Three copies to one address, in advance,
Seven do do 10
Fifteen do do do 20
Citté subset iptions must be invariably paid in advance
and sent to one address.

TO CARRIERS AND OTHERS:

23 per 100 copies, cash on . Fvery.
Cirryyaten and School Teachers supplied with the Journal at \$1 in advance.

THE LAW OF NEWSPAPERS. If subscribers order the discontinuance of their news-pers the publisher may continue to senp them until

ages are paid.

The paid of th

AND POTTSVILLE



JOURNAL,

I WILL TEACH YOU TO PIERCE THE BOWELS OF THE EARTH, AND BRING OUT FROM THE CAVERYS OF MOUNTAINS, METALS WHICH WILL GIVE STRENGTH TO OUR HANDS AND SUBJECT ALL NATURE TO OUR USE AND PLEASURE. - Dr. Johnson

PUBLISHED EVERY SATURDAY MORNING, BY BENJAMIN BANNAN, POTTSVILLE, SCHUYLKILL COUNTY, PENNSYLVANIA.

VOL. XXXI.

SATURDAY MORNING, MARCH 10, 1855.

BOOK BINDERY. Books bound in every variety of style. Blank Books of every description manufactured, bound and ruled to or-NO 10. der at short notice.

If subscribers neglect or refuse to take their newspa-res from the offices to which they are directed, they are id responsible until they have settled the bills and or-red them discontinued. If subscribers remove to other places without inform-g the publisher, and the newspapers are sent to the for-er direction, they are held responsible. The courts have decided that refusing to take newspapers from the office, or removing and leaving them us alled for, is prima facia evidence of intentional fraud, RATES OF ADVERTISING. RATES OF ADVERTISING.
One square of 10 lines, 50 cents for one heartlon—subsequent insertious, 25 cents each. 3 lines, one time, 25 cents—subsequent insertious, 12/2 cents each. All advertisonnets over 3 lines, for short periods, charged as a square.

INVIES.

ONE. IWO. THREE. SEE. INVIETS
Three lines, 62/2 87/2 \$1.50 \$2.25 \$5.00

ALL OVER FIVE LINES COUNTED AS A SQUARE OF TEN LINES.
ONE SQUARE, 1-25 200 3 00 5 00 8 00

All over five lines counted as a square of fen lines.

One square, 1.25 2.00 3.00 5.00 8.00

Two squares, 2.00 3.50 5.00 8.00

Two squares, 3.00 4.50 6.50 10.00 15.00

Quarter tol... 5.00 6.50 8.00 15.00 25.00

Half column, 9.00 12.00 16.00 25.00 40.00

One column, 16.00 25.00 30.00 45.00 60.00

After tissues Notices, 31 each—accompanied with an advertisement, 50 cents cach.

Advertisements before Marriages and Deaths, 10 cents per line for first insertion—subsequent insertions, 5 cents per line. Nine words are counted as a line in advertising. Merchants and others advertising by the year with chance, and a standing advertisement not excoording 2 squares of 20 lines, will be charged, including subscription.

Stace to the amount of one quarter column with to the amount of one quarter column with

tion.

Space to the amount of one quarter column with changes and subscription.

Without changes, at the rates designated above.
Advertisements set in larger type than usual will be charged 30 per cent. advance on these prices. All cuts will be charged the same as letter press.

No Trade Advertisements received from Advertising Agents aboad, except at 25 per cent. advance on these prices, unless by special servement with the publisher.

Marriages 25 cents each. Deaths accompanied with noticed 25 cents, without notices no charge.

All Notices, except those of a religious character and for educational purposes, will be charged 25 cents for any number of lines under 10. Over 10 lines, 4 cents per line additional. Proceedings of meetings, not of a general or public character, charged at 4 cents per line for each insertion.

To heditate calculations we will state that 323 lines rasks a column—154 lines a half column,—and 82 lines a quarter column. 2323 words make a column—1476 a half column—and 738 a quarter column. All odd lines over excluquare, charged at the rate of 4 cents per line.

Varly aftertisers must confine their advertising to their own business. Agencies for others, sale of Beal Estic, &c., is not included in business advertisements.

STOVES & TIN WARE. SOLOMON HOOVER,
WHOLESALE AND RETAIL DEALER IN
Stores, Tin ware, Hollow ware, Brass ware, Brittania ware. Cuttery, &c. Thankful for past patronage, he hopes, by strict attention to business, to merit a continuance of the favor of his old customers and the public in general. He has just added to his already large stock of the above named articles, a variety of Cooking, Parlor and Office Stoves, of the latest and mest approved styles. Also, a variety of Household Furniture, such as Tinned and Enamelied Boilers, Tinned and Iron Tea Kettles, Brass Kettles, Brittannia Ware, Japanined Ware, Frying and Roasting Pans, Sad Irons, &c., &c. Also, continually on hand a large assortment of Tinware, &c. Ite has now the largest and best stock of his line ever offered in Schurlkill County, to which he invites the attention of the public in general, as he feels confident that he can suit them both in price and quality. They would therefore do well to call and examine his stock before purchasing elsewhere.

N. B.—Roofing, Spouting and Jobbing promptly attended to. Also, old stores repaired, or odd plates, fire-brick grates, &c, can be had for repairing the same. Old stores, and all other old iron taken in exchange for new.

SOLOMON HOOVER.

NEW TIN WARE,

Copper and Stove Manufactory.

GEORGE H. STICHTER announces to his
numerous old friends, and the public generally, that he has engaged in the above mentioned business and on such an extensive plan, that he is enabled to sell his goods at prices which cannot be surpassed in cheapness in any either similar, establishment in the county. His store is in Centre Street, a few doors South of the place where he was formerly engaged with D. L. Esterly, in the Hardnare business. thong the many articles in his store, he will only-

Among the many articles in his store, he will only make mention of the following:
Stores with pipe, Copper-ware, Copper Kettles, of all class: Brass Kettles, Japan-ware, Tin-ware, of every description, Hollow-ware Tin by the Box; Boofing Tin by the Box; Japan Tin, by the quantity or by the pound: facet iron by the quantity or otherwise; Russia Sheet iron by the hundred or by the pound. Also, a new Patient Water-cooler, which is one of the most useful improvements of the day, especially for familles during hot weather-and, in short, all other articles belonging to a complete establishment of the kind.

Orders for work in his line, such as Tin-roofing, Spouting, &c. as also mending, will be attended to promptly at the shortest notice.

33 Tue highest market price will be pald for old Pewter and Lead, or goods given in exchange.

GEO, H. STICHTER.

TRAVELING. SUNDAY EXCURSION TRAINS.

N AND AFTER SUNDAY, JUNE Time Stations. 7.30 | Ijeaves Pottsville
8.31 | Fasses Mt. Carbon
8.58 | 8. Haven
9.34 | Reading
10.43 | Pottstown
10.52 | Phoenixville s Philad'a

FARES. For the Round Trip, up and down, in No. 1 Cars:
a Philad's to Phoenix ville and back same day. Pottstown. 1 75
Randing. 2 50
S. Haven, Mt. Carbon & Pottsville, 4 00
Reading to Pottsville and back same day, 1 50
Rey-No Bagrage carried with these Trains. All Tickets
sust be purchased before entering the Cars.
Vay 29, 1852. 22-ff

PASSENCER TRAINS. and Reading Railroad.—Summer Arrangement.—FROM PHILADELPHIA TO POTTSVILLE.
and after May 17, 1852, there will be two Passenge in daily. (Sundays, excepted), between Philadelphia

mins daily. (Sundaya, excepted), between Philadelphia, odding and Pottsville. MGRNING LINE.

The Express Train leaves Philadelpdia daily, except Sundays, at 74,0°clock, A. M. The Way Train leaves Pottsdie daily, Sundays excepted, at 74,0°clock, A. M. AFTERNOON LINE.

The Way Train leaves Philadelphia daily, except Sundays, at 334,0°clock, P. M. The Express Train leaves Philadelphia at 34,0°clock, P. M. HÖURS OF PASSING KEADING. r Philadelphia, at 9 o'clock 10 minutes, A. M., and & 51 minutes, P. M. For Pottsville, at 9 o'clock ttes, A. M., and 6 o'clock, P. M. utes, A. M., and 6 o'clock, P. M.;
th Trains stop at all the Stations along the Line.
FARES:

IST CLASS CARS. 2D CLASS CARS.
ling to Philadelphia. 1 75 \$1 45.
ling to Pottsville. 1 05 25.
delphia to Pottsville. 2 75 2 25.
or in Pottsville. 2 105 20 25.

ng to Pottsville. 1 05 25 delphis to Pottsville. 2 75 25 25 pot in Pottsville, corner of Union and Railroad Sta. of American House. Passengers cannot enter the ess provided with a ticket nunds of Baggage will be allowed to each passen these lines, and an aking anything as Bargage but there on a saking anything as the risk of its owner.

el, which will be at the risk of its owner.

order of the Board of Managers.

S. BRADFORD, Secretary.

22-41 here lines, and passengers are expressly prohibited king anything as Baggage but their own wearing

FRANSPORTATION. E ADAMS EXPRESS COMPANY TTSVILLE TO HARRISBURG. S. S. WILLIAMS, Superintendent.

LAD'A. & READING RAIL ROAD. AND AFTER NOVEMBER 1st.

ARTICLES OF PREIGHT. cis. Confectionery. Books. Carpet-Cicars. Fresh Meat, Fish. Glass. &c. Bran. Butter. Copper. Egg. Ear-ware Grindstones, Groceries, Hemp S. Hardware, Hides: Hollow-ware, Jan. Machinery. Oysters, Oils. Seeds. Cotton, Coffee, Grain, Bar Iron

Molasses, Nails, Spikes, Rice, Salt. ions, Sugar, Whiskey, &c., Fire Bricks, Guano, Mill Stones,

Lancaster, &c.
HE LOCAL TRAIN, established on Reading Railroad to complete the connexions Isosphin and Susquehanna and Culawizsa Rail-

DINAMERS.

DENCARDE TO THE PROPERTY OF THE PRO in banna Railroad, is reached with facility into of the Valley of the Schuylkill, and by a duly communication, both ways, is maintain-ty accepted with Harrisburg, Lancaster, Cham-liatimore, and all points in that direction.

PHILADELPHIA. QUANO! QUANO!! THE Subscriber, sole Agent for the Peruvian Government, in Philadelphia. has a large stock of Pure Arraian Guano on hand, which he offers to Farmers and Dealers, at the lowest cash prices, in lots to suit purchasers.

Sole Agent for the Peruvian Government, in Philadelphia, Ar. 48 North Waters, and 97 North Water street.

January 27, 1855 IMP. SUPER PHOSPHATE OF LIME.

2500 Barrels of the most superior manufacture. Also, GUANO of every description, CALCINED PLASTER, CEMENT. scription, CALCINED PLASTER, CEMENT, &c.

437 PRODUCE of all kinds bought and sold on Commission.

R. B. SELLERS & CO.,

Forwarding and Commission Merchants,
No. 65 North Wharves, Between Race and Vine Streets,
Philadelphia, February 17, 1855

6-3m PLATFORM SCALES PLATFORM SCALES
OF every description, suitable for Railroads, &c., for weighing Hay, Coal, Ore, and Merchandise generally. Purchasers run no risk, every Scale
is guaranteed correct, and if, after trial, not found satisfactory, can be returned without charge.

Agr Factory at the Old Stand, established for more than
twenty years, corner of Ninth and Melon streets, Philadelphia.

ABBOTT & CO.,

Yob. 10, 1855 billing Successors to Ellicott & Albert. ESTABLISHED IN 1796.
M'ALLISTER & BRO., OPTICIANS,

No. 43 Chesnut street, to their No. 43 Chesnut street, to their No. 43 Chesnut street, below Eighth, nearly opposite the Masonic Hall, Philadelphia.

45 Our Priced and Illustrated Catalogue of Optical, application, and sent by mail, free of charge. l'hiladelphia, January 13, 1855 CAR AXLES.

CAR AXLES.

THE subscribers are prepared to manufacture in any quantity required, both Rolled and Hammered Car and Locometive Axles, of the best quality material. If required, Rolled Car Axles will be furnished cut to length accurately, by turning lathe, and the centres drilled in, thus saving weight of iron, and expense of finishing. Address

A. & ROBERTS, Pencoyd Iron Works.

Office No. 80½ Walnut street, PhiladelphiaFebruary 17, 1836

COLEMAN'S CUTLERY STORE, S. No. 21 North Third Street. No. 31 North Third Street.
ONSTANTLY on hand, a large assortment of Pon and Pocket Knives, Scisswa, and Rasors. Table Knives and Forks, in ivory, stag, buffalo, bone and wood handles; Carvers and Forks, Dirks, Bowie Knives, &c.

Knives, &c.

ALSO—a very extensive assortment of Waiters, Tea
Trays, &c.

Fine English Guns, Colt's Pistols, Allen's Revolvers,
and Single and Double barrelled Pistols, with a general
stock of Fancy Hardware, constantly on hand.

JOHN M. COLEMAN, Importer.

Philadelphia, Dec. 30, 1854 [Dec. 27, 153-52] 51-tf SAMUEL S. FETHERSTON. DEALER IN LAMPS, LANTERNS Chandeliers, and Caudelabras, No. 152 S. 2d street, above Spruce. Philadelphia. Having: enlarged and improved his store, and having one of the largest assortments of Lamps in Philadelphia, is now prepared to furnish Pine Oil, Camphene, Burning Finid, Lard and Oll Lamps, and Lanterns of all patterns: Glass Lamps by the package, at a small advance over auction prices. Being a manufacturer and dealer of Pine Oil, Burning Finid and Alcohol, which will be furnished to Merchants at such prices that they will find it to their advantage to buy. Also, Household Glassware, of all descriptions, at the lowest market prices.

he lowest market prices. Philadelphia, October 28, 1854. MANUFACTURES. WIRE ROPES.
L'ISHER HAZARD, Manufacturer of

Wire Rope for luclined Planes. &c., &c., Carbon Co.,
Pa. Ropes of superior quality and of all lengths and sises on hand and made to order on short notice.
Reference can be imade to & A. Douglas, Superintendent
and Engineer, Lehigh Coal and Navigation Company;
N. D. Courtright. Superintendent Hasleton Coal Company. Mauch Chunk; A. G. Brodhead, Superintendent Beater Meadow Coal Company, Mauch Chunk; Belford,
Sharpe & Co., Contractors, Summit Hill, Penna.
October 14, 1854 VENETIAN BLIND MANUFACTORY. 8th St., bet. Norwegian & Mahantango.

M. ZERBE announces to the citizens of Pottavilla and violate that he citizens of Pottsville and vicinity, that he is pre-pared to manufacture V-netian Blinds of every size, color and style, at short notice and at the lowest rates. He feels confident that a trial alone is sufficient to be con-

feels confident that a trial alone is sufficient to be convinced of the advantage of purchasing his Blinds.

A fine assortment of Blinds constantly on hand. He is also prepared to repair, paint, and trim old Blinds in such a manner as to render them almost equal, in appearance, to new.

Jan. 27, 1855 +1y COACH MAKER'S REMOVAL. THE subscriber having fitted up one of the largest Coach Shops in the State, in Coal street, Pottsville. Pa., next to J. II.

Adam & Co., Serven Factory, where his facilities for manufacturing all kinds of Carriages and light Wagons cannot be surpassed—being a practical Mechanic, and having a number of years experience in the business. he knows to give general satisfaction. business, he hopes to give general satisfaction.
All kinds of Carriages and light Wagons kept on hand.
Also, second-hand Wagons, &c. 1848: 23-tf Thomas Jackson,

FLAT and Round Rope Maker, Reading, Ps. White, Tarred, and Manilla Rope of any dimensions.

Flat Ropes, for Mining or other purposes, Towing lines and Canal cordage of all kinds.

Bed-Ropes, Wash-lines, Sash-cord, &c. Superior Pucking for Steam Engines. Also, patent prepared Hemp Packing, a very superior article, saturated with a composition which fully doubles its capability to stand friction, and insures its preference wherever it has been tried. Or ders thankfully received and promptly executed.

November 11, 1854

NEW STYLE COTTAGE FURNITURE. THE subscriber is receiving from the best Manufactories in the City a large lot of Cottage Furniture of New Syde, made of Hard. Woods, toak, chestnut, walnut, ash, de., warranted to be strong and durable. The patterns are various, and of the latest fashions. They embrace whole setts, all of which will be sold at city prices, carriage added.

He also keeps on hand, and manufactures to order all kinds of Household Furniture, of the latest, most fashionable and desirable Patterns, all of which can be examined at his Ware Rooms, corner of Centre and Union streets, nearly opposite the Episcopal Church—all of which will be sold at the very lowest rates.

HENRY GRESSANG.

POTTSVILLE Saddle and Harness Manufactory.

The Subscriber would again most respectfully invite the attention of the citizens of Potts.

ville and the Coal Region in general, to his large and vell selected steek of SADDLERY, all kinds of Carriage and Team Harness, Collars of all descriptions. Drift Harness, &c. He desires all who may need anything in the above line to call and see his goods before purchasing elsewhere, as there can be nothing lest.

Orders for Harness, &c., promptly filled on reasonable terms.

Opposite Epizcopal Church, Centre street, Pottsville.

Opposite Episcopal Church, Centre street, Pottsville.

March 3, 1855 [May 13, '54] 941

COACH MAKING.

site the York Store. Pottsville.

GEORGE JENNINGS. March 19, 1853 MOROCCO FACTORY. TOROCCO LEATHER and SHOE

Finding Store, at Derr's old stand, on Railroad st., Pottaville.

The undersigned respectfully informs the customers of the above well known establishment, that he will continue the manufacture of all kinds of MOROCCO.

Such as Kid. Straits. French Morocco. Show Hat and Book Bindings. Pink Linlugs. &c., &c.; and will constantly, have on hand a general assortment of all kinds of LEATHER, such as Oak Tanned and Red Sole Leather, Slaughter Kips. French and City Calf Skins.

Miners Upper Leather, and a variety of Shoe Findings, such as Threads. Nails. Pegs. Clamps. &c., &c., all of which will be sold at the lowest cash prices.

37-All kinds of Skins, such as Sheep, Goat, Deer, &c. and also Sumac, taken in exchange for Leather, at the highest market prices. or paid for in Cash.

Pottaville. Oct. 29, 1853.

MACHINE CARPENTRY.

SASH, DOOR, MOULDING & R. R. CAR FACTORY AT Finding Store, at Derr's old stand, on Railroad st.

H. Door, Noviding & R. R. Car factory at St. Clair, Schuylkill County, Pa. THE Subscriber, (of the late firm of c., constartly on hand, Ec. constantly on hand,

Persons desirous of purchasing articles in his line of
husiness, are invited to call and examine his stock and
workmanship before purchasing elsewhere.

Orders are solicited, and strict attention will be given
to their faithful and prompt execution.

CHARLES LAWTON, Jr. St. Clair, February 3, 1855

SANDS & CUMMINGS' Patent Brick Moulding Machine. FILE proprietors of this justly celebrated Patent, having completed arrangements for the introduction of their new and improved Machine, beg leave to call the attention of the public to its undowabled me periority were corrything ever invented for the manufacture periority over everything over invented for the manuf of Bricks from lempered Clay, it being capable, worked by horse-power, of making SIX BRICKS IN FIVE SECONDS. Missilis Do.P. M. Arrive Harrisburg 7.40 P. M. Missilis 23 P. M. Arrive Harrisburg 7.40 P. M. A single certificate of the character of the following is deemed by the proprietors as good a guarantee of their statements, as a larger number, which might be selected to the following is deemed by the proprietors as good a guarantee of their statements, as a larger number, which might be selected from hundreds in their possession, from practical and extensive Brick makers.

Manning and evening trains of the Reading Rail.

Machine, and an fully satisfied that it is not equal to any machine for speed, or in the correctness of its

INSURANCE. MINERS' LIFE INSURANCE AND TRUST COMPANY, POTTSVILLE, PA.

"APITAL \$100,000—C HARTER

APITAL \$100,000—C HARTER

Perpetual.

This Company, chartered by the Legislature of Pennsylvania, with a capital of One Hundred Thousand Dollars, is now fully organized, and has commenced business.

The Company is prepared to receive monies and other property in Trust, and allow interest on all monies deposited in trust, at the rate of five per cent per samum; principal and interest payable on demand.

For rates of Premium on Life Insurance, see the printed Tables supplied at the office of the Company, Centre Street, Pottsville, three doors south of the Exchange Hotel.

JOON HUNTZINGER, Ja., President.

Jons H. Adam, Secry and Treasurer.

April 1, 1854.

THE POTTSVILLE MUTUAL OFFICE CENTRE STREET, next much.

I have Odor above Green's Jewelry Store.

CAPITAL \$100,000—CHARTER PERPETUAL.
This Company, recently chartered by the Legislature of The Company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts, and to allow interest on the company is prepared to effect insurance upon lives and to receive and execute trusts. and to receive and execute trists, and to allow interest on moniter received at the rate of five per cent, per annum, unless otherwise agreed upon. Principal and interest pay-able on demand. Capital and assets safely invested in Bonds and Mort-gages and other good sociarities. Annual dividend of the profits will be made payable in each, or appropriated to the navment of premiums. ash, or appropriated to the payment of premiums.
For rates of Premiums on Life Insurance, see prin ables, supplied at the Company's office.

NATHAN EVANS, Pres't.
SOLOMON FOSTEB, Vice Pres't.
T. TAYLOR, Secretary and Treasurer.

ANTHRACITE INSURANCE CO. MARTER PERPETUAL—Granted Office, No. 59 wants cures, accessed a support of the Streets, Philadelphia.

This Company, with a cash Capital paid in, combined with the Mutual principle in their Marine and Inland Department, secures to the assured ample indemnity, with participation in the profits, and without liability for losses.

The Company will issue Policies at the usual rates of premiums, embracing Marine, Fire and Inland Ricks.

DERECTORS:

DIRECTORS:
William C. Ludwig, Peter Sieger,
George F. Tyler,
Samuel H. Rothermel,
Davis Pierson,
WE. C. Ludwn, Vice President.
WE. F. Dean, Secretary,
September 1, 1972

WE. P. Dean, Secretary,
September 2, 1972

B. W. F. Dean, Secretary,
September 2, 1972

B. W. F. Dean, Secretary,
September 2, 1972

B. D. Luther, President. Wh. F. Dran, Secretary,

SP PETER D. LUTHER, has been appointed Agent for
the above Company in Schuylkill County, to whom persons desiring Insurance can apply.

April 8, 1854

14-1y STATE MUTUAL INSURANCE CO. JOURTH ANNUAL STATEMENT

May 18, 1854.
Assets, May 1st, 1853,
Cash premiums and interest received the past year, mutual department.

201,648 32 ment, \$101,040 32 Bills Receivable in same. 28,647 94 Cash Premiums, 8tock Departm't, 40,282 20 Losses. expenses, commissions, re-insurance, mutual department, 101,506 53 27,031 9 Bonds, morigages, stock and other good securities, 173.135 72 Bills receivable, 187,009 86 Cash on hand and in hands of

For Fire or Inland Insurance, apply to JNO. T. SHOENER, Agent 28-1y July 15, 1854. FIRE INSURANCE. L'ARMERS' UNION INSURANCE Company.—OFFICE, Athens, Bradford County, Penn-

Hon. Horace Williston, Athens, Horace Whitston, Actions Francis Tyler, George A. Perkins, J. T. D. Myer, C. N. Shipman, C. F. Welles, Jr., L. Canfield, M. C. F. Welles, M. C. F. Welles, M. C. F. Welles, Jr., L. Canfield, M. C. F. Welles, M. C. J. E. Canfield, "
Hon. John Laporte. Towanda.
Gen. Bradley Wakeman. Laceyville,
Geo. M. Hollenback, Wilkesbarre,
Michael Mylert, Laporte. Pa.
OFFICERS:
Hon. HORACE WILLISTON, President,
C. F. WELLES, Jr., Vice President & Treasur
J. E. Casyllan See's.

Gen. J. M. Bickel, J. F. WHITNEY, Agent. Next door to Miners' Bank, Pottsville Sept. 2, 1854 INDEMNITY. 7THE FRANKLIN Fire Insurance Co. of Philadelphia. Office, No. 1631/4 Chemut street, near Fifth street. Charles N. Bancker.

George W. Richards Mordecai D. Lewis, Adolphe E. Borie, David S. Brown, Morris Patterson, Thomas Hart, Tobias Wagner, Samuel Grant, Jacob R. Smith, Jacob R. Emith, Morris Patterson, Continue to make Insurance, permanent or limited on every description of property, in town and country, at rates as low as are consistent with security. The Company have reserved a large Contingent Fund, which with their Capital and Premiums, safely invested, afford ample protection to the insured.

The assets of the Company on January 1st, 1848, as published, agreeably to an Act of Assembly, were as follows, vis: \$1,220,097 67

Temporary loais, 125,459 00 Since their incorporation, a period of eighteen years, they have paid upwards of one million two hundred thouse and dollars, losses by fire, thereby affording evidence of the advantages of insurance, as well as the ability and disposition to meet with promptness, all liabilities. CHARCES, N. BANCKER, President. CHARCES N. BANCHES, CHARCES N. BANCHES, CHARLES G. BANCKER, Secretary.

The subscriber has been appointed agent for the above mentioned institution, and is now prepared to make insurance, on every description of property, at the lowest ANDREW RUSSEL, Agent. LIFE INSURANCE.

Annuity and Trust Company of Philadelphia. Of the series, are generally thick, and crop out high flos, No. 132 Chesnut street, the First door East of the up the mountain sides; therefore an inexhaustible custom House.

CAPITAL \$300,000—CHARTER PERPETUAL.

Continue to make insurances on lives on the most favor-Custom House.

CAPITAL \$300,000—CHARTER PERPETUAL.

Continue to make insurances on lives on the most favorable terms.

The Capital being paid up and invested, together with a large and constantly increasing reserved fund, offers a perfect security to the insurance for life. The premiums may be paid yearly, half-yearly or quarterly.

The Company add a Boxus periodically to the Insurances for life. The arts Boans, appropriated in Bocomber, 1843, amount to an addition of \$252.50 to every \$1,000 insured under the older policies, making \$1,252.50 which will be paid west from the Contre turnpike at a right angle to the run of the coal strata, about the shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall become a claim, instead of \$1,000 originally insured to shall be provided upon as existing and coal and stage and content, therefore, is a development of the most country, therefore, is dound. This whole country, theref THE Subscriber, being about to introduce Steam Power and otherwise enlarge to the facilities of his siread; extensive Expedition of the public to his unanuscture of Coaches, Wagons and Vehicles of every description.

Having every department of the Coach-making business at hand, employing only the best workmen, and using the best materials, dealers may be sure of securing satisfactory work.

Vehicles of every style and finish made to order. Repairs usatiy and substantially done. Orders from abroad promptly attended to.

Specific policies, making \$1.262.50 which will be paid when it shall become a claim, instead of \$1.000 originally insured; the next oldest amount to \$1.257.50; the next in age to \$1.212.50 for every \$1.000; the others in the same proportion seconding to the amount and time of standing, which additions make an average of more than 60 per cent. upon the premiums paid, without increasing the annual premium.

NANAGERS:

John A. Brown,
D. Danner,
Frederick Brown,
George Taber,
John R. Latimer,
Wharton Lewis,
John R. Black. Thomas Ridgway, Armon Davis D. Danner.
John Jay Smith, Frederick Bro
Robert Pearrall, George Taber,
Joseph Yeager,
Thomas P. James, Wharton Lew
Joeph T. Bailey, John R. Black
Pamphlets containing table of rates and expla
from of application and further information can be

THOMAS RIDGWAY, President Joun'F. James, Actuary.

The subscriber is agent for the above Company in Schuylkill County, and will effect Insurances, and give Il necessary information on the subject. April 9, 1832

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Sationers Fine Cultry and Jopanned Ware, Foury Sationers Fine Cultry and Jopanned Ware, Foury Sationers Fine Cultry and Jopanned Ware, Foury Say. But although it is probable that I have, during a public career of some length, as the selected with great care from the full stocks of the largest importing houses and American Manufacturers in New York and Philadelphia: also, a large assortment of Blook Account Books.

Blook Account Books.

Blook Account Books.

Blook Account Books.

Shamokin interests I will not undertake to say. But although it is probable that I have, during a public career of some length, as the natural concomitant of inexperience, committed some apparent inconsistencies, (which no one would regret more than myself,) yet, if there he are inconsistency in this case, I

Mining. THE SHAMOKIN COAL REGION. Mr. Eli Bowen in reply to Mr. Wm. H. Marshall

BENJ. BANNAN, Esq.—My Dear Sir:—The Miners' Journal of the 3d inst., contained a letter from William H. Marshall, Esq., of Shamokin, which purports to be a reply to some remarks of mine, referring to the Shamokin Coal Region, which accompanied the proceedings of the McGinnes banquet, at the Mount Carbon House. The allusion thus made by me to the Shamokin region, was brief, and more incidental than particular; yet it appears to have annoyed Mr. Marshall, and others interested in that quarter, very

for me, will do us both some good. To begin, then: In the McGinnes pamphlet, after speak-ing of the various Coal districts of Nova Scotia, Cumberland, Broad Top, and Dauphin, I thus alluded to that of Shamokin: "Turning our attention further up the Susque-hanns river, we are amased at the amount of cap-ital lately invested in the Shamokin region." Here, again, we find some eight or ten companies; and of the number, there is probably not one but can convince you that the thing is a good thing—a splendid investment, exceedingly promising! The Shamokin region is in the interest, to a large extent, of Lancaster capitalists. The stocks and bonds are hald by the farmers and business men

no comparison, in any respect, with that of the Schuylkill, the Wyoming, or the Lebigh. But if no doubts could be entertained as to the quality or quantity, it will be many long years before the trade will reach that point which will enable it to pay a shilling profit upon the millions of dollars. nvested. In the first place, all these stupendous mprovements have been made at a period of unedented high prices, and that too, under th stimulus of the most speculative circumstances that could possibly have existed—and yet the work is but half done—indeed it is hardly commenced; for before any great quantity can be shipped (sup-posing that it is wanted, which unfortunately is not the case), Railway cars, Canal boats and nu-merous other appliances must be supplied, and ther the great point suggests itself, will it pay!

The coal mines are situated some twenty miles 170,568 56 from Sunbury, which is the point of shipment by the Pennsylvania canal—the boats being towed over the Susquehanna by steam. The trade, of course, must be descending, as it would be absurd to suppose that any amount would travel up the

river, since the great Wyoming Basin is in near proximity, and affords a superior variety of fuel. Traveling down the Susquehanna, therefore, it finds no important market until it reaches Harrisburg, which is reached in a distance of some sev enty or more miles from the mines, via Sunbury.

By the (proposed) extension of the Baltimore and By the (proposed) extension of the Baltimore and Susquehanns railroad to the line of the (proposed) Sunbury and Eric road, another avenue will be afforded, by which the great Cumberland valley may be reached. But, unfortunately, for them, not only the superior free-burning coal of the Lykens Valley, but that of the Schuylkill also, will meet them as Harrisburg, to contest the market; and both by the Union canal, now being enlarged, and the Dauphin & Susquehanns railroad, recently completed, the mines of the latter region will be several miles nearer, and the transportation thence to Harrisburg, cheaper than from Sunbury! What, therefore has the Shamokin region left?—the Baltimore market. And here, again, they will be met not only by the Schuylkill and

left?—the Baltimore market. And here, again, they will be met not only by the Schuylkill and Lykens Valley coal—both much nearer;—but also by that of (Broad Top) Cumberland, and Wyoming. Suppose that the market of the entire Suquehanna valley, including Baltimore, should within the next ten years, reach two millions tons, per annum: it is questionable whether the Shamokin region would be called on for more than one-fourth. there would fequire an annual product of at least two millions tons to realize profits, and the fate f the whole speculation becomes, therefore, very "It is such speculations as these that have in-

volved our county in the financial pressure which now exists. Millions of dollars have been literaly buried, without, in many instances, the hope of ultimate profit. Had but a moiety of the capital thus squandered in neighboring coal regions, been invested here, where the coal exists in the greatest abundance, and in the most favorable position to the markots of the Atlantic slopes, it would have yielded immediate returns, and finally tended to a general reduction of the price of fuel, thereby benefitting all classes of the community, and in vigorating to a wholesome degree, every branch of human industry." This is the precise language I used, from

which it will be seen that the commercial adcantages only of that coal-field, are alluded to—not a syllable is said in disparagment of ts geological structure or mineral reputation. Mr. Marshall, however, charges me with in-consistency, and quotes the following para-graphs from my Sketch-Book to prove a contradiction: "On page 163 .- In the middle Anthracite re-

"On page 103.—In the middle Anthracite region (of which Shamokin is a part), taking as an
index the mines in operation, the explorations already made, and the general kind appearance of
the rocks, and the great regularity of the surface,
it is presumed that faults will not be found to exist to any great extent. Indeed, the whole geological character of the middle Anthracite region—
the general order and range of the atratification
being so uniform and undisturbed—goes far to
prove that faults of any magnitude will be rarely prove that faults of any magnitude will be rarely THE GIRARD LIFE INSURANCE, encountered. The mountains are very high—the coal veins, especially those of the bottom part of

five hundred yards west from the Contre turnpiles at Mount Carmel—the arch of sandstone rock is ent down perpendicularly, forming a beautiful curre, and giving an admirable illustration of the regularity and perfection of this part of the coalfield. The anticlinal axis of Mine Ridge is likewise cut by the same stream, and affords another example of the perfection of the coal strata of the Shamokin coal valley. Mine Ridge, from the Centre turnpike, gradually rises into a hill of creat elegation when coal veins of creat great elevation eastward, where coal veins of great thickness and extraordinarily pure quality are opened—a strong evidence that this ridge or axis of coal strata, when thoroughly daveloped, will of coal strate, when thoroughly developed, will prove to contain mineral in quantity and quality inferior to few other places in Anthracite formation in Pennsylvania. Big mountain contains the bottom series of coal veins which crop out along its summit. These veins are the same as those developed in the Locust mountain, the thickest veins of the Anthracite formation.

"The Shamekin coal valley extends in length

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A BRIGHTS

as the detached Coat districts at its easiern terminus. These extracts appear to be held in high favor by Mr. Marshall and those concerned with him in Shamokin speculations for I have observed them quoted, in connection with my name, in many of the reports and prospectuses of their Coal companies—noted too, with a degree of flourish and sugquoted, too, with a degree of flourish and sug-

ter of these pages in no wise contradicts that ket almost unlimited. quoted, it fully sustains the remarks I made as Let it be supposed, to the commercial value of the Shamokin Coal in my McGinnes' letter! I do not care to quote at length, but a few words may not be " • The result of this is, that the Schuylkill basin necessarily contains a much

the Schuylkill basin necessarily contains a much larger amount of Coal to the acre; than either of the other great regions; and from its position at the head of navigation, renders the value of the land correspondingly great.

A prejudice against the productive value of Coal lands was early created by the scenes of speculation which formerly involved them, and from their outside connection with ill-conceived improvements.

We repeat, therefore, what we know to be fact, that an acre of Coal land, favorably situated in Schuylkill county, is worth, on a fair average, at least three times the amount of money of a similar acre, situated in amount of money of a similar acre, situated in other districts, where the strata are more horizontal, the veins fistened out the cost necessarily soft, and the facilities for mining correspondingly impaired. The value of Schuylkill land is als greatly increased by the facilities for transports tion to market, the numerous lateral roads pen-trating every coal district, and the natural adaptor

tion of the county for mining operations. In respect to market, this coal region is the nearest, and for all time to come must rule the destiny of the The reader who has seen my McGinnes letter will perceive that the language therein used assumes exactly the same ground expressed bonds are held by the farmers and business men of that city and county, and some are already so deeply involved that they would have no objections to retire. Every man concerned, as far as I am aware, is a stranger to all the phenomena of coal—coal mining, coal supply, coal transportation—excepting, probably, coal speculation?

"That there is some good coal to be found in this basin is very certain; but its character bears no comparison, in any respect, with that of the Schmidth of the same views, is a point which the same views, is a point which would require the profound wisdom of a Buns. exposition of the same views, is a point which would require the profound wisdom of a Bunsby to fathom! If the thing were the result of mere inadvertence, it shows Mr. Marshall and his friends to have been indifferent readers; if it he the result of design, as I believe it is, then it betrays a most unscrupulous disposition to appropriate my name to the coun-tenance of their wild and desperate schemes of speculation, and the cry of "inconsistency sounds very much like that of a pack of surprized thieves; bellowing out over their booty

In attempting to answer my remark, that it would be absurd to expect any considera-ble amount of Shamokin Coal to ascend the Susquehanna river, when the Wyoming and Lackawanna region is in much greater proxdesperate effort at hair-splitting, but, as if unment of the "Free College." o dissect the delicate intricacies of the few miles another way, over the Wyoming and Lackawanna region, and then, all that is want ed to secure these tremendous advantages is a few hundred miles of railway, and the expenditure of some twenty to thirty millions of dollars!

"It will thus be perceived," says this learned Docor, "that the Shamokin and Eric road has, in distance, over the route from Scranton to Dunkirk,

cranton to Buffalo, 35 miles, and over the route to be of no consequence to Mr. Longenecker, and he therefore transfers the theatre of his operations to the lakes, as if that were the great mart for Anthracite, and then undertakes to show a superiority of distance in factors. Show a superiority of distance in factors of the Reading road—making will ever be called upon to carry any considerable amount of Anthracite Coal nearly three hundred miles over a railway running direct by the Reading Railroad, (two cents per mile,) shipping Anthracite to Pitsburg? why not commence shipping Anthracite to Pitsburg? why not "send Coal to New Castle?" Coal is only wanted where it does not exist conveniently at hand; and this does not apply to Erie, nor to the wants of her steam marine. The points where Coal is wanted, (or more properly, where it does not exist,) lie north-east and east of the Shameltin begin and to supply this depend on the coal at Erie, per ton—but the depreciation, beyond what would not need to make it good. Therefore, would be at least twice this amount—say two dollars per ton—the distance being nearly double. Eight hundred thousand dollars, therefore, would be left, and this sum, nor twice this sum would not suffice for renewals be required to make it good. Therefore the actual value and cost of the Coal at Erie, Shamokin basin, and to supply this demand the Shamokin Coal would have to be carried but while the Reading Railroad can transthrough the heart of the Wyoming region, where, as we previously remarked, a superior tons of Coal, no road crossing the Alleghany where, as we previously remarked, a superior article already exists, which can be mined and transported at cheaper rates, and that, too, both by canal and railway. The whole force of our remark will be understood by a casual glance at the map (and when I say map, let the reader infer that I do not allude to the vermillioned-lithographs got up by Coal companies to mislead and confound the unwary.)

It will thus be seen that north and east of the It will thus be seen that north and east of the Wyoming Coal field is a wast extent of country and population, completely knit together by railways and canals, and in which no description of Coal whatever, has ever been found. This whole country, therefore, is dependant upon the Lackawana region for its supplies, while that portion I ring to the west.

embracing every variety of fuel, and each entricts thirty, forty and fifty miles in advance of joying cheaper facilities for transportation.— them. To reach the Canal, their Coal passes Thus, if the Shamokin Coal goes up the over a railway averaging about twenty-five North Branch, it encounters the superior fuel miles from the mines. Arrived at Sunbury, of Wyoming and Lackawana; if up the West the Coal requires transhipment, and this work,

THE Life of Christ, by Fleetwood, they are applied to the Shamokin region as truth imposes upon me. Their whole scheme five cents per ton. Here we find a direct sadiscipline and equipments of activations beautiful steel plates.

1. They are applied to the Shamokin region as truth imposes upon me. Their whole scheme five cents per ton. Here we find a direct sadiscipline and equipments plate to the Middle Anthracite, embrais as full of curious and unique material as the boiling cauditon of Macbeth's witches,

1. This very steel plates.

1. This very steel plates are made of the Mahanoy and the Shamokin, as well as the boiling cauditon of Macbeth's witches,

1. The whole scheme five cents per ton. Here we find a direct sadiscipline and equipments plate to the Shamokin region as truth imposes upon me. Their whole scheme five cents per ton. Here we find a direct sadiscipline and equipments plate to the Shamokin region as truth imposes upon me. Their whole scheme five cents per ton. Here we find a direct sadiscipline and equipments plate to the Shamokin region as truth imposes upon me. Their whole scheme five cents per ton.

1. The attribution beautiful steel plates.

2. This very steel plates are made of the shamokin region as truth imposes upon me. Their whole scheme five cents per ton.

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2. The attribution beautiful steel plates are made of the shamokin region as truth imposes upon me. Their whole scheme five cents for order of the shamokin region as truth imposes upon me. Their whole scheme five cents for order of the shamokin region as truth imposes upon me. Their whole scheme five cents for order of the shamokin region as truth imposes upon me. Their whole scheme five cents for order of the shamokin region as truth imposes up Fillet of a fenny snake, In the cauldron boil and bake:

Bye of newt, and toe of frog, Wool of bat, and tongue of dog, Adder's fork, and blind worm's sting: Lizard's leg and owlet's wing: Scale of dragon, tooth of wolf; Witches' maminy; maw and gulf Of the ravin'd salt-sea shark; Root of hemlock, digg'd in the dark; Finger of birth-strangled babe, litch-deliver'd by a drab— Cool it with a baboon's blood, Then the charm is firm and good! Double, double, toil and trouble; Fire, burn; and cauldron, bubble! Black spirits and white: Red spirits and grey,

ing little from three dollars per ton. Various improvements now in progress may, upon their completion, somewhat diminish the price, but three dollars may be regarded as its full value. Wood, of every description, is abundant—nay, more than abundant, for the whole country abounds in it. Steamboats invariably preser Bituminous Coals even our ocean steamers, with Anthracite Coal ten to twenty per cent. cheaper, still insist upon using it.
For domestic purposes Anthracite is almost wholly unknown; a few tons occasionally the Erie Canal and other convenient avenues, where it is sometimes desired for particular

and special purposes.

Now, if Bituminous Coal is afforded at three dollars per ton, it seems to me very plain that there can be no hope for Anthrahe (or the Shamokin interest, which means about the same thing—for he is their Marshall, and Heaven knows they must be pretty thorthe Coal at the city of Erie, at five dollars per ton; while Mr. Longenecker, who is even more liberal in his sentiments, says it can be

of sending the Coal to Erie, would be as fol-1. Mine rent, all improvements made, 30 cts. per ten.
2. Mining, above water level, 30 " " "
3. Hauling, &c., 8 " "
4. Timber on land for use of mines, 5 " " "
5. Cleaning and loading, 12 " " "
6. Wear and tear of Breaker. 3 " " "
7. Three miles, average, to Raiiroad, 2 " " " cents per mile, 8. 280 miles to Erie, at 114 cts. pr. mile, 4 20

From this data it appears that the clear loss of the operator would be one dollar and four-teen cents per ton; and if this be a sample of the "fair remunerting profits which must accrue to the miner, the landowner, and the transporter", it only indicates the degree of imity to those districts where Bituminous perfection the statistical sciences have attained in the Shamokin region since the endow-

case, he calls his great patron and leader, Mr. The question occurs, could the railroad afford D. Longenecker, to the rescue. Mr. L. is the chief of the modern tribe of Shamokin Speculators, and he dashes into the subject with a readiness and stamina that it is wholesome to might be some hope: but this does not have readiness and stamina that it is wholesome to might be some hope; but this does not hap contemplate. By the nicest topographical en to be the fact. Indeed, it is quite the conand geographical discrimination, he shows a trary; for the railroad has to overcome the mile or two of distance saved in this way, and then a mile or two that way, and then a not less than two thousand feet from the Susquehanna at Shamokin; and if the Reading railroad cannot make dividends with two millions of Coal per annum, at two cents per mile, and its enormous miscellaneous and passenger freight, together with its magnificent less rate, over less favorable circumstances.-The thing is, in fact, preposterous. The Shamokin Coal, or at least much of it, is soft, and Scratton to Buffalo, 35 miles, and over the route from Pittston to Durkirk, regarding the transhipthent at Elmira (as equal to fifty miles) of 66 descending grades, would necessarily jar and miles." Now, the fact of the outlets here referred to having connections with the canni and railway systems of New York, where no kinds of Coal whatever exist, and where Anthracite depreciation. The Shamokin Coal being Coal will, of course, always be wanted, seems softer, the depreciation would of course be to be of no consequence to Mr. Longenecker, much greater than that of our Coals; the vor of Shamokin! This is miserable trick- the depreciation, instead of five, fifteen per ery, and entirely unworthy the candor and cent. But in view of the Coal being softer judgment of a straight-forward man. Is it to and the grades more severe, an allowance of be supposed, for a single moment, that we twenty per cent. would not be too much.-

Branch, it soon traverses the great Allegheny eccording to Mr. Longenecker, is equal to Bituminous Coal region; if down the river, it fifty miles of transportation. The actual dis-

doing this, he appears to have overlooked or by canal they never will by railway; yet they gle for spoils now going on that has retarded disregarded entirely the matter on pages 166 claim that, upon the completion of the Sunth the progress of the work, if it has not strand thousand dollars; and no doubt a large amount gled it to death, they want one to Danville, and borings, as well as extraneous expenses and borings, as well as extraneous expenses ket almost unlimited.

Let it be supposed, therefore, that the Sunbury and Erie road is a finished work; two propositions suggest themselves—first, will Anthracite Coal be wanted on the shores of the lakes to any considerable extent; and, if so, can the Sunbury and Erie road carry it?

Bituminous Coals, it is well known; can be had all along the lake country at a rate varying little from three dollars per ton. Various for the had and looned as well as extraneous expenses and losses of various kinds attending an unanother to Harrisburg, which will connect tried experiment, have swollen the coat of that great work considerable and losses of various kinds attending an unanother to Harrisburg, which will connect the experiment, have swollen the coat of that great work considerably beyond its individual character; but it certainly ought not to bave cost one-fourth this sum, and I am credibly informed that it did not—or, at least, well as extraneous expenses and losses of various kinds attending an unanother to Harrisburg, which will connect the experiment, have swollen the coat of that great work considerably beyond its individual character; but it certainly ought not to bave cost one-fourth this sum, and I am credibly informed that it did not—or, at least, we will along the lake country at a rate varying little from three dollars per ton. Various for the reason that there are several other than the propositions as well as extraneous expenses and losses of various kinds attending an unanother to Harrisburg, which will connect them with Baltimore. That connection made, that great work considerable extention and losses of various kinds attending an unanother to Harrisburg, which will connect the experiment, have considerable extent, and if he cost of that great work considerable and losses of various kinds attending an unanother to rand losses of various kinds attending an unanother to rand losses of various kinds attending an unanother to read carry it. both by railway and canal—all of them, except one, much nearer than Shamokin-who wander off in the vicinity of the lake, cia of the Susquehanna river. Soon after leaving Columbia it enters the extensive range of

hills called Turkey Hills. The Susquehanna for many miles, is walled by stupendous per-pendicular cliffs, along whose hase it descends three dollars per ton, it seems to me very plain that there can be no hope for Anthracite. Mr. Marshall, however, declares that he (or the Shamokin interest, which means table lands of these hills, to do which a series and Heaven knows they must be pretty thoroughly marshalled by this time) can furnish the Coal at the city of Erie, at five dollars per ton; while Mr. Longenecker, who is even be spanned by a viaduct towering two hundone for four dollars per ton. Very well—as dred feet in the sir, and the latter by one sufficiently high and arry to ascend with modesupersede it, ought not to be over four dollars. rate grades, the Martic Hills. Here, pursuing Therefore, we say four. According to the its circuitous route among barren hills and statistics furnished by Mr. Marshall, the cost stunted forests, it again emerges to the Susstunted forests, it again emerges to, the Susquehanns, and thence pursues its devious journey to tide water on the Delaware river crossing the narrow neck of land between

crossing the narrow neck of land between that stream and the Chesapeake bay. The point thus reached is from forty to fifty miles below Philadelphia, and the road, for the greatest portion of its length, runs parallel with the tide-water canal, and the Pennsylvania railrand, from which it is distant about the stream and assumment would constitute the Shamokin region—(excepting a beneviolent friend at my elbow,) who pronounces in its favor; and along the Susquehanna river, where so much of it is to be used, it has been very decidedly thrown out of use? It has been thus rejected at the Shamokin region—(excepting a beneviolent friend at my elbow,) who pronounces in its favor; and along the Susquehanna river, where so much of it is to be used, it has been thus rejected at the Shamokin region—(excepting a beneviolent friend at my elbow,) who pronounces in its favor; and along the Susquehanna river, where so much of it is to be used, it has been very decidedly thrown out of use? It ten miles. Its erection and equipment would ces at Columbia, as also, if I am not greatly ten miles. Its erection and equipment would cost many millions of dollars, and the loss of working it for the transportetion of Coal, would depend solely on the amount transported—the greater the quantity the greater the loss! If Delaware Point, or City, were a large and populous town, or even if the route lived enjoyed resources of respectability and best the region afforded, was choked up to the first terminate at Shamokin, located in the midst of the mines, and no doubt using the less the region afforded, was choked up to the second control of the mines. itself enjoyed resources of respectability and best the region afforded, was choked up after ordinary importance, there might be some little excuse for the project; but to construct such a road, through such a country, to such the Coal must have contributed to it. I wish, an insignificant and musquito-afflicted village, is an enterprise worthy only of the excited, nervous, and fevered speculators of Shamohis his high appreciation of its qualities; and that kin. Bah! the thing falls, by gravitation, his own successful experiments may ultimate-

"distance only lends enchantment to the view." A large portion of the route, as already intimated, would enjoy neither local freight or
travel—nor can there be any hope of through
freight, since it commences and ends at sickly descending grades, we cannot perceive how freight, since it commences and ends at sickly another road could carry a less quantity, at a little villages. It would have to depend, therefore, exclusively on Coal; and the question now presents itself-could this be carried over it so as to compete with the Reading Railroad? As it would be an isolated work, begin with; and to build a road to carry this

tants attending a large trade. Where, then, is the interest of the money invested to come from?—and echo answers "where!"

As to the miners, to whom "fair remuneraing profits are to accrue," let us inquire into their prospects. Mr. Marshall sincerely hopes that we may "jog along with them;" but I say, Heaven forbid! We never jog along in this region with anybody—a jog implies the gait of old fogyism, and when we move, it is at the rate 2.40! No, my dear friend; if you want to keep up, you must ride better hobbies than Octoraro rails! By the time the soft coals of the Susque hanna reached Delaware city, they would be ground into mud and powder. Nevertheless, let us hear Mr. Marshall. The coal, he says,

can be afforded At the mines, everything included, for Value at Delaware city,

160 miles transportation, at 1½ cts. pr. mile, 2 70 Depreciation, per ton, above Reading road, 60 Now, this looks very well, indeed, considering that Delaware city, according to Mr. M., is never affected by ice, snow, thunder, light-ning nor rain! What can be done by perpen-dicular shafts in the Schuylkill region? Mr. McGinnes, I have understood, pays a rental equivalent to twenty five cents per ton in a course of several years' working. The cost of mining and hoisting the coal is about equal to that of Drifts, when quantity is considered —it being delivered directly to the breaker. meets the superior free-burning Coals of the Lykens Valley, the Short Mountain, Treverton, Dauphin, Swatara, and Broad Top, all of pretend to venture east, it would bankrupt the poor devil who would undertake to send it, bepoor devil who would undertake to send it,
poor devil who would undertake to send it.
Poor devil who would undertake to send it.
Poor devil who would undertake t portation to Sunbury or Northumberland, and only regret that I did not at the time pursue of three millions of dollars, and purports to the result is a clear gain of fifty-nine cents the subject farther, into all its details and per ton over the Shamokin Coal delivered at ramifications. As to the average cost of protheir own and only place of shipment! As ducing coal from slopes, I do not consider it mated by the company at from two to five they proceed down the river the competition, incumbent on me to speak. It is well known, hundred dollars! Its stock has been parcelof course, becomes more and more serious; however, that it can be produced at such rates led out amongst the verdant Market-street but it seems to me idle to pursue the thing as to beggar any region that will undertake pedlars in sums ranging from fifty to five farther, for the sophistry of their reasoning, to undersell us: and that fact ought to be hundred dollars;—though I have heard of faither, for the sophistry of their reasoning to undersell us: and that fact ought to be hundred dollars;—though I have heard of and the utter falsity of their figures and calenough for Mr. Marshall and his deluded follows from who had some eighty thousand dollars. culations, are as glaring and transparent, lowers. But let those who advocate slopes, lars in this and other companies. (This firm, when exposed to the light of truth, as their defend them; I am in the field for shafts, however, has failed, as any man in his senses whole scheme of speculation is monstrous, and before I am done with them, I shall con- might have sworn-"or as any one who runs, desperate, and iniquitous.

Having thus realized the humiliating fact ciates into one from whose dark depths the have been absolutely loaded down with it, of their inability to compete, by canal, either sound of Gabriel's joyous trumpets will fail (and whose banks are so tightly wound up in up or down the Susquehanna river, with the to "awake them to glory and to battle again !" consequence that the least snap would burst Mingle, mingle may!

Mingle, mingle may!

Ke that mingle may!

Elmira, and the country radiating from it like dogs baying the moon, their plaintive dred thousand dollars each, and foreseeing a most cost of shafts, rating them at the entry fancy China-ware, and babies' toys, wherever dred thousand dollars each, and foreseeing a most cost of shafts, rating them at the entry fancy China-ware, and babies' toys, wherever dred thousand dollars each, and foreseeing a most cost of shafts, rating them at the entry fancy China-ware, and babies' toys, wherever dred thousand dollars each, and foreseeing a most cost of shafts, rating them at the east snap would burst to great alarm at the entry fancy China-ware, and babies' toys, wherever are claimed by Mr. Marshall as yells fill the air; and it impresses one with a future investment of some twenty-nine mil-

ar, for the reason that there are several other taken the pains to inquire, and if he had not Coal regions already connected with that city, sense enough to know. If, however, an unusboth by railway and canal—all of them, exin shafts, I have not heard any complaints, in know to a fraction what such connection and such a market are worth. Their great object, therefore, is the Octoraro road, and this being a new thing, of the precise merits of which very little is known, it affords them a splendid field for the flourish of trumpets and wonderful paper calculations. This road is proposed to be run along the eastern margin. be appropriated upon an establishment where timber and living, as well as fevers and agues are cheap and abundant, which in this region, seldom exceeds eight thousand dollars!

Much has lately been said of the merits of Shamokin Coal for blast furneces, and Mr. Marshall appends some certificates to establish its value in this particular. This is something like Quack doctors advertising their medicines; and as any adventurer in pills or Sarsaparillas can procure certificates, it is no hard matter, we presume, for Doctor Marshall to find those willing to certify to his Coal.— But I, myself, have always had a good opinion of the Coal, and passed my certificate— (so extensively quoted) long before the Doc-tor embarked in the trade. That lying towards the East, in the Locust Mountain, is undeniably good; and no man wishes more sincerely that the markets were as good. But for furnaces, it will require more than Mr. Mar-shall's ipse dixit to bring it into favor. I have yet to hear a single individual outside below the level of contempt!

The route thus proposed from the mines of Shamokin, would reach something like one hundred and eighty miles—though Mr. Marshall, I believe, puts it down at one hundred and sixty, or thereabouts. This, however, is and sixty, or thereabouts. This, however, is and sixty, or thereabouts. immaterial, as to his poetical temperament, pleasant. And I wish to be distinctly understood that while there are those whose motives

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hands.] The late Richard C. Taylor in his work on Coal, speaks as follows: "In general, the Shamokin Coal has a white ash: it is a free burning Authracite, of fair repute in the domestic cut off from all the ordinary revenues pecular to railroads generally, the tolls on Coal soft for the most advantageous application as would necessarily have to be rery high, and a fuel, for a blast furnace. We have seen an the quantity transported very great. At least analysis which assigns 89. 99 as the proportion per cent, of carbon in the harder variety." begin with; and to build a road to carry this amount, and equip it with cars, and wharves, and depots, and stock, would absorb a capital of some twenty-five millions of dollars. The interest of this sum, at six per centum, would be \$1,500,000. Now, at one and a half cents per ton per mile, (which, though somewhat less than is charged by the Reading Railroad, is the price nominated by Mr. Marshall) would in the price nominated by Mr. Marshall) would be seen to be used to difficult to discover the motive that induced the farmers and business men of Lanenster' to invest their capital in Sharmokin Coal lands, in preference to the Silver mines of their own neighborhood, which were so much craked up a few months ago, but of which I have heard but little of late, and fear they are, as Mr. B. says of the Dauphin Coal mines 'used up for want of metal.' These mines used up for want of metal." make two dollars and seventy cents per ton.

One million tons, therefore, would yield \$2,
but the unfortunate marksman has hit his will ever be called upon to carry any considerable amount of Anthracite Coal nearly three hundred miles over a railway running directly through the great Allegheny Bituminous Coal region, and to a region of country where wood and Coal are both as cheap as the Coal at the mines, would be six dollars at our own doors? If so, why not commence shipping Anthracite to Pitsburg? why not would be worth at Erie, per ton—but the description. leaving the laborers and myself deficient in a small amount which I have repeatedly endeav-ored to collect! Is this enough? Nay, thee seems to desire information, and I will give it to thee, even more than thee desirest! Before the discovery of this mine, and long before anything was certainly known of its value or particular feature; this great Mogul of the Shamckin region, who happened to be jointly interested with three others, true to the instincts of his nature, was constantly insisting upon turning the mine into a stock company, conceiving it to be (what it really would have been in his hands,) a magnificent scheme to speculate upon. He shewed up, from time to time, sundry prospectuses, one of which I happen to have at hand—being framed, as he informed me, upon the plan of the Shamokin Coal companies. The capital stock was to consist of one million dollars, in shares of ten dollars each. Twenty thousand dollars were appropriated to pay for land; fif-ty thousand dollars for working capital, and ten thousand shares, (equal, at two dollars per share, which it is thought they might bring, to twenty thousand dollars,) to be held in reserve for the exigencies of the company. The rest of the stock, consisting of 45,000 shares, was to be divided equally among the four original owners. As I happened to be one, my shares represented nearly one hundred thousand dollars; and I would have had no reason to complain, had I lent myself to the scheme.

But unfortunately for the Big Mountain friend, he was associated with those who, without making ostentatious exhibitions of social probity and decorum, would not lend themselves to any such scheme until they should have learned something more authentic and reliable as to the mine; and for this purpose their time and money were freely expended, as long as the object seemed to invite it—which it certainly did. In the Wantiful Dirk makers, and it impresses one with a fertier investment of some apparent inconsistencies, (which no security dependant on Shamokin for its support on Shamokin for its support on Shamokin for its support of the support