

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

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

	PAR VALUE.	OFFERED	ASKED
RAIL ROADS.			
Reading	50	44½	44¾
Mine Hill & Schuylkill Haven,	50	74½	74¾
Mount Carbon,	50		
Mount Carbon & Port Carbon,	50		
Mill Creek,	50		
Schuylkill Valley,	50		
Lehigh Valley,	50		
Lehberry Creek,	50	5	8
Swatara,			
CANALS.			
Schuylkill Navigation,	50	25	25½
do do Preferred,	50	33½	33¾
Union Canal,	50	17½	17¾
do do Preferred.	50	51	53
Delaware & Hudson Coal & Transportation Co's.	100	118½	119
RAIL ROAD & COAL CO'S.			
Little Schuylkill Coal & R. R. Co.,	50	54	54½
Lehigh Coal & Navigation Co.	50	75½	76
Hazleton Coal Co.,	50		
Buck Mountain Coal Co.,	50		
Pennsylvania Coal & R. R. Co.,	100	114½	115
Dauphin Coal & R. R. Co.,	100	48	50
Lykens Valley Coal & R. R. Co.,	50		
Beaver Meadows Coal & R. R. Co.,	50	37	37½
COAL COMPANIES.			
Forest Improvement Co.,	50		
North American Coal Co.,	25	18	18½
Delaware Canal Co.,	50		
MISCELLANEOUS.			
Miners' Bank,	50	50	55
Farmers' Bank,	50	50	52
Pottsville Gas Co.,	50	25	30
Pottsville Water Co.,	25	13	18

NEW THEORY OF EARTHQUAKES.

The general belief of men respecting the cause of earthquakes, is the igneous theory; in other words, they believe the centre of the earth is a molten mass, and that it is sometimes agitated, causing volcanoes and earthquakes. Those who entertain this belief have ingeniously strung together a great number of facts to prove that volcanic eruptions and earthquakes, *are* in general simultaneous and confined to the same localities. This, however, is not so, for many earthquakes take place when and where there are no volcanic eruptions.

A correspondent of the "London *Mining Journal*," named Drummond, writing from Conrie, in North Britain, presents a theory entirely different from that of igneous action; he attributes earthquakes to electrical influences, and we believe that Sir Charles Lyell has expressed a belief in the same agency.—Mr. Drummond resides in a district where many shocks by earthquakes are felt every year, and some of them have been so severe as to overthrow houses. The place is a highland village in the bosom of a mountainous country, and the shocks are never felt at many miles from it, hence it must be the centre of the earthquake's influence. He states that no shocks have ever been felt during easterly or westerly winds. All earthquakes that took place there were preceeded within 24 hours by much rain, and but they have taken place oftenest in dull, thick, wet weather. The shocks were not felt alike in the same district; the houses which suffered most were built on wet places, on houses built on a depth of dry soil, suffered. The earthquakes that have occurred when the weather was dry, were more abrupt, and greater velocity than those which took place in wet weather. They have often taken place when there were two currents of wind in the atmosphere, one moving contrary to the other. During all the *great* earthquakes, vast quantities of aqueous vapors were in the lower regions of the air, which shows that vapor has much to do with the cause of earthquakes, and Mr. Drummond considers it the medium through which electricity acts to produce the quaking phenomenon.

The earthquakes commenced in that place in 1788, when a magnetic rock was opened up into a quarry for free stones. This has been opened and worked two or three times and it has been observed that according to its exposure by the quarrymen, so was the frequency of earthquakes increased. When shut up they decreased, and ceased for a while altogether, from 1809 to 1817. The rock was then worked again, and the earthquakes commenced with old tricks again. The quarry was again closed, and the earthquakes almost ceased; until it was opened again in 1834, and worked to a far larger extent than ever, exposing a great amount of the magnetic rock surface. The earthquakes during this time, became fearful and continued to be so, until 1846, when it was shut up, and they have now assumed a milder form. Sounds are often heard in the mountains like central explosions of artillery.

Recent accounts from India inform us that some terrible earthquakes have taken place there; they continued for two weeks, the earth heaving like the billows of the ocean. Earthquakes frequently take place at a great distance from volcanoes, at periods when no volcanic eruption precedes, corresponds with or follows after. The igneous theory may be true, but it certainly does not account for all earthquakes, and Mr. Drummond says, "I might as well try to submerge the British Isles as to account for the solution of the earthquake problem upon the hypothesis of its being the effects of molten matter in the interior of the earth."

LOCOMOTIVE BOILERS.

An excellent paper on "The Principles of Locomotive Boilers," was recently read by D. K. Clark, before the Institution of Civil Engineers, London. It was agreed that the combustion of coke in the fire-box was in practice very completely effected, and was independent of the strength of the draft, and that expedients for producing combustion were useless. The combustion of coal might be perfected in practice by judicious use of the ash-pan, damper, and door. In the laboratory it was found that 12 lbs. of water were evaporated by one of coke; in the best ordinary practice of boilers, it was found that 9 lbs. of water or 75 per cent. was obtained from the fuel, the balance being lost by leakage, &c. A minute analysis was made of the results of numerous authenticated experiments on the evaporative power of locomotive boilers of various proportions. It was concluded that the economical evaporative power of boilers was materially affected by the area of the fire grate and by its ratio to the whole heating surface. An enlargement of the grate had the effect of reducing the economical evaporative power, not necessarily affecting the quality of combustion in any way, but governing the absorbing power of the boiler as the lower rate of combustion, per square foot of grate due to a larger area, in burning the same total quantity of fuel per hour, was accompanied with a reduced intensity of combustion, and by a less rapid transmission of heat to the water, in consequence of which a greater quantity of unabsorbed heat escaped up the chimney. An increase of heating surface again, reduced the waste of heat and promoted economy of fuel, thereby greatly adding to economical evaporative power. His conclusions were:—1st, That the economical evaporative power of locomotive boilers decreased directly as the area of the grate was increased while the heating surface remained the same.

2nd, That it increased directly as the square of the heating surface, when the grate remained the same.

3d, That the necessary heating surface increased only as the square root of the economical evaporative power.

4th, That the heating surface must be increased as the square root of the grate area, for a given economical evaporative power. It is generally considered that large grates were an unmixed good, and were so recommended and adopted, still they could be made too large. Concentrated and rapid combustion was the true practice for the largest and smallest boilers, and in locomotives where lightness, compactness, and efficiency were the primary objects, the boilers should be designed for the highest rates of evaporation per foot of grate. For every square foot of grate surface no less than eighty-five times that amount of heating surface should be employed. It was also shown that the clearances between the tubes for the circulation of water and steam was too small in many boilers.—*Sci. Amer.*

☞ TRAVEL ON THE WESTERN RAILROAD.—Some idea of the business done upon the railroads of the West may be formed from the following. A few days since there started from Detroit a train of eighty-five freight cars in one. string, propelled by two of the most powerful locomotives in the country.—The train was bound for Chicago, and the greater part of its vast load was carried to the merchants of that thriving city. Since the first of April, just such trains have started almost daily from that depot of the Central Railroad for the same place. On Thursday evening a passenger train left the depot for the West, composed of twenty-nine of the splendid new passenger and luggage cars, of this company, containing 900 passengers, and almost one quarter of a mile long.

☞ THE TELEGRAPH.—A late letter from Genoa says—"This port is just now beginning to experience the benefit of its telegraphic communication with Paris and London.—A large vessel arrived from the Baltic a few days ago with a valuable cargo of wheat, and found a purchaser in London within five hours, by telegraph! This incident, and some others of like character, have produced quite an awakening among the Italians, who appear to realize for the first time the wonders of modern commercial progress."

THE PACIFIC RAILROAD.

In the course of an admirable speech recently made by Senator Bell, in the Whig Convention of Tennessee, he alluded to a railroad to the Pacific, as one of the most magnificent projects of the age, and one not less important as a measure of defence and security to our possessions on the Pacific. It was demonstrable, he said, "that the cost of construction would fall far short of the expenses of any war in which we might be engaged for the protection of that coast, without the advantages of such a mode of transit between the valley of the Mississippi and that distant frontier. In a war with any great maritime power, in fact, all other means of access might be impracticable, or only practicable at an insupportable cost. But such a work was demanded by other considerations than such as was merely military and defensive. It was important and indispensable to the full development of the resources of the country. It was a work likewise of political necessity, it was wanted to consolidate and perpetuate the union between the Atlantic and the growing communities on the Pacific. It was a work of incalculable interest to the inhabitants of the fertile valley of the Mississippi especially. The enterprising young men of the country—men with or without families—possessed of small means, but of the laudable ambition of improving their condition, could not now reach California but by a tedious overland journey, exposing them to great privations, or by a voyage of thousands of miles, at a cost exceeding the means of many, and always at the hazard of contracting the diseases of tropical climates. Construct this great road, and this hardy and enterprising class of our population could reach this new land of promise in eight or ten days, and after trying their fortunes there, filling their pockets, if they are industrious, with their fair proportion of the public plunder, now thrown open to all the world, if they choose, they could return again to their native homes."

UMBRELLAS.

It is estimated that the umbrella and parasol trade of New York city is equal to $500,000 per annum—chiefly conducted in seven different firms. One of the largest is that of Isaac Smith & Co., who employ 275 persons in the various departments, including 250 girls, and facilitate the manufacturing processes by using steam power. Machinery is principally used for sharpening the sticks and "streechers," or whalebones, and for drilling holes for the rivets. During considerable part of the year, from 1,000 to 1500 umbrellas and parasols are finished a day, and $75,000 worth of silk and cotton hams are sometimes consumed in the space of three months. Generally the manufacturers have different parts of the umbrella made by different parties about the city; but in this instance, the various branches are conducted to a system, and the whole is prosecuted within the walls of a single establishment. Umbrella handles are principally made in Pennsylvania, and the rattans in Williamsburgh and Philadelphia, where large manufactories are established. There are in an umbrella, 112 different parts; and before being perfected, the umbrella passes through nearly as many different hands. Surprising celerity is acquired in putting the parts together so that an umbrella is easily commenced and completed within the space of two hours, and might be finished much sooner if the varnish dried quicker. The average price of umbrellas is $1.05 to $4.10—parasols, $1.75 to $2.00. An immense quantity of the cheaper qualities are made up. There is a large class throughout the country who require an article that costs from 12½ to 25 cents, made of cotton cloth, with cane frames. The average wages received by sewers of umbrellas is $1.50 per week.

COAL TRADE OF THE LAKES.

The Coal business of the Lakes is growing into very considerable importance. A correspondent in the Cleveland *Herald*, furnishes some interesting statistics on this subject, which we learn that they having received coal at Cleveland for ten years; from the year 1833 to 1843, inclusive, were 2,276,000 tons; for the ten years from 1843 to 1853, inclusive, 59,840 tons. The whole amount of coal received at Cleveland from the year 1833 to 1852, inclusive, was 612,721 tons. In the year 1833, the receipts were 1,719 tons; in 1840, they were 6,625 tons; in 1841, 10,[illegible] tons; in 1842, 31,146 tons; in 1847, 41,[illegible] tons; in 1848, 66,551 tons; in 1850, 85,[illegible] tons; in 1851, 107,135 tons; and in 1852, 137,926 tons. The receipts of coal at Erie for the year 1847, were 70,000 tons; and in the year 1852, it is estimated by the writer in the Cleveland *Herald* at 140,000 tons. In addition to these two sources, the lake region has now another resource in Ohio, which derives its coal from the Hocking mines. The production of these mines is not thoroughly known, but the writer quoted estimates the entire consumption of coal by the Lakes for last year at 360,000 tons.

ACCIDENT TO PROFESSOR LIEBIG.

The Augsburg *Gazette* has the following, from Munich, dated the 10th:—"Professor Liebig was last night giving a lecture on chemistry at the Palace, before Queen Marie, Queen Theresa, King Louis, the young branches of the Royal family, and some persons belonging to the court. When a bottle of oxygen gas being improperly handled by his assistant, who took it for another bottle, an explosion took place, and the bottle flew into a thousand pieces. Fortunately the explosion occurred in an inner room, the door of which was open; still some fragments of the glass passed through the door, and slightly wounded some members of the Royal party who were sitting in the front rank. Queen Theresa was on the front rank, and the blood flowed in abundance; Prince Luitpold was slightly wounded in the head, Countess Luxburg in the chin, and Countess Sandizell in the hand. None of these wounds will be of any consequence. The professor was also slightly injured in his leg, escaped with his life by a sort of miracle."

OHIO VS PENNSYLVANIA.

The claim set up by the Cincinnati papers in favor of Ohio, as being the largest and fast