Miners' Journal.

POTTSVILLE, PA.

SATURDAY, SEPTEMBER 15, 1855.

AGENTS FOR THE MINERS' JOURNAL.

DAVID J. LEWIS, Mt. Carmel:
ISAAC F. DAVIS, Ashland:
FREDERICK LAUDERBRUN, Tamaqua:
THOMPSON A. GODFREY, Tremont:
VOLNEY B. PALMER, corner Fifth and Chestnut streets, Philadelphia:
E. W. CARR, South 3d street, Philadelphia:
CRANE & Co., South 3d street, Philadelphia:
WEBSTER & JONES, N. E corner Third and Race streets, Philadelphia:
C. F. NORTON, Coal Merchant, 52½ Walnut St., Philadelphia:
R. H. BARNES, Gilsey's Buildings, corner Broadway and Courtlandt street, New York:
VOLNEY B. PALMER, Tribune Building, N. York:
CRANE & Co., 102 Nassau street, New York:
S. M. PETTENGILL, 119 Nassau street, N. York:
VISCHER & SCHELL, Appleton's Buildings, Broadway, New York:
V. B. PALMER, Court street, Boston:
S. M. PETTENGILL, State street, Boston:
Who are authorized to receive subscriptions, advertisements, &c., for the *Miners' Journal*, and receipt for the same.

☞ *THE MINERS' JOURNAL has a larger circulation than any other Newspaper published in Northern Pennsylvania. It circulates among the Coal, Iron and Business men, not only in this and the adjoining Counties, but in all our Cities; and it also circulates largely among the masses in Schuylkill County, which renders it one of the most valuable Advertising mediums in the Country. But few Papers have so many Capitalists enrolled on their subscription lists.*

AMERICAN TICKET.

CANAL COMMISSIONER:
KIMBER CLEAVER.
SENATE:
JOHN B. McCREARY.
ASSEMBLY:
WILLIAM A. HAMMER,
FRANCIS DENGLER.
SHERIFF:
DANIEL KOCH.
TREASURER:
F. A. WHITAKER.
COMMISSIONER:
PETER MILLER.
AUDITORS:
JEREMIAH WINGERT,
JACOB FAUST.
DIRECTOR OF THE POOR:
ROSS BULL.

RECEIPTS

For Subscription to the "Miners' Journal" since last Publication.

Joseph Mathers, to July 1, 1855,	2 00
E. Garrigues, to July 1, 1855,	2 00
W. A. Fields, to July 8, 1856,	1 00
Lucien Ashley, to July 1, 1856,	2 00
Wm. DeFrehn, to August 4, 1856,	2 00
Jno. J. Huntsinger, to January 1, 1856,	2 00
E. Tyson, & Co., to Sept 8, 1856,	2 00
Henry Reed, Esq., to July 1, 1855,	2 00
A. W. Tufts, to August 6, 1855,	2 00
Samuel Haas, to Sept. 24, 1856,	3 00
E. Hamilton, to July 1, 1855,	2 00
J. & J. Noble, to July 1, 1855,	2 00
Wm. Tylee, to Sept. 15, 1856,	2 00
H. A. Chambers, to Sept. 15, 1856,	2 00
Sillyman & Chambers, to July 1, 1855,	2 00
J. H. Campbell, to July 1, 1855,	2 00
Andrew Russell, to July 1, 1855,	2 00
Thomas Kinsler, to January 1, 1856,	2 00
Chas. W. Chapin, to June 2, 1856,	1 00
Ezraim Moser, to Sept. 15, 1856,	2 00
Rev. J. Ehrhart, to Sept. 15, 1856,	1 00

WANTED.—A good journeyman Printer is wanted at this office. One who is accustomed to all kinds of work.

OUR ADVERTISING COLUMNS.—Under the appropriate heads several new advertising favors will be found. Want of space prevents more particular reference to them.

BROUGHT UP.—William Morris and Abraham Black, the youths arrested in Philadelphia, on a charge of robbing the jewelry store of Mr. Henry Hittle, in Tamaqua, have been brought up, and committed for trial.

THE AMERICAN TICKET OF SCHUYLKILL COUNTY.—The *American Banner* after giving the ticket, says, "with such a ticket, headed by Kimber Cleaver, the Americans of Schuylkill are doubly armed. With a good ticket, representing the best principles, and patriotic voters to back them, there's no such word as fail."

THE STATE FAIR.—During the progress of this Fair at Hatrisburg this month, the Dauphin and Susquehanna Railway Company will run an excursion trains from Auburn to Harrisburg, at reduced prices. This will afford many an excellent opportunity to attend the Exhibition at a moderate price, as far as transit is concerned.

IRISH SECRET ORGANIZATION.—A movement is now in actual operation in Philadelphia, similar to that of the Irish Organization in Massachusetts, which we have already referred to. This step alone was needed, to cap the climax of foreign, priestly anti-Republican chicanery, to which we are exposed. Watch the movement, Americans, and crush it. Be warned.

RAILROAD SLAUGHTERS.—The following table will show the number of killed and wounded by railroad accidents, during the years 1853 and 1854, and the first eight months of 1855:

	Killed.	*Wounded.*
1853	234	496
1854	186	539
First 8 months in '55	62	315
Total	482	1,400

MORE RAILWAY ACCIDENTS.—Several more accidents (?) have taken place on the Camden and Amboy Railroad, since the wholesale slaughter at Burlington. The "monopoly" is progressing finely. Very soon it will be as safe to make the trip by railroad from Philadelphia to New York, as to carry a lighted candle into a powder magazine. Alas! New Jersey, where is your independence? Is it not humiliating to be governed by a railway corporation?

OUR NEW YORK CORRESPONDENCE.—We perceive that our New York correspondent is off again upon a rustic tour, from which fact we infer that we shall for some weeks be deprived of his "gems of thought," and local scintillations. We trust sincerely, that wherever inclination leads him, he may enjoy himself, and that he may eventually return to Gotham, reinvigorated, and more spicy in an *epistolary* sense, than ever. His last letter for the present, at least, will be found in another column.

A HEAVY CLAIM IN PROSPECT.—Mr. Chas. Ingersoll, of Philadelphia, one of the killed by the Camden and Amboy Railroad disaster at Burlington, would have inherited a fortune of $500,000 had he lived until he arrived at the age of 21 years, which would have been the last of the present month. A clause in the will provided that in the event of his decease before arriving at age, the fortune would fall to another branch of the family. It is said that an effort will be made to recover this amount from the Company, as in all probability, had not this accident occured, he would have lived to come in possession of the fortune.

THE SHAM DEMOCRACY of our County are thoroughly frightened at their impending disaster, and are purging their ticket of every candidate, open to the least suspicion of having at any time dared to own that he was American in feeling and principle. Useless, however, are the twisting and contortions of the Straub party. Doomed, is stamped in indelible characters on the brow of each member of the anti-American faction. The dreariest knell that ever fell upon the poetical Colonel's ears, will toll on the 9th proximo. To Americanism, however, the defeat of the grog-shop, anti-American combination in Schuylkill County will be a victory, the intelligence of which will be caught up, and echoed by every true son of American principles throughout the wide extent of our glorious old State. Americans of Schuylkill County, be firm and conquer. The treasured hopes of thousands rest upon your action in the coming contest.

QUEEN VICTORIA'S VISIT TO FRANCE.—The visit of the Queen of England to France, her triumphant rogress from Boulogne to Paris, and the fetes at the Imperial Court at Paris, St. Cloud and Versailles, absorb the attention of England and France. The newspapers are filled with details of the reception, and with descriptions of Im erial and Royal pageantry. A London correspondent of the *Tribune* narrates a ludicrous incident which happened on the arrival of the Queen in Paris. Louis Napoleon had arranged all the details of the reception with the utmost care, but France is not yet sufficiently broken to the forms of Imperial etiquette. When the Royal party alighted, M. de Segur, the Chairman of the Strasburg Railway, offered his arm to the Princess Royal before Prince Napoleon could approach. The Princess accepted the proffered plebeian arm "*mechanically*," as the papers state, and the disappointed Prince did not know to whom to offer his arm, since all the cortege had acted according to the previous Imperial arrangement. The Emperor was mortified at M. de Segur's intrusion, who pleads for excuse, that, dazzled by the awe of Royalty, he had forgotten himself, and acted entirely unconsciously. This apology is accepted, without suspecting some irony, since M. de Segur's imperialist zeal is undoubted, though he belongs to one of the old aristocratic families of France.—Still, Louis Napoleon is very much disappointed that the *coup d, etat* could not revive the old courtesy of France, and the respect due to Princes and Princesses, even with the descendant of the de Segurs.

THE CAMDEN AND AMBOY RAILROAD DISASTER.—The jury in this case declare that the engineer did not observe the rules of the Company and the laws of the State, in regard to blowing the steam whistle while backing the train. They exonerate the conductor and censure the forward brakeman. They say one of the immediate causes of the collision was the carelessness and recklessness of Dr. Heniken, for attempting to cross a railroad in close proximity to an approaching train; another cause was the careless and reckless manner in which the train was backing, at a rate of speed unsafe and imprudent. They also say it is inconsistent with safety to have two express trains towards each other between two stations, and that the posibility of collision on a single track proves the necessity of more efficient means to prevent it. Three of the jurors did not sign the verdict. Now the sufferers by the slaughter, have an account to settle with the Company. The "monopoly" is vulnerable in no part but its pocket. Touch that, and the public will succeed in causing what a score killed, and three score wounded, failed to produce, a twinge of misery on the part of the Camden and Amboy Railroad Company.

JUDGE KANE.—The impeachment of this modern Jeffreys is warmly urged. The *Tribune* concludes a lengthy and able article, in review of the action of Kane in the case of Passmore Williamson, with the words,—"Let the House of Representatives of the United States be flooded with petitions for the impeachment of John K. Kane, and the imprisonment of Passmore Williamson may prove the means of terminating a system of insolent and alarming usurpation." The citizens of the Union are thoroughly aroused in regard to this matter, and would join heartily we believe, in urging the impeachment of a Judge possessing the audacity to imprison a freeman without even the shadow of a just cause.—For if Passmore Williamson may now be illegally, but with impunity, consigned to a prison during the pleasure of a judge, on a most contemptible charge of *contempt*, because he happens to be an Abolitionist, how soon may not a similar fate be the lot even of slaveholders themselves, when personal malice is to be indulged or selfish views promoted? These various arbitrary acts become precedents, and, if not rebuked, will hereafter justify their repetition.

THE KANSAS Legislature embraces some funny specimens of representatives. The following is a specimen of the oratory of one Mr. Whitlock, the "representatives man" of one class of the sovereign squatters of Kansas. He recently rose and said:

Mr. Speaker: I have sot by aud heerd the gentleman abusin' of me and my country for weeks, and said nary word. Now, Mr. Speaker, it is very unwrong; it is inhuman, for gentlemen to vote agin me. The gentleman from

[Here Mr. W. was called to order by the Speaker, and the audience was prevented from hearing the peroration of this noble effort.]

From this specimen, it is natural to suppose that Mr. Whitlock disregards Hugh Blair, mocks at Lindley Murray, and sets the rules of Aristotle at defiance. "Nary rule of them set" he cares about or respects. This gentleman of course, is opposed to the introduction into Kansas, of anything but slavery.

THE WHEELER SLAVE CASE—SENTENCE OF THE COLORED MEN.—Curtis and Ballard, the two colored men who were convicted of assault and battery upon Col. John H. Wheeler, were called up in the Quarter Sessions, in Philadelphia on Saturday, and sentenced to one week's imprisonment, to pay a fine of $10 each, and the costs of prosecution.

MR. BUCHANAN COMING HOME.—It is stated that Mr. Buchanan will leave London about the 1st of October, *via* Havana, for Washington, and that he will land in the United States at New Orleans, where Mr. Senator Slidell will have made all the necessary arrangements for a brilliant democratic reception.

AMERICAN NOMINATIONS IN NORTHAMPTON COUNTY.—The American County Convention, met at Bath on Wednesday, and nominated the following ticket: State Senate, John Best; Assembly, Philip Barton and Valentine Mutchler. Northampton will do her duty in the coming contest.

HOLLOWAY'S OINTMENT AND PILLS, a certain Cure for Scald Heads.—Henry, 12; Maria, 10; and John Ames, 9; of Apalachicola, Florida, were all three affected with this disagreeable malady; Maria in particular was in a wretched plight with it, and although there were many remedies tried, yet the malady did not seem to decrease; indeed the disease spread itself all over the surface of the head, to the great annoyance of the parents an discomfiture of the child; the blood of the others was equally impure. At last the parents put the three under a course of Holloway's Ointment and Pills, which cured them all in the space of nineteen days. Their health has since considerably improved. These remedies are also wonderfully efficacious in all diseases of the skin.

PEN, PASTE AND SCISSORS.

☞ Wisconsin is growing rapidly.

☞ W. Stone, the well known clown, died recently in California. "Alas, poor Yorick!"

☞ The two chief political parties of California, have made their nominations for State officers.

☞ Passmore Williamson is the Republican nominee for Canal Commissioner of Pennsylvania.

☞ The Swedborg triumph has had a very short duration.

☞ The trial of Forbes, the returned Californian, who shot the seducer of his wife at Buffalo, is in progress in that city.

☞ The American Institute are making active preparations for their coming fair at the Crystal Palace.

☞ Some of the New Jersey Whig Journals are out in favor of Mr. Frelinghuysen for the Presidency.

☞ A great Agricultural ball is to take place at Harrisburg on the 27th inst., during the State Fair.

☞ On Tuesdny, a man named John Thomas, was murdered in Philadelphia. The assassin remains undetected.

☞ George W. Ridgeway, of the firm of Ridgeway & Diehl of Philadelphia, one of the killed by the Burlington accident, had his life insured for $10,000.

A WEEK LATER FROM EUROPE.

Per Steamship Africa.

We are in receipt of foreign advices to the 1st instant—one week later. The features of the news consists in details of the battle of Tchernaya and the operations that preceded it. From the official reports, it turns out to have been a decided victory for the Allies.—Another Russian attack upon the Allies, in the vicinity of the Cemetery, was anticipated. It is announced definitely that Omer Pasha is to take the command in Asia. Nothing important had been received from the Black Sea or Kars.

Great Brittan.

A national shilling subscription is proposed to be raised for a testimonial to Admiral Charles Napier.

Five hundred Highlanders had embarked on board the steamer *Hansa* at Liverpool, for Malta.

The export of iron North of Dunkirk is prohibited.

The potatoe harvest in Ireland is favorable.

France.

Dullness prevails in political affairs.

The crops throughout France are satisfactory.

Spain.

Foreigners are exempted from the forced loan but are invited to contribute to it.

A Paris rumor is that we may expect from day to day to hear of the involuntary abdication of Queen Isabella, and of important events in Spain.

The Duke of Monpensier is openly agitating.

Italy.

The export of breadstuffs is prohibited from the Roman States.

In Naples the political ferment continues. Many arrests have been made.

Austria.

The Austrian Lloyds undertakes to open steam communication between Trieste, North African ports, Spain, and Portugal.

The Austrian engineers officially report favorably on the proposed ship canal from the Danube to the Black Sea.

Battle of the Tchernaya.

A correspondent of the London *News* gives a detailed description of the Tchernaya, or Traktir Bridge, from which we make the following extracts:

THE DEADLY STRUGGLE.

Half past Eight A. M.—After a very deadly struggle, the Russians are retiring on all sides. Several times they crossed the river by the bridges and by fording, but were repulsed by the fearful fire of the artillery, and on gaining the sloping sides of the hills crowned by the French camps, by the fatal discharge of the French rifles. Now, as their columns are returning towards the north side of the valley a terrible discharge of congreve rockets is being poured into their ranks from the French position on the right flank, and is evidently committing great havoc among their numbers. The field of action on both sides of the Tchernaya, more especially for a wide distance round the Russian side of the Tchernaya bridge, is strewed with killed and wounded troops, and a great number of horses are also lying or limping about the plain. The flag which was waving above the east end of the Inkermann mountain has been struck, and the semaphore is quite inactive.

The attack commenced about 5 o'clock, the first shots being heard near the Sardinian position. The fire almost immediately opened along the whole line, but it was soon rendered evident that the chief aim of the Russian commander was to force the passes communicating with the valley of Balaklava, and thus to turn the flank of the French position on the hills, and break their chain of communication with the Piedmontese troops. There are two principal routes or openings in this direction. One is formed by a break in the line of hill stretching across the plain, leaving a passage between its east end, and a part cut off, as it were, and assuming the form of an irregular Mamelon. This Mamelon, as well as the line of hill, was held by French troops. The second pass is between the Mamelon and the opening to Tchorgoun, and along this the river finds its way as it comes out of the gorge to wind through the valley. Through the first-named opening the high road from Simpheropol to Balaklava passes, and nearly opposite to it is a handsome stone bridge, spanning the river by two arches.—This bridge is approached on either side by a gradual incline, the road being carried over a series of land arches. The river under ordinary circumstances is fordable at this part. At the second opening there is no bridge across the river, excepting that for the aqueduct; the water spreads out and is readily fordable. The passage of this ford was commanded by the guns of a redoubt held by the Sardinians.

It was in the neighborhood of the stone bridge, and the ford above, that the severest part of the struggle took place. The number of dead lying about these two positions are greater than in any other part of the field of action. The Russians, as they approached along the road to the bridge, and on each side, were mown down by the fire of the artillery of the allies, and, on the opposite side, the French, who were defending the passage, suffered from the fire of the Russian artillery, which had been brought up on the heights on the east of the road and valley. On two occasions the enemy succeeded in crossing the bridge and in considerable numbers began to climb up the sides of the Mamelon and the end of the hill occupied by the French, but the fire of the rifles above drove them back.—It is stated that at one time the enemy was forced back by the 62d French infantry at the point of the bayonet, but this is doubtful. As they retired across the river the artillery of the Allies committed great execution among them. Some of the French troops assert that the passage of the bridge by the Russians could have been easily prevented, but that it was purposely permitted, with the motive of entrapping them into the certain destruction. Be this as it may, the cross fire which was opened between the hills from the rifles of the infantry and the direct fire of the artillery, caused great havoc among their ranks, and after the fight, the bodies of the killed were found to be thickly strewn as far as sixty or seventy yards on the French side of the river. The aqueduct is deep, and not easily crossed. Between it and the hill side there is usually a deep ditch. Many of the Russians had not only crossed the river, but, pursuing their way had also crossed the aqueduct. To enable them to do this, they had been provided with numerous small platforms, just long and broad enough to form so many bridges across the aqueduct; these they had carried with them. In some places many wounded and dead were found lying in the ditch between the hill-side and the bank upon which the aqueduct is raised. The small wooden platforms carried by the men could be joined together so as to form rafts, if required, for use on the river; but pontoons also were amply provided for the construction of regular bridges for the passage of cavalry or artillery. A great number of these small rafts and also some pontoons were left on the field, and taken by the Allies.

THE FIELD OF BATTLE.

Nothing now remained but to visit the field of battle, on which the Zouaves had already descended like vultures, and were removing everything portable. The scene which presented itself on the banks of the river, below the canal, was a melting fearful beyond description, much more fearful than the ordinary horrors of a battle field. The canal itself was choked with dead, most of whom had doubtless fallen into it living, after rolling down the ill side, and found repose in its muddy waters; broken muskets, bags of bread, cartridges, one dark red stain on the white gravel, often alone marked the spot where the men first fell. On towards the bridge the dead lay thicker and thicker. On the banks of the river about it, and in the river itself, they were "heaped and piled," mostly fine men, in the prime of life—many with a *vieux grognard* air, which bespoke long years of service. Nearly every one had a brandy bottle, either actually in his hand, or lying near him, or broken under him in his fall.

THINGS IN PHILADELPHIA.

FROM OUR TRAVELING REPORTER.

PHILADELPHIA, Sept. 10, 1855.

The Williamson case, as your readers are aware, created a great sensation throughout the North, and at present it is the theme of much comment, both in this city and in the country, if we may judge from the comments of the press. Here the decision of the Supreme Court, has changed the current of public opinion. The Court sat on Saturday at noon, for the purpose of giving its decision on the application of Williamson for a writ of *habeas corpus*. The five judges were upon the bench, and the court room was densely crowded with anxious listeners. Many leading members of the bar were present, and gave the most profound attention to Judge Black as he read the decision of the court, and to the dissentiug of Judge Knox, which was able and learned.

The decision is that a writ in this case cannot be granted, but at the same time allowing that Williamson has the key of his prison in his pock-

et. The Judges will give their special reasons some time, soon, on which they base their decision. "Philadelphia lawyers" say that the law makes it the *imperative duty* of the judiciary to grant the writ whenever applied for, not that the prisoner may not be remanded to his cell, though this of course would depend on the facts of the case. Even those who think Mr. Williamson deserves punishment, consider Judge Kane's proceedings highly illegal and arbitrary, and that he has clearly exceeded his jurisdiction.

That the sufferers by the late Camden and Amboy Rail Road accident, will sue the company for damages received by it, is rendered certain; but the general impression is that if the cases are tried in New Jersey, the influence and money of the company will render the result doubtful. Yet some of the most learned lawyers say that there is no difficulty in bringing civil suits against the company, or their employees, in this State, where *justice* will be more impartial; and it is very likely that such will be the case. The company is able to lose a half million; which, though it will not bring back the dead, will in a measure recompense some of the cripples for their lost limbs, and enable the widows and children made by that dreadful occurrence, to live without being a burden on the community.

Much of the blame seems to rest on Haneikin, but not so much as to clear, or excuse the company by any means. Some severe example should be set before the managers of railways in this country; and precautions should be taken as soon as possible to prevent such accidents in future, for many of the roads in the vicinity of Philadelphia are *ripe* for accidents, equally as terrible.

Crossings of the same kind, and in many instances more dangerous, exist at many points.—For instance the crossing at "School lane," over the Norristown Railroad, and the crossings at Fisher's and Green lanes, over the North Pennsylvania Railroad, &c., where one may listen for the whistle, but so many whistles are sounding in every direction, that it is impossible to tell from whence they come, or how near they are.

At Reading, on Friday of last week, the Grand United Order of colored Odd Fellows, had a splendid procession. On the Thursday evening previous, the city of Reading was thickly sprinkled with colored *pussuns*, seeking rest, but finding none, for notwithstanding their black and glossy coats, and general respectable appearance, their faces debarred their entrance into *genteel tavern society*; and consequently they had to seek private lodging even if it was on cellar doors.

On Friday morning an express train, consisting of nine cars, crowded with colored men and their wives and children started from Philadelphia.—They passed Pottstown at about 9 o'clock, with music playing and in great spirits.

The procession must have been rather interesting to the anti-slavery portion of the North, for the appearance of the members of the society—counting about 600—was certainly prepossessing, and must have astonished many who seem to think that there are no gentlemen with black faces.—Their dresses were generally black or blue cloth, and in many cases rich and elegant. Their regalias were splendid; the gay colors of which contrasted pleasingly with their dark complexions, though I noticed that they *ape the fashions* of Young America with but a bad grace. Fashionable airs do not become the sable sons of Africa, and I may add that they don't become any part of creation too well.

Four of the best city bands discoursed sweet music on the occasion, and I believe the affair passed off to the satisfaction of the participants.

A procession of the members of the "Protestant Association of Pennsylvania," has just passed down Chesnut street, numbering some thousands of persons, with gay banners and trappings; and with all the music it appears, that could be procured. This Association consists generally, of foreigners and the sons of foreigners, of Irish and Scotch origin. I never saw a more splendid array of beautiful banners, and gay trappings. Most of the members wore brilliant wreaths of artificial flowers on their hats, arms, and shoulders. Indeed in their original glory, with plumes and painted faces, *graced (!)* many of the lodges, as advanced guards or heralds; and boys richly, yet fantastically dressed, bore the corner stings of the banners. Bagpipes, drums, fifes and bugles, gave out soul-stirring notes, and all the long line, which must have extended some miles in length, seemed one glitter of banners, plumes, flowers, and gay trappings.

The mottoes of the banners, many of which were presented by ladies of Philadelphia and vicinity, were appropriate, and show that the hearts of the followers are truly American. If all our adopted citizens were influenced by such feelings, there would be no *Know Nothings* among us. D

THE COAL TRADE.

Owing to the absence on business of the Senior Editor, who usually prepares the Coal Trade, and our unavoidable presence elsewhere, yesterday, this department has been comparatively neglected this week. In our next, we will make amends for any onjissions of the present issue.

The quantity sent by Railroad this week is 54,735 09 tons; by Canal, 29,824 00 tons—for the week, 84,559 09—being a falling off of 493 10 tons from the shipments of last week.

New Coal Line to Philadelphia.

FOR THE MINERS' JOURNAL.

MESSRS. EDITORS:—While I freely admit the benefits which have been conferred upon this region by the present carriers of our great staple, it cannot be concealed from the public, that the unprecedented increase of the Schuylkill Coal Trade, and the high charges now imposed upon it, by the carriers, call loudly for new outlets.

The revival of the project for a Railroad to N. York *via*. Hamburg and Allentown, under auspices which assure its early success, is in the opinion of our business men, a matter of great consequence to our prosperity. Nor can I avoid regarding the new Coal line to Philadelphia, as an outlet of considerable value for a portion of our annual product of Coal.

In common with others, I was somewhat surprised by the announcement lately made by the Engineer of the Auburn and Allentown Railroad, of the discovery of a route through Leiberts Gap, near Emaus, Lehigh County—which by an easy connection with the Perkiomen extension of the Norristown Railroad, will give us a new Railroad Passenger line from this Region to Philadelphia, *as short* as the Reading Railroad, and also capable, as he states, "of holding that great line in check in its charges on Coal." I have looked with some interest into this unexpected route, and find it one well deserving the attention of those interested in the Schuylkill Coal Region.

By the preliminary survey, executed by D. E. Corson, Esq., of Norristown, and other information, it seems that passing through the south mountain, from the north by Leibert's Gap, the summit level at the head of the Perkiomen, (which is only about 175 feet above Port Clinton,) may be reached by ascending grades of 33 feet per mile. From this summit down the Perkiomen valley for 27 miles. The grades are all *ear of descending*, to a point near the mouth of the Creek—where to save distance, a similar grade (33 feet) for 3 miles, ascends a summit, inland, about 3 miles above Norristown. But by a slight elongation of the line, this summit may probably be avoided. Even these grades, indicated as they are, by a rapid preliminary survey, not made with a view to Coal transportation, may probably be reduced—but take them as reported, and I find them much more favorable, than those of the Delaware, Lackawanna and Western Railway, expressly planned for a heavy Coal business—more favorable too, than those on which the Baltimore and Ohio Railroad, have for years been working a large Coal business, at much lower rates, than are charged us, up level and descending gradients, by the Reading Railroad Company, notwithstanding their much vaunted ability for cheap transportation *theoretically*, which I regret to say has not of late been *practically* demonstrated to our Coal operators.

Ascending grades affect nothing but the motive power, which is but one item, of the numerous expenses attending Railroad conveyance, and it is an item of much less consequence I believe, than people generally, have been led to suppose by the officers of the Railroads about us.

The Norristown Railroad has an admirable terminus within the consolidated city of Philadelphia,—even now surrounded with Coal yards, indirectly supplied from the Reading Railroad—and were the new Coal line constructed, I see nothing to prevent its commanding at once the bulk of the retail trade of that city, *at least*. And this brings me to consider the probable cost, and the interests that combine for its construction.

The Auburn and Allentown Railway, with its short branch to Delbert's Gap, is in the hands of New York capitalists, who will complete it in their own time, for obvious purposes, which will be ample to sustain it, irrespective of the business of the new Coal line to Philadelphia. The Norristown Railroad, (it is well known,) sustains itself, its stock is now above par, and commands attention as a good investment. These important portions of our new Coal line, may therefore be considered as already provided for, the only part remaining (south of Auburn) is that between Norristown and Deibert's Gap, about 35 miles in length—this cannot, (I should suppose,) cost over $1,500,000 to construct, in the most substantial manner, without rolling machinery. The Norristown Railroad will undoubtedly supply the cars and power, to transport the Passenger and Freight business on the Perkiomen line, while the Auburn and Allentown Railway, will certainly furnish the cars and locomotives necessary for the Coal Trade. I think this clear, for their interests are obvious.

The new line then, having no rolling stock to provide, will only have to earn $90,000 per annum, *net*, to pay 6 per cent interest on its whole investment. That so small an investment, is all that is, or will be needed, (below Auburn,) to give us this new Coal line, is as unexpected, as the discovery of the line itself.

That the transit of Passengers and Freight, combined with that of the retail Coal Trade of Philadelphia, would more than pay the annual interest upon the new line, can hardly be a matter of doubt—and I therefore, with some confidence, invite to this subject the serious attention of all parties interested, in our county, for it is hardly second to any in importance to our interests.

Only 35 miles of new Railroad, (south of the Blue Mountain,) and $1,500,000 of capital, are but small matters in an enterprise that would at once relieve every Operator in our Region, of the heavy transporting charges, now diminishing his means, and cramping his energies.

I do not think it necessary to extend this article at present, to the short links, which will be required to connect Pottsville and Schuylkill Haven with Auburn, as it is evident that existing interests adequate to their accomplishment, can be invoked at a proper time. CARBON.

BY TELEGRAPH.

FRIDAY, 3 O'CLOCK, P. M.

Freights from Richmond to—	
New York,	1 00
Boston,	1 70
Providence,	1 30
Albany,	1 30
Baltimore,	65
New Haven,	1 50

Shipments by Canal,

For the week ending August 9th, 1855:

DELIVERED	TONS. CWT
On the Line	4,822 15
Philadelphia	5,654 00
Vicinity of Philadelphia	161 00
Wilmington	383 00
New York and vicinity	19,803 05
Total for week	29,824 00

Report of Shipmetns

From Richmond, for the week ending Saturday, September 8, 1855:

TO:	TONS.	TO	TONS.
Albany,	360	Newburg,	248
Augusburg,	212	New Haven,	272
Astoria,	196	New London,	150
Augusta,	208	Newport, R. I.,	200
Baltimore,	876	Newport, Del.	93
Bangor,	215	New York & Brooklyn,	6,958
Beverly,	220	Norwalk,	205
Boston,	11,800	Norwich,	153
Blackwoodtown,	40	Orleans,	84
Braintree,	160	Pawtucket,	148
Bridgeport,	770	Petersburg,	336
Carline,	160	Port Morris,	129
Cambridge,	1,595	Portsmouth,	546
Chelsea,	374	Point Shirley,	293
Camden,	677	Poughkeepsie,	718
Calleep Point,	327	Plymouth,	100
Charlestown,	648	Providence,	1,807
Chelseton,	340	Richmond,	231
Chester,	50	Rockport,	398
Dighton,	230	Roxbury,	1,611
Dorchester Point,	214	Saco,	155
Fall River,	841	Salem,	841
Fort Washington,	212	Sing Sing,	214
Greenwich,	261	Stapleton,	151
Georgetown,	90	Stony Point,	268
Hartford,	465	Tarrytown,	218
Islip,	60	Troy,	1,163
Medford,	237	Washington, D. C.,	210
Milton,	200	Washington, N. C.,	157
Manhasset,	100	Westville,	126
Marcus Hook,	91	Weymouth,	223
Marlborough,	125	Wilmington,	50
Mobile,	200		
Middletown,	226	Total for week,	40,828
New Baltimore,	150	For season,	1,114,226
Newburyport,	295	Last year,	987,928
New Bedford,	200		

By Rail Road and Canal.

Quantity of Coal sent by Railroad and Canal, for the week ending on Thursday evening last:

	RAILROAD.	CANAL.
Port Carbon,	16,413 17	10,274 15
Pottsville,	3,786 08	1,994 15
Schuylkill Haven,	26,095 13	16,046 05
Auburn,	601 04	000 00
Port Clinton,	7,838 07	1,907 05
	54,735 09	29,824 00
		54,735 09
Total for the week,	tons,	84,559 09
Total by Railroad in 1855,		1,696,965 13
" Canal "		744,814 05
Total by Canal and Railroad,	tons,	2,440,879 18
Shipments to same period last year:		
	WEEK.	TOTAL.
By Railroad,	53,155 03	1,515,304 10
By Canal,	26,705 13	648,006 11
	79,860 16	2,163,311 01
		2,440,879 18
Increase in 1855, so far,	tons,	277,568 17

Schuylkill County Railroads—1855:

The following is the quantity of Coal transported over the different Railroads in Schuylkill County, for the week ending on Thursday evening last:

	WEEK.	TOTAL.
Mine Hill and S. Haven R. R.,	44,689 09	1,097,322 04
Mt. Carbon "	6,006 19	131,819 16
Schuylkill Valley "	12,416 14	391,258 07
Mt. Carbon & Pt. Carbon "	17,301 06	546,151 03
Mill Creek "	15,345 10	448,528 02
Little Schuylkill "	9,876 15	307,599 13

Union Canal R. R. Coal Transportation

Amount transported during the month of Aug. 1855:

	MONTH.	TOTAL.
Union Canal	12,990 10	50,886 13
Swatara Railroad,	5,905 05	23,547 18

Rates of Toll and Transportation on

RAIL ROAD, TO JUNE 30, 1855:

To Richmond,	*From Mt.Carbon.* $2 00	*From S. Haven.* $1 95	*From Pt. Clinton.* $1 80	*From Auburn.* $1 75
To Philad'a.,	1 90	1 85	1 70	1 65
Spring Mills,	1 65	1 60	1 45	1 45
Reading,	1 20	1 15	1 05	1 05

Rates of Toll by Canal to June 30, 1855:

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton*
To Philad'a.,	80	79	77	65
Spring Mills,	70	69	67	60
Morrstown,	65	64	62	55
Reading,	48	47	45	41

Rates of Freight by Canal:

	From Pt. C.	*d Mt. C.*	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 85			$1 80
To Philad'a.,	90		85	80

Lehigh Coal Trade.

Sent from The Lehigh Region for the week ending Saturday evening last:

	WEEK.	TOTAL.
Summit Mines,	10,049 10	224,506 04
East Lehigh,	985 05	30,202 19
Room Run Mines,	2,873 10	55,178 05
Beaver Meadow,	1,577 09	31,697 03
Spring Mountain Coal,	6515 15	116,303 17
Colerain Coal,	3,622 08	64,822 01
Stafford Coal,	210 17	7,234 09
East Sugar Loaf Company,	1,822 10	33,806 14
New York and Lehigh Company	1,201 18	24,565 13
French Arm. Coal Company,	477 12	4,749 01
A. Lathrop's Pea Coal,	179 11	2,226 15
Hazleton Coal Company,	4,906 12	104,798 15
Cranberry Coal Company,	2,605 17	53,032 09
Diamond Coal Company,	1,403 09	19,237 02
Buck Mountain Coal,	3,117 13	53,351 19
Wilkesbarre Coal Company,	695 10	30,193 18
Total,	42,249 00	859,220 00
Last year,	41,239 04	785,439 01
Increase in 1855, so far,		73,780 99

COAL STOCKS,

AND OTHER SCHUYLKILL CO. STOCKS,

CORRECTED WEEKLY BY A. E. STRAUB & CO., BANKERS.

	PAR.	OF.	ASK
RAILROADS.			
Philadelphia, Reading & Pottsville	50	47¾	47¾
Mine Hill and Schuylkill Haven	50	68	69
Mount Carbon	50	00	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50	50	52
Lorberry Creek	50	00	00
Swatara "	50	00	00
CANALS.			
Schuylkill Navigation	50	20¾	21¼
Schuylkill Navigation, Preferred	50	31¾	32
Union Canal	50	29½	30
Union Canal, Preferred	50	13¼	13¾
Del. & Hudson Coal & Transportat'n Co.'s	100	129	131
RAILROAD & COAL COMPANIES.			
Little Schuylkill Nav., R. R. & Coal Co.	50	49	49¾
Lehigh Coal & Navigation Co.	50	82	83
Hazleton