TERMS
OF THE MINERS JOURNAL.

SINGLE SUBSCRIPTION:

TO CLUBS:

TO CARRIERS AND OTHERS:

THE LAW OF NEWSPAPERS.

MINERS' JOURNAL,
AND POTTSVILLE GENERAL ADVERTISER.

I WILL TEACH YOU TO PIERCE THE BOWELS OF THE EARTH, AND BRING OUT FROM THE CAVERNS 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.

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THE U. S. MINING JOURNAL,
AND
Iron, and Metal Dealers' Price Current,

AMERICAN MINING CHRONICLE,
Iron Manufacturers' & Railway Journal,

Choice Poetry.

From the Boston Courier.

VERSES

On James William Miller, a young Poet of Boston, who died at the Isle de Bieques.

On towards the musical wave,
But shed no tear;
Let the tribute manly be for him
Who lieth here;

He shall rest upon the shore,
Near his beloved sea;
Its plaintive song and solemn roar
His requiem be!

Up with the gallant burthen,
Give it a gallant grave;
Swept by the chainless breezes,
Kiss'd by the wave!

And as ye bear it over
The Emby Indian Isle,—
Let your eyes reveal a triumph,
Your lips a smile!

Ye know him and ye love him—
Is it for you to weep,
That the wounded spirit finds at last
A placid sleep?

Tears may be shed for Beauty
By Beauty's worshipper;
The marvel of the chestnut curl should grieve
In her lonely lower:

Ye say so, bear the relic
Of a noble one and true!
Mourn as the proud should mourn the proud,
As men can do!

Pass with one word upon your lips
One thought within your heart!
That token of all nobleness
Speak and depart!

Genius shall catch the whisper,
Honor a son shall claim,
And Truth's farthest eye flash brighter
At Miller's name!

On towards the musical wave,
But shed no tear;
Let the tribute manly be for him
Who lieth here!

The Ashland Rail Road.

FROM OUR TRAVELING REPORTER.

FROM MINERSVILLE TO ASHLAND,
VIA THE MINE HILL COMPANY'S RAILROAD.

The trip from Minersville to Ashland on the locomotive is an interesting one, passing as we do on such an excursion, through one of the greatest Mining Districts in the State; and after ascending by a graded road the entire elevation of the Broad Mountain, we descend over two of the largest planes in the world, which measure respectively 4493 feet and 4612 feet in length—the upper being the largest.

There is no locality on this line of Road from which so much Coal is sent as from the Black Valley, which lies about half a mile to the north of Minersville, where several operators are working in close proximity to each other, and generally on the large veins.

The iron horse may be heard at almost all hours of the day whistling and screaming in that vicinity, or rolling off with hundreds of loaded cars in its snorting train. I have been told that one engine has taken as many as 245 cars of coal from this place at once; and the ascending grade is so light that 100 empty cars can be brought up with ease.

From Schuylkill Haven to the old West Delaware Mines, which is about one mile above Minersville on the Mine Hill Road, one engine can take 100 empty cars, but from that point through the gap, and from thence above, 45 cars is a sufficient train.

Up to the West Delaware the grade is comparatively light, but from thence through the gap to Coal Castle, it ranges from 100 to 129 feet to the mile. Above Coal Castle to Glen Carbon, and from thence over the Broad Mountain, it only averages about 80 feet to the mile.

Both sides of the road from Minersville to the Broad Mountain, a distance of over six miles, are lined with collieries and colliery establishments, some of which are doing an extensive business, and present a vast and imposing appearance, with breakers, and engine houses, and tall stacks—forever emitting dense volumes of dark steam and vapor, which, together with cars, inclines, tressel works, and all the other paraphernalia of the Coal business, presents an exciting though dusky colored picture.

A great many of the works below the gap are on the Red and Grey Ash veins, which are worked extensively in the vicinity of Minersville, and in the Oak Hill generally, through the entire Region from Tamaqua on the east, to Swatara on the west. But the basins in the vicinity of Minersville and Pottsville have up to the present time, produced the greatest quantity of Red Ash Coal, as they will continue to do in future.

As we approach the Gap, we have abundant evidence of a convulsion in nature—a vast struggle of the watery element against the iron ribs of the Mine Hill, which is here burst asunder, and its rocky heart laid bare to human eyes. The overwhelming force of the mountain waves, which once laved its northern side, at last overcame their strong barrier, and carrying rocks and trees and every obstacle before them, rushed down, with the wild excitement of a new life, to inundate in the mad career, the deep valley of the Schuylkill. Since the countless ages "where the waters covered the face of the earth," small things might work great changes; but we can hardly give credence to the theory which some advance on this subject, that "the waters of the Schuylkill (West Branch) by the continual wearing back of the rock in the shape of a cataract, gradually worked this wild and rugged pass through the Mine Hill." But if that was the case, the evidence of so great a convulsion would not exist in such profusion in the valley below. Shattered rocks of immense size are deposited in every direction in the immediate vicinity of the pass below, and deep layers of boulders are to be found many feet beneath the present surface, which now sustains trees nearly a thousand years old, with other dead, and half decayed, much older; which for all we know, might have been the offsprings of trees which had fallen and decayed, as many years before. Sand and gravel lie many feet deep from Mine Hill to a great distance below Minersville, and the general indications are, that this pass was torn through by one violent effort, rather than the fretting action of the small stream of the Schuylkill for ages.

The Nanticoke defile, through which the waters of the Susquehanna rush with fearful rapidity, is more wild and high; but the appearance of the valley below is the same, though on a grander scale; for here the bare and rugged cliffs stand out in bold relief many hundreds of feet above the river; and the Coal veins which here rise rapidly to the West, with the conglomerate below, and the red shale beneath them all, teach a lesson in Geology, which the beholder can scarcely ever forget. At Mine Hill Gap the stratification is not so uniform, or not so apparent to the eye; though the beautiful curve of the "saddle," forming the anticlenal axis of the Mine Hill is plainly visible, showing to the geologist and the practised miner, the mammoth vein, and every one beneath it, in uniform order—and here let me remark, there are no signs of a *Jugular*, nor is there, in this Region, or in any other, such a vein.

There are large veins in some localities beneath the Mammoth, but the Mammoth, as its name indicates, is the largest, and the veins beneath it, ranging from 6 to 9 feet in many places, are generally small, and but 3 or 4 of them workable at any point. We are often astonished to see old miners and experienced operators expending thousands of dollars in reach of a thing which is as fabulous as the philosopher's stone. They learn the lessons of sad experience, and though often beneficial to the public and themselves, yet it is "paying too dear for the whistle."

The engine tugs heavily at her work, in steaming through the pass, and on the curves above she has enough to do in keeping things a going.

From above this pass, some of our best and heaviest Broad Mountain Coal is mined.—Here the operations of L. C. Dougherty, R. Kear & Co., Adams & Miller, and John McGinnes & Co., are situated, in close proximity to each other.

Farther up on the line of the road, we pass Coal Castle, Heckscherville, Mackaysburg, and Glen Carbon. At all of these places there are extensive Coal operations, and on looking back from the top of the Broad Mountain over the valley below, and over the hills, even to Pottsville, dense volumes of steam rise up from every corner against the dark skies in the distant horizon, and form a picture—a landscape, at once vast, varied and interesting.

The road to Monterey branches off in the vicinity of Glen Carbon, and the main road leading to Ashland, a short distance from this place, makes a sharp curve from west to east, and leaving the valley commences the ascent of the Broad Mountain.

Being rather ignorant on some subjects, and generally innocent, I asked the engineer whether he was the celebrated person who mistook the light on the hind part of his own train for the advance of an approaching locomotive, and who stopped for fear of a collision. Such a mistake might happen here, but it appears the ridicule of the report is attached to one of the engineers on the Catawissa and Williamsport Road, where they have such sharp curves that the engine in front has often to wait until the hind part of the train, if long, goes past, before she can proceed.

The road from Schuylkill Haven to Ashland is generally well built and substantial, but in several places above the gap we observed that it approached rather too close to the excavated crop of the Mammoth vein. On the brow of the Broad Mountain, just before the Railroad turns into the interior, it has been undermined in a dangerous manner for several hundred yards; but the Company are preparing to remove it a short distance to the north on permanent ground.

It appears that the Mine Hill Company was not willing to pay the proprietors of the land, over which the road passed, what they considered the full value of the Coal beneath it, and consequently the operators worked their breasts to the surface, extracted all the Coal, and left the Railroad down.

In some of the open cuts through which the road passes, we have the most desirable opportunities to view the stratification of the Coal beds, both above and below the Mammoth; and here the indications are that no Jugular vein, independent of the Mammoth, exists. Yet it is possible that the veins which underlie the Mammoth, and which change in localities, from 6 to 9 in number may unite or merge into one another, in different places; indeed, it is apparent that all our veins are liable to change in respect to their geological distances to each other; there can be dependence on the actual measurement which separates them.

After the locomotive, by much pulling and tugging, had ascended with her train to the top of the mountain, with a wild scream she darted off, comparatively free, over the broad expanse of the appropriately named Broad Mountain, we cast one glance behind us, caught one glimpse of the white houses which cluster on the breast of the Sharp Mountain, above Pottsville, many miles in the distance; but in a moment all the expansive scenery was hidden from sight, and we were screaming along beneath the tall pines that waved and tossed their dark arms above us toward the north. We see no other indication on the top of the mountain, that Coal exists, than occasional masses of "pudden stone," of the same description as that which separates the underlying veins. Yet we know that there are small detached basins of Coal here. Many suppose that all our veins which are to be found in the First Coal Field, again basin on the top of this mountain, but such is not the case. Some of the lower veins do basin—but never the upper red ash ones. The New Boston Basin, which is the largest that has been found, we identify the Mammoth, or think so, and consequently the underlying veins must be there also. But this basin only forms one synclinal axis, running a short distance from east to west, and not more than three hundred yards wide. Yet it is both possible and probable that we may have veins and basins on the Broad Mountain, equal in size, extent and quality, to those of the Hazleton or Beaver Meadow regions, which are supposed, likewise, to be detached from the large beds of Coal.

In a very short space of time we traversed the four miles which intervene between Coal Castle and the Planes, but before we approached, we could see the dense columns of steam ascending through the pines, and hanging in dark clouds above them.

There seems to be a scarcity of room for the large number of cars, locomotives, &c., with which the top of the planes are always crowded; that as they have not been in operation long, these secondary objects have to give way to more important matters. So far, the machinery on the planes, particularly the ropes, have not been working in a satisfactory manner, but we can find no fault with the construction of the planes, engines or machinery. There is no doubt but that they would work most admirably if they were properly connected, and with the exception of some little improvements, which are always found wating in new places, the planes and machinery are equal, if not superior in construction to any that we have seen. A million tons of Coal can be carried over this road with all ease as soon as experience can teach the Company how.

But that amount of business can never be done under the present mode of working them. The wire rope is unnecessarily large, and the drums, or pullies, are ridiculously small. We need no logic to prove the absurdity of attempting to wind so *large* a rope over *so small* a drum; it would be impossible to wind a bar of iron, from an inch and a half to two inches in diameter, round a six or even a nine feet pulley, very often with out breaking it. Wherever wire ropes have been used successfully, they have been of a smaller sizes and on large drums. A flat wire rope, composed of strands not over half an inch in diameter, would work on the same pullies as those which are now in use; but a round rope large enough to draw six or ten cars up those planes must wind over a drum not less than fifteen feet in diameter, for such are the lessons that experience has taught us in other places, and such we would suppose to be correct, from the nature of those ropes and the mode of working them.

We understand that the managers are going to place locomotives on the planes, which we have no doubt will work well and be a decided improvement on the present mode of using the *large round* wire rope; but the first principle, when brought to perfection, is preferable to all others for doing a large business at a small cost.

The planes start with a gradual elevation from the bottom, and run nearly half way up before they become over 12°; therefore, an engine starting up with a loaded train at one end of the rope, and at the same time one at the other end starting down with an empty train, would work effectually. In starting up the plane the locomotive would be able to draw *more* than her own weight from the bottom, and would be able to sustain herself on the heaviest part of the plane; while the locomotive which goes down at the same time gives both her weight and strength entirely to the up train; while as it approaches the top, would not only have the weight of the down train including the weight and power of the locomotive, but also the weight of the rope as a counter balance.

Yet there would be a serious difficulty in finding a rope—that is, a round one—which would be steady enough to bear the weight of such an immense load, and at the same time to wind around a pulley only ten feet in diameter, which is all that can be obtained without widening the tracks.

The Delaware & Hudson Canal Company tried large wire ropes on their planes at Carbondale some years ago, but they only lasted a few months; since they have been using ropes less than an inch in diameter, and find them to work well. They are using the same kind of friction pulley as the Mine Hill Co. are using here; in fact, from the resemblance, we should judge that the machinery and gearing on the Ashland or Broad Mountain planes, were designed from those of the Delaware & Hudson Canal Company, and the use of the Pennsylvania Coal Co., both ascending from the Lackawanna Region over the Moosic Mountains, and overcoming an elevation of about 1000 feet.

A system of planes crossing the Broad Mountain from Ashland, direct to Coal Castle, would undoubtedly work well, and transport several millions of tons of Coal per year.—But the most advisable plan would be to tunnel the mountain, and thus lay a direct locomotive road into the Mahanoy Region. Three miles of a tunnel, costing not more than $2,000,000, would be the great and only outlay of importance; and by tunneling the Mine Hill, a direct route of not over ten miles would be open from Pottsville to Ashland, and from there the way would be open to all the great valleys of the Susquehanna and the northern Regions.

The original plan of Stephen Girard was to tunnel the Broad Mountain from Mill Creek, above St. Clair, into the Mahanoy Valley, instead of erecting those stupendous works which have since rotted in the sun, because they were not wanted. If a tunnel had been put through, on an easy grade from Mount Carbon, it might not have been the case, though it might at that time have been premature.

It appears that Moncure Robinson, Girard's chief engineer, dissuaded him from the design, which, had it been carried out, would be just the thing that the Mahanoy wants at present.

The distance through the Broad Mountain from Mill Creek, would be over a mile longer than from Coal Castle, into the same valley.

If the Mahanoy Valley is first opened by a tunnel from the Tamaqua end of the mountains, much of the trade will go that way, and a communication with the Sunbury and Shamokin road can be easily effected from thence, as they would have the entire elevation of the Valley, with which to overcome the Locust Mountains.

The Region, (known as the Ashland or Mahanoy Region), extends about 27 miles in length, from the head waters of the Mahanoy, on the east, to a point several miles to the west of Ashland. It contains three synclinal and two anti-clinal axes of Coal, besides several irregular basins within them, and a few detached basins, on the Locust Mountain.—It is generally known as, and in fact is, a part of the great Middle Coal Field, extending from the eastern extremities of the Beaver Meadow and Hazleton Basins on the east, to within 7 miles of the Susquehanna on the west—a distance of 60 miles. This Region contains every variety of Coal which either the South or the North Coal Fields contains, and the Coal is generally as pure, the veins as uniform in character, and as free from faults. It is generally supposed that this Region contains more Coal than either of the other two, and it will undoubtedly, at no distant day, be opened to its full extent.

At present there are only six operators, or firms, shipping Coal from the Mahanoy Region. Their names are John Bancroft, of the "Pioneer Colliery"; E. Hammer & Co., of the "Mahanoy Colliery"; G. Bast & Co., of the Big Mine Run Colliery"; Col. J. J. Conner, of the "Mammoth Vein Colliery"; G. S. Repplier, of the "Locust Run Colliery"; and L. P. Brooke & Co., of the "Tunnel Colliery." There is a new Colliery preparing about one mile and a half to the west of Ashland, but there is no Railroad to it yet.

All these Collieries are furnished with splendid Breakers, and outside fixtures and their facilities for preparing and cleaning Coal can scarcely be surpassed. They have all that Coal operators can desire in the way of mining—large veins, pure Coal, good leases, and fine improvements, but an obstructed avenue to market.

Papacy.

Relations of the Pope to the [illegible] for from O. A. [illegible]

BOSTON, [illegible]

MY DEAR SIR,—$1 62 ½ doz. Panel doors, [illegible] ment joints of the. Plastering laths, $3 00 @ [illegible] I am a little at. less, $7 50 @ $16 00. Floor- There are numb[illegible]$8 00 common, $35 00 @ m. have maintaine[illegible]

Pope in this co[illegible]TTLE MARKET.

ral numbers in [illegible] nearly two hundred head of lations of the t[illegible] from the State of New York, ual—I think I gh[illegible] our town on Friday. They swer your wish[illegible] at Schuylkill Haven, and are therefore order[illegible] 4 to 14 cents per lb standing or numbers of In[illegible] Some of the beeves may weigh [illegible] You will find cwt., but they are generally

"*Two Orders*," Jan[illegible]

"*not for the Tempest*," [illegible] hogs were passed over [illegible] Susquehanna Railroad last [illegible] statement of my doctrine [illegible] to Philadelphia.—

in "*You go too Far*," [illegible] over one thou-

"*Temporal Power of the Popes*," [illegible]

and "*Uncle Jack with his Nephew*," for October of the same year, my explanations and defence of my doctrine.

May I ask you to read those articles in the order in which I have named them? If you will, although you will find much which if a non-Catholic, you will object to, I am sure you will find no such doctrines as I am accused of holding. The subject I treat has been much obscured by controversy, and I am liable to misapprehension by those who have not studied it somewhat profoundly from the Catholic point of view. I treat the subject only under certain aspects and for Catholics, and many of the terms I use have in Catholic theology a technical sense, which those not familiar with that theology may misapprehend. I say this in excuse of those who have misrepresented me.

I claim—and never have denied for the Pope, out of the Ecclesiastical States of which he is the temporal sovereign—no temporal or civil jurisdiction, power, or authority, properly so called. The only power the Pope has in this country, is his power over the Catholics as the spiritual head of the Church. It is purely a spiritual power, and can be exercised only for a spiritual end, and even then only over Catholics, for the Church does not judge those who are without.

In matters purely temporal, I, as a Catholic, owe no allegiance to the Pope, because he has received from Jesus Christ no authority as a temporal sovereign over me. He cannot make or unmake the right of the sovereign, or the duties of the subject—abrogate the former, or absolve from the latter.

Thus far all Catholics, whether the so-called ultra Montanes, or the so-called Gallicans, are agreed. The dispute lies no[illegible]here. All agree that the State is supreme and independent in its order—that is to say, in the temporal order. *But what I mean is, that the temporal power is not supreme and independent, but, in the very nature of things, subordinated to the spiritual, since the end of man—the end of which God made him, directs and governs him by his providence—lies in the spiritual, not in the temporal.* Every man who believes in any religion at all, whether Catholic or non Catholic, does and must admit this; for it is only saying we must obey God, rather than man, and live for the Creator rather than the creature. This premised, I think I can state to you, in a few words, the doctrine I do really hold.

Inasmuch as the temporal order is subordinated to the spiritual, it follows that the State is under the laws of justice, consequently the prince holds his powers as a trust, not as an indefeasible right, and therefore he forfeits them when he abuses them, and loses his right to reign. This is the common doctrine held by all of us Americans, and all Catholic doctors teach and always have taught it. It lies at the foundation of all true liberty, and is the only doctrine that can ever justify resistance to the temporal power, when it becomes tyrannical and oppressive, I take it for granted is held by every American.

But here is a difficulty. The Church following the Holy Scriptures, makes civil allegiance a religious duty, and says with Saint Paul, Romans viii, 1-2? Let every soul be subject to the higher powers, for there is no power but from God. Therefore, he that resisteth the power resisteth the ordinance of God, and they that resist purchase damnation to themselves." Here you see I am forbidden by the law of God to resist the power, and commanded, on peril of damnation to obey. Here is my conscience bound to obedience, and my conscience as a Catholic can be released only by a declaration of my Church. It is purely a spiritual power, and can be exercised only for a spiritual end, and even then only over Catholics, for the Church does not judge those who are without.

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