Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 24, 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, 321 Walnut St., Philadelphia;
E. 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 recieve 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.*

BUSINESS NOTICES.

SEE George Miller's Notice.

SEE Assignee's Public Sale, of F. J. Parvin, Assignee of Thomas Gorman.

PLUMBING AND GAS FITTING.—See N. M. Newnam's advertisement.

SEE Letter from St. Mary's, Elk Co., Pa., relative to the Ridgway Company's Land.

SEE "Adjourned Public Sale" of Jacob Hammer.

FOR SALE.—M. A. & S. Bertolet & Co., of Reading have some Railroad Iron for sale. See advertisement.

LANDS TO LEASE AND FOR SALE.—See advertisements of N. P. Hosack, 32 Trinity Building, New York.

RAILROAD IRON.—A. & P. Roberts, Broad street below Vine, Philadelphia, have some for sale. See advertisement.

COACHES BETWEEN ASHLAND AND POTTSVILLE.—Cockell & Brother have commenced running a line of coaches between Ashland and Pottsville. As this line has been started to accommodate the public, it should be liberally patronized. For hours of starting, fare, &c., see advertisement.

WANTED, at this Office, an Apprentice to the printing business. A boy about 15 or 16 years of age, of good moral character, who has received a good education. None other need apply.

MAIL ROBBERY.—On Sunday morning, a mail bag containing letters for Buffalo, was found on a lot near Philadelphia, cut open and rifled of its contents.

FIRE AND LOSS OF LIFE.—In Alexandria Va., on Friday night, the china store of Jas. T. Dowell was destroyed by fire. Loss. $15,000. Six firemen were killed, and four seriously injured by the falling of the walls.

UNDER WAY.—The projected railway between Tamaqua and Lehighton, a distance of 17 miles, is in course of construction. New York interest is building this Road, for the purpose of tapping the Catawissa road, and diverting trade, via. Tamaqua to New York. Wide awake place, that Gotham.

THE GIRARD LANDS.—Mr. H. W. Poole, the well known surveyor and mining engineer, is engaged in perfecting a geological and topographical survey of these lands—owned by the City of Philadelphia—at Mahoney. The survey is being made for the purpose of developing at no distant day, the rich mineral deposits underlying this valuable property. Upon the completion of the survey by Mr. Poole, the land will be laid out according to the manner in which the veins of Coal run, for leasing purposes. These lands if productive, will prove a valuable accession to the aggregate wealth of the Anthracite Coal Region.

THE HOME JOURNAL.—This widely circulated and popular family journal commences a new volume on the first of January next.—The peculiar literary contents of the *Home Journal* render it a capital medium between the ordinary weekly newspaper and the monthly magazine. The new volume will appear in an improved mechanical form, and will commence with a new novel from the pen of the well known, well appreciated author, N. P. Willis, one of the editors of the paper. It is entitled "Paul Fane; or, Parts of a Life Else Untold." Those who do not take and desire to receive weekly, a first class family paper, would do well to subscribe to the *Home Journal*.

SUNBURY AND ERIE RAILROAD.—The work of uniting the Anthracite Coal Region with Western New York, by the Sunbury and Erie Railroad, is nearly completed. The last span of the bridge over the Susquehanna river, on the Northumberland side of the island, was put up last week, and the bridge on the Sunbury side is nearly up. Both will be sufficiently completed for the passage of locomotives and trains before the first of January. Workmen are also engaged in making the road to connect the Sunbury and Erie with the Philadelphia and Sunbury Railroad, on the east side of the river, and a considerable force is now at work on the Island, preparing the tracks between the bridges.

CHARCOAL AS A DISINFECTANT.—The power of Charcoal has been shown by filling vessels with putrid matter, and then allowing the air which supplied an apartment to pass through the foetid mass, it was found to be perfectly inodorous—therefore, on this principle, it is believed by some that Charcoal had the power of removing any matters likely to produce disease. Mr. Robert Hunt, F. R. S., Keeper of Mining Records, &c., of the Royal Cornwall Polytechnic Society, in a recent lecture, said that he thought it a mistake to conclude that any body, because it was a deodorizer, is necessarily a disinfectant. By way of illustration, it may be stated that, in unloading a ship laden with Charcoal, at Balaklava, the men were covered with Charcoal, and were constantly even inhaling it; nevertheless, no less than ten fatal cases of cholera happened on board that ship, while vessels in the neighborhood, differently laden, escaped altogether.

CONVENTION OF ANTI-NEBRASKA-[illegible] EDITORS.—The suggestion which we have already adverted to, in regard to a Convention of the members of the Editorial profession who are opposed to the Nebraska swindle, and the truckling Administration in power, meets, we perceive, with favor throughout the State. We now ask, would it not be better to hold it at Harrisburg about the period that the American State Convention assembles there? Many would then be enabled to attend both, and harmony of action in the future would result from it, thereby proving beneficial to the cause, which is antagonistical to the despicable Pierce Sham Democracy. Independent of politics, it would also be an admirable opportunity for the proprietors of the opposition press to meet their brethren in Convention, and confer upon matters of importance to the business welfare of the press of Pennsylvania. As the State Central Temperance Committee has called a Convention, to assemble at Harrisburg about the [illegible] of January, we would suggest a sooner period than that for the Editorial Convention to which we have referred.

European Correspondence

OF THE MINERS' JOURNAL.

UNDERGROUND WALKS IN ENGLAND.

"The Black Country."

No. 6.

DUDLEY, SOUTH STAFFORDSHIRE, Sept., '55.

DEAR JOURNAL:—The most important bed of Coal in the "black country" is *thirty feet thick.*—Seven miles in length, four in breadth, nearly 18,000 acres in all of a solid mass of fuel, ten yards thick, this is without doubt the most valuable single stratum underlying the surface of Great Britain. Why just to think of one uninterrupted thickness of carbon as high as the windows of a third story Philadelphia house, and of sufficient extent to block up the length and breadth of the Delaware river from Trenton to New Castle; and all this lying at a paltry depth below the surface with a gentle dip and just enough up-throws or faults to raise the bed within easy access by the miner when its dip would otherwise sink it too far beneath his reach. The *greatest* thickness of all the seams of bituminous Coal in the Pennsylvania division of the Allegheny Coal field at any one workable or available spot is twenty feet; here is a *single* bed (whose area however we must not forget might be taken 500 times out of the Pennsylvania field without near exhausting it) of one and a half times that total thickness. Eight hundred and fifty million tons of Coal would furnish one ton to every man, woman and child in the known world, and yet this is the amount originally contained in the 'ten yard seam' of the "Black Country." The quantity sent by railroad and canal into Philadelphia from the Schuylkill region last week, exceeded 88,000 tons—at this rate both railway and canal might go on working for 200 years before exhausting the 'thick Coal of Dudley.' The average price of Coal at the pits' mouth in England is 5s. 17d. or $1,34 per ton; the value of this bed, supposing it all to be raised to the surface is consequently 1150 millions of dollars, or enough money to build twelve Pacific railroads at the highest estimate yet made for that important project. Supposing it all in the market at Birmingham, an average distance from where it is mined of five miles; its value would be 3500 millions of dollars, sufficient to discharge at once the national debt of England.

Without some familiar illustrations like these, it is really difficult to conceive of the commercial importance of a bed of this size occurring at an average depth of only 100 yards from the surface and in quality exceeding that of any of the thinner beds comprised in the same district.

It is generally esteemed, both for household purposes and the manufacture of iron, though owing to the cockney preference for the fat, smoking Coals of the north "old Wallsend or nothing," few of the Staffordshire Coals, which are of the kind denominated *White ash,* have yet found their way to the metropolis. The greater portion is absorbed by the 148 blast furnaces in the district, for which it is used after being coked in long piles in the open air. There are no coking ovens in the "Black Country," why I could not understand—the bituminous matter in the several varieties, averaging forty-two per cent. exceeds the mean of the much esteemed coking Coals of New Castle, which is less than forty per cent. To this day New Castle or Durham coke is imported into South Staffordshire for the use of the remelting furnaces in the manufacture of best iron. For the high smelting furnaces, however the indigenous Coals are invaluable, producing every year 600,000 tons of pig metal, an amount which exceeds the annual production of Pennsylvania, with 500 times the Coal area of the "Black Country."

Returning to the ten yard seam of Dudley, we will with the readers' permission accompany him down one of the pits where it is mined, and view the manner of working out a stratum of such unusual thickness. It is only fair, however, to apprise him first, that owing to this great thickness there is constant danger of accidents from the fall of the roof, and besides that arising from the presence of gas, which necessarily accumulates in large quantities where such an enormous body of air has to be moved in the process of ventilation; as far as the increased risk of descending into the thick Coal mines compared with the thin Coal mines can be estimated by figures, the thing stands thus:

A thick Coal miner gets 25 cents more per day than a thin Coal miner.

The widows of the thick Coal miners supported by the colliers "unions," whose husbands have been killed in the mines, is about double the number, so supported, of the widows of thin Coal miners.

Having now eased our conscience by fairly setting the case before him, should the reader still feel disposed to proceed, we will just give the hint to the 'Banksman' at the pit's mouth, who will shout out to the engineer in the little house, two or three hundred feet off, to go "slowly down, two gentlemen in the skip;" and, without more ado, step into the bucket.

But halt, what is it the bankseman's saying? "Forgot gentlemen, but can't go down now—its prayers below—have to wait a while." "Prayers," we reply, "do you have prayers down *there*?" "Oh yes, bless you, they has 'em every day after dinner." With a puzzled stare, we ask for further explanation, and receive the answer of the good natured banksman somewhat in this way. "Why, you see sir, there's a good many Methodees among 'em, and every day after dinner, they gathers 'em all together, and reads passages out of the Scriptures, and then has prayers, you know, before they goes to hewing again." "Is it possible," we inwardly exclaim, "that here in the heart of that 'Black Country,' which has earned for itself so unenviable a reputation, scenes like this are daily transpiring in the dark confined galleries of her Coal mines, a hundred yards below the surface, and far removed from every eye but the All-seeing one? Surely if even the religious feeling was shorn of attendant pomp and circumstance, it must be so, when presented by a lot of Methodee colliers in the avenues of their subterranean work place, and surrounded by the black damp walls of carbon, which it is their daily duty to excavate."

Whilst the Colliers below are finishing their service, let us above employ the interval in examining the pit and its concomitants—and first, we notice that it is not a wire rope to which we are about to trust ourselves in this descent, but a peculiar made chain which prevails universally in South Staffordshire. Four short links, making up a width of about four inches, into which are linked four others presenting their thickness instead of breadth, and so on alternating, with blocks of wood filling up the cavities of the latter series, from the Staffordshire colliery chain of a flat convenient shape for winding, but very heavy, weighing probably as much as forty pounds to the yard, or two tons to a pit, which is quite an item, and should lead, I think, to its abandonment in favor of the flat wire rope. This last is an exceedingly light plaited rope, weighing only one-third as much as the chain, and though costing about twice as much in original outlay, yet by reason of the great saving in the duty to be performed by the engine, must prove a good investment. The wire ropes are universally used in the deep collieries of Lancashire, Yorkshire and New Castle, where they have been found to increase the power of drawing, in some instances by thirty tons per day. A number that we saw in Lancashire had been in constant use for eighteen months uninjured.—In the "Black Country" there is a great prejudice against them, and the proprietors will tell you that it would be as much as they could do to get the miners to descend with them—but this is all a whim, and both their safety and economy have been abundantly proved in the deep shafts of the North of England. At the Arley mine, Incehall, a round wire rope was in use along an underground incline, winding up Coal from "the deep" by a powerful underground engine; its duty was enormous, but it gave great satisfaction.

Many Philadelphians will recollect some sixteen years ago, when the wire rope was first introduced into America. It was applied to one of the hoisting machines of the Philadelphia tobacco warehouses. It is now generally used on railroad and canal inclines, for steamboat tillers, and in many collieries in the United States, but there, as here, I believe opinion is divided as to its utility. The Staffordshire chain costs $1,75 per yard; it has the advantage over hemp both as regards expense and safety, a link in one row may break, and the other three support the burden without fear of accident.

The pit we are about to descend like most all in the "Black Country," is remarkable for its small diameter, only six feet, (some do not exceed five,) and for its primitive arrangements for raising and lowering the loads. The present one is lined with brick, costing altogether about $40 per yard—it is furnished with no guides whatever, and the motion of the load is very unsteady. a bare platform on which the odd looking bucket or "skip" is wheeled on at the top and off at the bottom, comprises the extent of its *furniture.* These skips are different in Staffordshire from any other part of England, and consist merely of a flat carbody with sides perhaps six inches high, and a number of light iron bands which are put on around the Coal as it is piled up on the carbodies. They carry a ton of Coal—their cost is a trifle, eight or ten dollars, and the facility of unloading them as well as their light weight recommends them. I have met with these skips nowhere out of Staffordshire.

The tramways about the pit's mouth consist of lengths of rail of the [illegible] shape, being wrought iron with wrought iron sleepers at every six feet;—the cost of this tram, of which there must be laid in the mines and about the pits of the Black Country Colliery, hundreds of miles, is about [illegible] cents per foot. A great proportion of that one exists with its cast iron, but latterly the wrought-iron tram has been introduced and preferred.

But by the time we have completed all the observations, the 'banksman' is waiting for us to commence our descent, which we do and are quickly at the bottom, where we find prayers over, and every one returned to the scene of his usual labors.

[illegible]

Between the pillars the shaly strata overlying the Coal, have fallen in, and from the effects of great pressure, this "gob," as the miner calls it, presents a singular feature. It has come to resemble a solid bed of rock, being pressed and squeezed together so tightly, that galleries are made through it without the necessity of propping, and in piercing it they proceed in every respect, just as though it had thus stood a solid mass since the creation. This fact throws a clear light on some of the geological phenomena connected with the formation of strata.—To all appearances it only required a little water charged with lime to percolate through this "gob," to form a stratum of conglomerate as hard as granite. If a pressure of only 300 feet is sufficient to cause phenomena like these, what might we not have expected from the thousands of yards of earthly strata, under whose pressure the sedimentary rocks of every age have assumed their present form.

In searching for the great pillars of Coal which their 'shiftless' ancestors have left thus surrounded by the solidified masses of "gob," the present generation are working at a great disadvantage. Such is the energy, however, with which they hunt up every vestige of the Coal, that little or none of it is left behind them, and the probability is, by the time they have completed their workings, a very small portion indeed of the "ten yard seam" will remain un[der]lying the surface of the "black country."

If the reader has not become tired with the Coal mine during this digression which was necessary to explain the "exploitation," we will move on through a gallery whose walls and roof are formed of the dense "gob," until we stand before the first of these pillars. Its size was about 50 feet square, but a party of six or eight men have made considerable of a hole in it, so that we stand in a great wide cavern, 26 feet high, with the top Coal 4 feet thick, forming our roof, and, as it continually shales off and falls to the floor, it presents an appearance of danger, which, if miners, we should not regard ourselves as compensated for encountering, by a great many extra quarters of a dollar added to our wages.

The ten yard bed is, fortunately for the collier, divided by a number of slaty partings, a half inch or less thick into 13 different seams, (though in some districts these do not occur.) At these partings, whose occurrence at every two feet or so in height, is peculiarly favourable to the proper "getting" of the Coal, the seams readily separate and in this manner, successive thicknesses can be undermined and allowed to fall in, while the seam *above* is supported by piles of the spoil or "gob," until its turn has come, when the supports are knocked away and it tumbles down. The first of these 13 partings occurs at about 2½ feet from the bottom, and the first operation is to undermine the bed for the entire width of the pillar, 45 or 50 feet by a hole of two and a half feet in height and ranging four or five feet under. This "holing" operation is very dangerous as, while the men are underneath, the Coal will often fall in and crush them.

After the "hole" is driven in far enough, the men come out and dexterously removing the "gob" supports, the first fall takes place of about 6 feet in height or up to the third slaty parting. The whole operation then, consists of these successive falls, the men building up scaffoldings of the spoil, to place themselves high enough for the upper seams and occasionally leaving a small pillar of Coal, called the "Man of War," to protect themselves until the operation is completed. It is interesting to watch them with long battering rams of wood attacking the bed which has been undermined, and nimbly jumping aside as the whole comes tumbling down. When the undermining process has reached a certain height, the work becomes exceedingly dangerous, and the removing of the last or topmost measure of Coal, 4 feet thick, which is usually done after the pillar is nearly finished, by means of ladders, is an operation attended by every day accidents. For the extra shilling, however, plenty of men are found willing and even eager to work in the "thick Coal." The rapidity too with which a company of five or six men can fall a great many tons in the "ten yard seam," may lead to the preference which is universally exhibited by the colliers of the "Black Country," to work in it rather than in the thinner beds.

The ventilation of the "thick Coal" mine is imperfect. Indeed the moving of a body of air 30 feet high, is by no means an easy operation. Accidents, however, principally result from the caving in of the strata; rarely from the fire damp.

It can easily be imagined what the effects upon the surface of undermining, for a thickness of 30 feet must be. The amazing number of houses with cracked walls and leaning chimneys, uphill floors and sunken foundations everywhere to be seen in the "Black Country," bears testimony to the completeness with which underground operations have been carried on. The surface is broken into hollows and ridges. In the hollows are formed ponds of water.

It is the opinion of the Iron masters, that a very few years, will have left hardly a vestige of the once famous and still important "ten yard seam."

W. J. P.

THE COAL TRADE.

The quantity sent by Railroad this week is 29,388 00 tons—by Canal, 30,413 15 tons—for the week, 59,801 15 tons. Total by Railroad, 2,168,054 07 against 1,940,768 03 tons. Do. by Canal, 1,045,092 17 against 872,312 16 tons, to same period last year.

The trade shows a falling off this week of 15,515 tons—and is rapidly drawing to a close for the season. Many of the boatmen, belonging to the Region, refuse to load for another trip to New York, and are laying up their boats for winter at secure points.

The principal feature of the trade this week is, that the Canal has beaten the Railroad in tonnage. This has never occurred before, since the enlargement of the Canal.

We had the first snow storm on Wednesday, completely covering our mountains, and on Thursday and Friday mornings the ice made was of considerable thickness. The Canal is clear of ice as yet. The weather was moderating a little when we put our paper to press.

A TON OF COAL.—Judge Grier, of the United States Supreme Court, has decided, on a suit instituted in Pennsylvania, that the legal weight of a ton of Coal is 2,240 lbs., and that no State law can be enacted altering the quantity. According to this decision, every Coal dealer who gives but 2,000 lbs. to the ton can be arrested and convicted on a charge of swindling. The law of Pennsylvania makes the ton only 2,000 lbs., and a violent warfare has for some time being waged against the Coal dealers, with the result as above stated.

We find the above in one of our exchanges. We noticed the decision at the time. And we here take occasion to state why the change was made in Philadelphia. It was done to *protect* the consumers, and not to *fleece* them, as the Philadelphia papers state. Coal is a perishable article—it is not like Iron, and many other commodities, that do not loose in bulk, or waste in handling. Every time Coal is handled, it looses in weight, and it always has been the practice of our Operators and carrying companies, to make some allowances for waste—the Canal gives 5 per cent. on the toll and the Rail Roads also allow 5 per cent. to cover this loss to Philadelphia and the shipping ports. Our Operators have always sold 2,240 pounds to the ton—but by the time it reaches the Eastern markets, is hauled into the yard of dealers, and delivered to the consumer, the ton of 2,240 pounds is reduced by handling and wastage to about 2,000 pounds. For this reason all Coal is sold in Boston and New York, and in fact throughout New York and New England, at 2,000 lbs. to the ton. It is always specified and sold as a *ton of two thousand pounds,* and is so quoted in their papers. The percentage allowed by the carrying companies being about sufficient to cover the loss on the harder Coals between this place and Philadelphia, Coal was sold in Philadelphia to consumers at the weight of 2,240 lbs. to the ton, until about two years ago, when the dealers held a meeting and agreed to deliver but 2,000 lbs. to the ton, reducing *the price accordingly,* so as to make the weight uniform in all the cities. The reason why this was done on the part of the dealers was simply this: The United States ton, as decided by Judge Grier, is 2,240 lbs. The State ton is only 2,000. The consequence was that conscientious dealers delivered 2,240 lbs., as they always had done before,—and a number of other dealers delivered only 2,000 lbs., and both weights were called tons, and recognized as such by the laws. In this way many conscientious dealers were undersold a shade, and the consumers fleeced. The establishment of a uniform ton at 2,000 lbs. was the only way to prevent this deception, and was deemed of more importance to the consumers, than the *actual weight of a ton;* and we cannot conceive what difference it can make to the consumer, whether he receives 2,000 lbs. to the ton at $4 50, or 2,240 lbs. to the ton at $5, for that is about the difference in price between the two weights, at the present prices of Coal [illegible]

[illegible]

and that their profits are in many instances considerably less than the difference in the weight of the Coal.

If the citizens of Philadelphia do not cease reform their presses in many respects, they will hear further complaints about not finding their papers in public places in the interior. For we tell them plainly that the larger mass of the people of Pennsylvania have but a poor opinion of the petty, sectional and suicidal character and principles which govern its leading papers, although they are willing to concede to them considerable ability.

Since the above was written we find in the Philadelphia *Ledger*, a letter purporting to be written from Pottsville, which contains the following:

"There is no doubt whatever that the trade here is greatly in debt—*at least two millions of dollars have been lost on the Coal mined this year, and the loss is very generally distributed among all the operators.*"

The absurd not only false, but it is infamous! There is no truth in it. It is true that a number of Coal Operators, particularly those mining Red Ash, have sunk money this year, and some of the White Ash men also, but a good many who mine the larger White Ash veins, have made some money, notwithstanding the very low prices at which Coal has sold this year. Taking the whole aggregate of the business, we feel confident that the sums made here more than balanced the losses. No more failures have taken place among the Coal Operators, in proportion to the trade, than has taken place in almost any branch of business in the country. In every instance these failures can be directly traced either to a want of business capacity—having no capital invested—and where extensive improvements were commenced when the prices of Coal were high, and the low prices which followed, crippled the Operators just as their improvements were completed. But four stoppages of any note have taken place.—Under these circumstances, none but a *malignant fiend,* would pen such a malicious article, calculated to injure the credit of our enterprising business community, at a time too when money is scarce, and the usual credit is of vast importance to business men generally.—Does the *Ledger* and its correspondents, want to levy "black mail" on the Coal trade?—or are they playing into the hands of *shavers,* who want to fleece our Operators by *cutting a little deeper?*

More correspondence from Pottsville.—We clip the following rather *fussy and harmless* correspondence from a New York paper:

"Correspondence of U. S. Mining Journal.

POTTSVILLE, Nov. 12, 1855.

Coal stocks are in good demand, and prices are generally fair."

Now the truth is, we have no Coal Companies operating here, and we don't believe a share of Coal Stock has been sold in this market for a year past. The people are not quite so *green* as to purchase Stock in modern Coal Companies.—They only take it when they can't help it.

FROM OUR TRAVELING REPORTER.

WESTERN HOTEL, NEW YORK, Nov. 20th, 1855.

DEAR JOURNAL:—I will not attempt to follow in the path of our New York correspondent, for then, instead of culling flowers, or gathering laurels, I might show a greenness which no one would admire. He has a knowledge of men and things in general, with a pen and a fancy to match, which I cannot hope to rival, and will not try to imitate, therefore I will branch off to other subjects and see what can be said of the facts and *figures* of the Coal trade in New York.

There are about 300 Coal yards in New York and vicinity—many of the dealers having two or three yards in different parts of the city. We cannot say that those establishments are in any manner ornamental, or tend to embellish the streets in which they are located, yet they are so necessary to the wants of the people, and so conveniently scattered through every part of the city that no objection, for the time being can be had on that score. But the time may come when even Coal yards may have marble fronts—the trade, though gigantic, is still young. In Philadelphia, the Coal yards are generally situated on the lines of the various railroads penetrating the city, though principally on Broad and Prime streets, and therefore in many cases the Coal has to be carted for miles through the streets. Here it is not so, for every few squares east or west, north or south may be found a Coal yard, whose great sign, with the word "*Coal,*" or "Wood and Coal," painted in immense letters attract attention several squares before the yard is reached either in, up or down the streets. Some of the dealers do not sell wood, and confine themselves entirely to Anthracite Coal. Yet a *great quantity* of both wood and charcoal is still made use of as fuel in this city—in fact, much more than our miners can be aware of since we all know how much more convenient, cheap and agreeable Coal is. Yet there are a large amount of poor people in this city who can only afford enough fuel to cook their meals, and in such cases, probably wood or charcoal would be preferable.

I was much amused at first to see the display of Coal signs in front of the various yards, "Peach Orchard (!)" "Mammoth" "Locust Mountain" and a hundred other kinds of Coal are always on hand.

The Peach Orchard, is considered the *ne plus ultra* of Red-ash Coal, and there is more Coal sold *as such* in the New York retail market than any other. The Shakspeareans say "there's nothing in a name," but in this case, it is *all* in the name. I am told that good Red-ash Coal has the preference over all others in the New York market, for domestic purposes, and with the present construction of grates and stoves, it will continue to be asked for—though we fear, under present prices, in vain. It seemed like "long time go" to sit by the pleasant fires of the Coal Exchange, which cheerfully glow from the old fashioned open grate, which pleasure, is not a little augmented by the kindness and courtesy of the gentlemanly Secretary of the association, Mr. Rose.

But most of the new houses, and many of the old ones, are being supplied with furnaces, for which White-ash Coal is decidedly the best, or under their present construction, it is; yet we can see no reason why the draft cannot be so regulated, as to suit any kind of pure Coal. The Mammoth Coal, is the kind of white-ash most asked for by the consumers, yet it is well known that our hard, dense Coal which is generally termed Mammoth, is not the best for stoves, or culinary purposes, though decidedly the best when subjected to a strong draft.

One of the dealers told me to-day that he had been supplying a refinery for some time with white-ash Coal, but could not succeed in getting a variety of Coal, sufficiently hard and dense to resist the powerful draft it was subjected to without melting, until he tries the Coal which is now being worked from the deepest locality yet attained on the Mammoth vein. We do not doubt, but that equally as good a Coal might be had for the purpose, from many other localities of the Mammoth, yet this fact strongly proves our frequent assertions, that the Coal which is brought up from the deep basins of the Mammoth is harder and more dense than that which is mined from the upper basins.

The Lehigh Coal is not so much in repute here as it is in Philadelphia, yet we cannot see any other reason, than that the Red-ash is a favorite, for we cannot tell any difference between the Lehigh Coal and our lighter qualities of White-ash in appearance, or the manner or effect in burning.

Last season the prices of Coal were so unreasonably high that the retail dealers scarcely paid their expenses, and this year it is so cheap, and consequently, there is so much competition, that they are not realizing fortunes very fast. Recently there have been much retailing done out of the boats by shippers and jobbers, which injuriously affect the legitimate dealer. [illegible]

[illegible]

It puzzled some of the dealers here to know how I could tell the Coal from the different veins, and point out the white, red and grey ash separately. Almost all veins of Coal with which I am acquainted in the first Coal field have some peculiarity to distinguish them from each other. Yet they are in some cases so slight, that to an unpracticed eye, they would not be discernable.

On Monday last the second meeting of the "Coal Exchange" was held to determine on what should be the 'Change hour. The hour was formerly from 12 to 1 o'clock. It is now altered from that, to from 1 to 2 o'clock. To this alteration there were but two dissenting votes.

A committee was appointed at the last meeting to consider the propriety of keeping a *reference book* on *'Change.* The committee reported in the affirmative, and the Secretary has been ordered to procure and open such a book.

There are now 102 members belonging to the institution. I did intend to say something about the Bituminous and Breckenridge Coal, but my lamp is out—my paper is full—good night.

NEW YORK COAL EXCHANGE.—We have received through a friend in New York a copy of the Constitution and By-Laws of this Association which was formed in that city a few weeks ago. It already numbers upwards of *ninety members.*—It commenced with about a dozen. We publish it for the information of our Operators here:

CONSTITUTION.

1st. The association shall be known as the N. YORK COAL EXCHANGE.

2d. All persons or firms in the retail trade who may hereafter sign the subscription list and pay the annual subscription, "ten dollars," and all wholesale persons or firms to pay twenty dollars, shall be considered members of this association, and be entitled to one vote for each firm or individual.

3d. The officers of this association shall consist of a President, Vice President, Secretary, Treasurer and a Board of nine Directors. Of which Board the officers shall be members, to be elected annually by ballot, in the first instance on the adoption of this constitution, to serve until next annual election, and subsequently at such time and in such manner as may be prescribed by the by-laws of this association; and no officer of this association to receive any salary.

4th. There shall be a standing committee of five members, to be called the Arbitration Committee, to whom may be referred all disputes in relation to the purchase and sale of coal. A majority of the Committee shall have power to act. They shall be elected by ballot, to serve until next annual meeting, and subsequently to be elected annually by ballot.

BY-LAWS.

1st. The officers, Board of Directors and Arbitration Committee of the Exchange shall be chosen by ballot, annually, on the second Monday in March, at such time and place as may be chosen by the Board of Directors; and at each annual election three persons shall be elected to act as inspectors at the next election, and a majority of the votes given shall be necessary to constitute a choice.

In all cases where officers, members of the Board of Directors or Arbitration Committee elected, decline to accept, or when a vacancy occurs, an election shall be held to supply each vacancy at such time and place as the Board of Directors may direct, and no person shall be eligible to election who is not a member of this association.

2d. The President shall preside at all meetings of the Board of Directors, or the general meeting of the members, and preserve order, and, with the advice of the other officers, shall have power to call a meeting of the members. It shall be his duty to call a meeting at any time, on the written request of five members. All motions or resolutions shall be addressed to him; and he shall appoint annually a committee of two members to audit the account of the Treasurer.

3d. The Vice-President shall have the same power and duties, in the absence of the President, that the President has when present.

4th. The Treasurer shall receive all the funds of the Exchange, and make such disbursements as the Board of Directors may deem proper, and keep an account of all receipts and disbursements of the same, and shall render a statement of his accounts, duly audited, at each annual meeting, and shall deliver to his successor the cash of the Exchange, together with the books. He shall deposit all funds exceeding one hundred dollars in such bank as the Board of Directors may select; and all drafts or checks shall be signed by the Treasurer and countersigned by the President.

5th. The Secretary shall keep a record of all proceedings, orders, rules and regulations of the Exchange, which shall be regularly entered in the book of minutes. In the absence of the Secretary, the President shall appoint one of the members of the Board of Directors to officiate in his place for the time being.

6th. The Board of Directors of the Exchange shall have power to hire room and employ a suitable person to take charge of the same, make rules and regulations in regard to the room occupied by the Exchange, grant permission to each member of the association to place a box in the room for the reception of communications, of such size as they may deem proper, and to make such alterations or improvements therein as may by them be deemed necessary.

7th. No member of the Arbitration Committee shall be present, or act with the Committee, when any question in which he is an interested party shall be finally determined and passed upon.

8th. Any member refusing to abide by the decision of the Arbitration Committee shall forfeit the rights and privileges of membership.

9th. Subscriptions shall be paid on the first of March, each year, and the same proportion for the adoption of these by-laws to the first of March next, and shall in all cases be paid in advance; and none other than paying subscribers shall frequent the rooms of the Exchange, and it shall be the duty of the officers to enforce this rule. The rooms of the Exchange shall be open daily, Sundays excepted, from 9 A. M., to 5 P. M. Change hour, from 12 to 1 o'clock, for the transaction of business.

10th. Quorum. At a general meeting, thirty members shall constitute a quorum for the transaction of business.

11th. Persons who are not residents of this city, but may visit it for the purpose of selling or buying coal, shall not be entitled to the privileges of this Exchange, without becoming subscribers to the same.

12th. Any amendment or alteration or addition to the constitution or by-laws shall require a vote of two-thirds of the members present; and such vote shall not take effect until it shall have been passed upon at two meetings regularly called.

LIST OF SUBSCRIBERS TO N. Y. COAL EXCHANGE:

Oakley & Wilkinson,	Charles W. Hubbard,
Richard Martin,	Joshua Rogers & Son,
Charles Sutton,	Gregory & Sparks,
John W. Delamater,	Fritz & Seltzer,
L. Audenried & Co.,	Felter & Bromley,
Blakiston, Cox & Co.,	J. D. Harris,
A. D. Cortright & Co.,	Witherell & Roussel,
Randolph & Skidmore,	Focht & Moorhead,
S. Thompson's Nephew,	R. C. Cutter,
Milliken & Rouse,	P. Dolan,
W. H. & C. W. Doherty,	John Taylor,
Francis B. Guest,	J. N. Hinsdale,
E. G. Asay,	John E. Miller,
Jacob Baush,	L. J. Belloni & Son,
J. W. Ritch,	Farrar & Belloni,
Castner & Young,	Stephen Brookers,
Henry Reeve,	M. Allison, Jr.,
William Bones,	D. Y. & B. Jones,
Sylvanus S. Ward,	Charles Lowther,
Wood & Mabbatt,	James L. Worth,
Truslow Brothers,	Stewart E. Clark,
Charles Hickman,	Marcuse & Kugelman,
Pater Clinton,	Marston & Power,
Richard A. Thorp,	Joseph P. Simpson,
J. W. Mott,	H. W. Shipman & Co.,
J. C. Wandell & Co.,	Noble, Hammett & Co.,
R. Kear & Co.,	P. Garrick,
H. Schmale & Co.,	B. C. Wandell,
Rogers, Sinnickson & Co.	James Bagley,
Wallace & Rothermel,	William Cooper,
Alfred Ashfield & Son,	Thomas Maher,
Popham & Co.,	Robert W. White,
Joseph A. Beker,	Charles A. Ambler,
P. U. Morgan,	William Borden,
A. F. Randolph,	H. Maurs,
James Morris & Co.,	Silvester Tuttle,
Richard Clinton,	Wm. B. Van Scykle & Co.,
Stephen R. Pinckney,	D. H. Cornell,
James Smith,	Silliman, Norton & Co.,
Matthew Clinton,	Newell, Startevant & Co.,
Shirlia & Goodwin,	Beppler & Brother,
James Moore,	J. B. Beatty & Co.,
John G. Lindeman,	Smith & Hayes,
Kearney & Muir,	J. Chotwell, Sen.,
Ephraim L. Snow,	Ohio Diamond Coal Co.,
Phillips & Oakley,	F. Tyler & Co.

They have now Coal Organizations in N. York, Boston and Philadelphia—and we again urge upon the Operators here the necessity of a Coal Association in Schuylkill County. It would be of great importance in the present state of the trade. And as the business is rapidly concentrating in the expenses increase, which is the natural tendency [illegible]

[illegible]

Boston Coal Trade.

[*Corrected from the Boston Courier, Nov. 23d.*]

Further sales of English Cannel at $14 50 @ 15 ℔ custom house chaldron, cash, and cargo of Sydney, Picton at $7 ℔ mine chaldron.

WHOLESALE PRICES.

Cannel	℔ chal.	14 50 @ 15 00
Newcastle,	do	— @ — —
Orrel	do	— @ — —
Sydney	do	6 00 @ — —
Picton	do	6 75 @ — —
Bridgeport	do	— @ — —
Virginia	do	— @ — —
Schuylkill, white ash,	℔ ton	5 62 @ 5 87
do red ash	do	5 75 @ 6 00
Lehigh, lump	do	6 25 @ 6 50
Lackawanna	do	5 75 @ 6 00

RETAIL PRICES—PER TON OF 2,000 POUNDS.

Cannel	℔ ton.	15 00 @ — —
Newcastle, coarse	do	10 00 @ — —
do fine	do	8 50 @ — —
Orrel	do	— @ — —
Scotch	do	— @ — —
Welsh	do	— @ — —
Cumberland, run of pit	do	6 50 @ — —
do fine	do	7 75 @ — —
do coarse lump	do	8 00 @ — —
Sydney	do	8 00 @ — —
Picton, coarse	do	6 50 @ — —
do fine	do	5 00 @ — —
Lackawanna, lump	do	7 00 @ — —
Lehigh, lump	do	7 00 @ 7 50
Schuylkill, lump	do	7 00 @ — —
Anthracite, white and red ash,	do	7 00 @ — —

BY TELEGRAPH.

FRIDAY, 3 o'clock, P. M.

Freights from Richmond to—

New York,	1 10
Boston,	2 10
Providence,	1 82
Albany,	1 40
New Haven,	1 42
Washington,	1 05
Hartford,	2 00
Bridgeport,	1 40

Report of Shipments

From Richmond, for the week ending Saturday, November 17th, 1855:

TO	TONS.	TO	TONS.
Albany,	211	New Orleans,	370
Alexandria,	100	Newport,	206
Boston,	5,000	Norfolk,	109
Boundbrook,	70	New Bedford,	189
Blackwoodtown,	64	Newark,	183
Bridgeport,	225	Newburg,	211
Chester,	30	Norwalk,	138
Charleston,	125	Providence,	2,038
Camden,	421	Portland,	362
Camden, Del.,	5	Provincetown,	107
Cohansy,	110	Penshore,	42
Chelsea,	225	Peekskill,	70
Dighton,	206	Princeton,	100
Danversport,	225	Quincy,	188
Danvers,	205	Quarantine,	140
Fort Delaware,	110	Rondout,	418
Fall River,	505	Rahway,	166
Yastonville,	234	Saugus,	433
Folly Landing,	195	Sing Sing,	508
Frankford,	171	Salem,	50
Green Point,	120	Saco,	151
Georgetown,	100	Smyrna,	59
Hackensack,	164	St. Johns,	240
Holmesburg,	122	Soltenville,	1C5
Hartford,	197	Tarrytown,	75
Henderson,	157	Troy,	574
Jersey City,	356	Woodbury,	68
Keyport,	104	Wilmington,	676
Lynn,	205	Yonkers,	195
Middleton,	188		
Marblehead,	197	Total for week,	31,06[illegible]
New London,	154	For season,	1,462,22[illegible]
New Haven,	160	Last year	1,291,09[illegible]

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,	11,296 12	8,824 18
Pottsville,	914 06	1,272 02
Schuylkill Haven,	12,087 06	18,767 15
Auburn,	305 01	000 00
Port Clinton,	4,784 13	1,549 00
	29,358 00	30,413 15
		29,388 00
Total for the week,	tons,	59,801 15
Total by Railroad in 1855,		2,168,054 07
" Canal "		1,045,092 17
Total by Canal and Railroad,	tons,	3,213,147 04

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	39,149 06	1,940,768 03
By Canal,	28,279 03	872,312 16
	67,428 09	2,813,080 19
		3,213,147 04
Increase in 1855, so far,	tons,	400,066 05

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.,		34,7 7 11	1,499,887 17
Mt. Carbon	"	2,539 15	176,827 04
Schuylkill Valley	"	11,898 03	513,419 05
Mt. Carbon & Pt. Carbon	"	14,186 09	708,215 16
Mill Creek	"	12,014 05	581,343 18
Little Schuylkill	"	6,587 18	399,480 17

Rates of Toll and Transportation on RAIL ROAD, TO JUNE 30, 1855:

	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$2 00	$1 95	$1 80	$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. Carb'n.	S. Haven.	Pt. Clinton
To Philad'a.,	80	79	77	65
Spring Mills,	70	69	67	60
Norristown,	65	64	62	55
Reading,	48	47	45	41

Rates of Freight by Canal:

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

Union Canal R. R. Coal Transportation

Amount transported during the month of Sept, 1855:

	MONTH.	TOTAL.
Union Canal	17,915 14	88,274 03
Swatara Railroad.	10,848 02	41,372 05

Cumberland (Md.) Coal Trade for 1855.

	WEEK.	YEAR.
For the last week:	15,523 00	562,019 00

Lehigh Coal Trade.

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

	WEEK.	TOTAL.
Summit Mines,	5,454 06	205,731 11
Last Lehigh,	212 02	34,830 04
Room Run Mines,	2,715 10	76,246 09
Beaver Meadow,	31 00	23,389 11
Spring Mountain Coal,	5,429 07	173,808 01
Colerain Coal,	3,321 02	94,916 02
Stafford Coal,	221 16	9,876 15
East Sugar Loaf Company,	1,404 11	49,758 18
New York and Lehigh Company	1,427 11	38,068 11
French Am. Coal Company,		7,257 05
A. Lathrop's Pea Coal,		2,844 10
Beaver Meadow Pea Coal,	71 00	536 01
Hazleton Coal Company,	3,963 14	185,676 17
Cranberry Coal Company,	2,547 16	81,010 01
Diamond Coal Company,	1,117 04	32,439 04
Buck Mountain Coal,	2,870 10	83,389 07
Wilkesbarre Coal Company,	1,273 13	46,499 09
Wyoming Co.,	498 18	2,113 15
Total,	33,751 10	1,238,820 16
Last year,	35,205 06	1,174,915 04
Increase in 1855, so far,		66,905 12

COAL STOCKS, AND OTHER SCHUYLKILL CO. STOCKS,

CORRECTED WEEKLY BY C. H. DENGLER & CO., BANKERS.

	PAR.	OF.	ASK.
RAILROADS			
Philadelphia, Reading & Pottsville	50	45½	45¾
Mine Hill and Schuylkill Haven	50	65½	66
Mount Carbon	50	00	50
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	50	52
Lorberry Creek	50	00	00
Swatara	50	00	00
CANALS.			
Schuylkill Navigation	50	19½	20
Schuylkill Navigation, Preferred	50	30	30¼
Union Canal	50	9	9½
Union Canal, Preferred	50	12	12½
Del. & Hudson Coal & Transport'n Co.'s	100	128	130
RAILROAD & COAL COMPANIES.			
Little Schuylkill Nav. R. R. & Coal Co.	50	45	45½
Lehigh Coal & Navigation Co.	50	80	85
Hazleton Coal Co.	50	80	00
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	85¼	85½
Dauphin Coal & R. R. Co.	100	48	50
Lykens Valley Coal & R. R. Co.	50	00	00
Beaver Meadow Coal & R. R. Co.	50	51¾	52
COAL COMPANIES.			
Forest Improvement Co.	50	00	00
North American Coal Co. Preferred	25	18	19
" " Common	25	8	9
Delaware Coal Co.	50	00	00
Cumberland Coal Co.	50	22	21½
New Creek Coal Co.	50	1¼	1¾
MISCELLANEOUS.			
Miners' Bank	50	58	00
Farmers' Bank	50	50	52
Pottsville Gas Co.	50	25	30
Pottsville Water Co.	25	16	18
Lumber and Car Co.	50	52	54

☞ The Stock of all Coal Companies will be added to the above list, when furnished by those who desire their publication.

NEW ADVERT'MENTS

ASSIGNEE'S PUBLIC SALE,
Of Personal Property and Real Estate.

WILL be sold on the premises, at St. Clair, on Wednesday, November 28th, 1855, at 10 o'clock, one Lease, nine years to run, and fixtures, on the Big and Little Tracy, also Clinton Veins, all in good coal, on the property of Thos. Haven, near St. Clair, with breaker and screens; 1 ton horse engine, 33 drift cars, 2 track cars, 1 dirt car, 4 mules, 1 horse, 5 sets of harness, blacksmith shop, lot of old iron &c., lot of gangway timber, shovels and picks, cross-cut saws, wheelbarrows, about 2,500 feet hemlock plank, 1 sled, 1 cart, 1 truck wagon, 1 timber wagon, 1 buggy, together with two 50 by 108 feet lots and double house, on west side of second street, three 50 by 107 feet lots, and stables, on Second street, 1 double house and lot, on east side Second street.

F. J. PARVIN,
Assignee of THOS. GORMAN.

Nov. 24, '55 47-2t

THE CELEBRATED COLD SPRINGS FOR SALE.

SEALED PROPOSALS, (mailed to Auburn P.O., Schuylkill county, Penna.) will be received by the undersigned, for the purchase of the famous Cold Springs, on the line of the Dauphin and Susquehanna Railroad, 33 miles from Auburn, and 26 miles from Harrisburg, including the elegant Hotel building, several tenant houses, the baths, all the various outhouses, and 20 acres of land, fronting on the Railroad.—Reserving only the necessary rights for railroads, and mining purposes, and agreeing to continue this place as a railroad station.

An indisputable and unencumbered title will be given. Terms: One-third cash on the delivery of the deed, and the remainder in two equal annual payments, secured upon the property. Possession given the 1st of April, 1856. This place has been a favorite resort ever since the settlement of the country, and is well deserving of attention.

ELLWOOD MORRIS, *Eng. & Sup't.*

Cold Spring Office, Nov. 21, '55 27-3m*

DAUPHIN COAL MINES FOR LEASE.

SEALED PROPOSALS will be received by the undersigned, (mailed to Auburn, P.O., Schuylkill county, Penna.) until Saturday, Dec. 22, 1855, for leasing for a term of years to be named in the proposal, the coal mines of the Dauphin and Susquehanna Coal Company, called respectively The Rausch Gap, and The Gold Mine collieries, at a fixed price per ton, including transportation in "cars of others" to any point on said Company's Railroad—the lessee agreeing to mine at least 30,000 tons per annum, and giving good security for the due performance of the lease. The lessee to have the right of timber, the two fine breakers now erected, railroad sidings, drift roads, miners' houses, stables, smith shops, &c., and the lease will include a run of three miles above the water-level, on all the veins worked by the Company in 1854, and from which they mined and shipped in that year, 63,000 tons, with a clear profit of about $40,000.

The Company reserve the coal under water level, and the right to sink to it, without prejudice to the operations of the lessee.

ELLWOOD MORRIS, *Eng. & Sup't.*

Cold Spring Office, Nov. 21, '55 27-3m*

ADJOURNED PUBLIC SALE
Of Valuable Real Estate.

THE subscriber, Executor of the last Will and Testament of Samuel K. Kepner, deceased, will expose to public sale, on Wednesday, the 26th day of December, 1855, at 1 o'clock, P. M., at Kepnerville, in West Penn township, Schuylkill county, the following Real Estate, to wit:—

No. 1. All that valuable and well-known property called "Kepnerville," situate partly in West Penn, and partly in East Brunswick township, Schuylkill county, four miles from Ringgold and the Little Schuylkill Railroad, containing about 325 acres, strict measure. The improvements consist of a large and convenient 2 story dwelling house and kitchen, occupied and known as the West Penn Hotel, a large two-story stone building erected expressly for a store and lately occupied as such, two tenant houses, a large and convenient bank barn, log stable, wagon house, stone sheds, carriage house, smith shop, distillery, and a number of other out-buildings, running fountains at the house, barn and distillery, supplied by never-failing springs of water. There are three thriving apple orchards and other fruit on the premises; about 130 acres are cleared, well fenced into convenient fields—the balance being excellent timber land. The above is an excellent stand for a tavern and store, and may, without fear of contradiction, be called the most splendid farm in Schuylkill county.

No. 2. A tract of timber land situate about one mile from Kepnerville, containing 413 acres, 73 perches and allowance.

Conditions made known on the day of sale, by

JACOB HAMMER.

November 24, '55 47-4t

ORIGINAL NOVEL BY N. P. WILLIS.

THE HOME JOURNAL FOR 1856.

New and Brilliant Series.

ON the fifth of January next, the first number of the NEW SERIES FOR 1856, of this well-known Family Newspaper, will be issued, with new type and new attractions; the principal one is of the kind which has been proved, by both American and European periodicals, to be the most acceptable and popular, viz:—*A Novel in serial numbers.* The title is—"PAUL FANE; or, Parts of a life else untold—a novel," by N. P. Willis. This, as a return of the author's pen to a field which he has tried with some success in other days, will doubtless be abandoned for the stronger attractions of fact and nature—the field of romance—may not be uninteresting to the class of readers who have kindly followed him in both. His longer experience and better knowledge of the world, will, of course, give him greater advantages than before, for truth-like portrayal in fiction. He has, besides, a large store of personal observation and incident, which has been kept apart from his available material while confined to actual description, and which could only be used through the dis-individualising process of romance.

In addition to this new feature, a series of original sketches, songs and ballads by G. P. MORRIS, and an original *novelette,* in verse, founded upon fact, called, "*The Story of a Star,*" by J. M. FIELD, are among the inducements for new subscribers to commence with the first number of the year.

Besides the contributions and labor of the editors—the Home Journal will contain the Foreign and Domestic Correspondence of a large list of contributors—the *spice* of the European Magazines—the selections of the most interesting publications of the day—the brief novels—the piquant stories—the sparkling wit and amusing anecdote—the news and gossip of the Parisian papers—the personal sketches of public characters—the stirring scenes of the world we live in—the chronicle of the news for ladies—the fashions—the facts and outlines of news—the pick of English information—the wit, humor and pathos of the times—the essays on life, literature, society and morals, and the usual variety of careful choosings from the wilderness of English periodical literature, criticism, poetry, etc. We need not remind our readers that we have also one or two unsurpassed correspondents in the *fashionable society of New York,* who will give us early news of every new feature of style and elegance among the leaders of the gay world.

TERMS:—For one copy $2; for three copies, $5—or one copy for three years, $5; always in advance. Address

MORRIS & WILLIS,
Editors and Proprietors, 107 Fulton street, New York.

Nov. 24, '55 47-

LETTER

From St. Mary's, Elk county, Pennsylvania, relative to the Ridgway Company's Land.

On account of the importance of the public directing more of their attention to agricultural pursuits, we take pleasure in publishing the following letter:

MESSRS. EDITORS—*Gentlemen:*—Allow me, among the many others who have addressed you from this place, through the medium of your paper, to give the public some information. It is given by me in good faith, and nothing can be found therein, that cannot be fully relied upon. The motives I have in writing this letter, are first, I know that many persons living in large cities labor hard and live very economical, and yet at the end of the year, they are where they commenced and not a cent better off. Every change has an influence upon them; and when a dear and hard time sets in, they are thrown out of employment, and their wives and children have to suffer. Their living is expensive, rents high, fuel more than dear, which their wages are often unable to meet, and a great part of the time they are idle, and small as they are, they are often unable to obtain work. Now see the contrast in this country. Rents are almost nothing—living is cheap, work plenty, fuel costs nothing but the cutting, and if you do not feel disposed to cut your wood you can take your grubbing-hoe and dig coal. Again, secondly, if you are a man of family, your children, in a country like this, are not exposed to the thousand snares that are thrown in their way in a city. We may walk in our streets, from week to week, and will scarcely hear a profane word, and we will meet with none of the drunkenness, temptations and rowdyism, you have in your large cities.

We have the best of Schools, and our boys and girls, every one, have their engagements when they return home, so that the opportunities thrown in their way to associate with the profane, wicked and bad, are completely cut off. Again, thirdly, I know many persons in your cities, who have spent their youth and manhood, and after arriving at old age, are compelled to be renters, and in case of sudden death, the only prospect of the families is the Almshouse or dependence upon strangers. How differently here! Every man has his own home. If a mechanic, he raises enough potatoes, vegetables and corn, to keep him, and the time thus spent is scarcely missed, and to carry a pleasure than otherwise. And let your habitation be ever so humble, it is still a home; and there is more real happiness and security in your own home, than in the finest house, with rent day before you. I speak of these things understandingly, as I, myself, was a mechanic in Philadelphia, where I have many acquaintances, and though I worked hard and stinted myself—I could just keep my head above water—as is usually said "by the skin of my teeth." I came to this place four years ago, I have succeeded in building a snug house—have plenty to do—plenty to eat—plenty to wear—and I am contented and happy. Nothing would induce me to return again to the excitement and dangers of the city. I have been induced to write these lines because I believe that a fair representation upon the subject may benefit hundreds, and may lead many to come and see for themselves.

The land here is fertile and a good limestone soil, and well adapted for raising all the grains. For a grazing or stock country, nothing better can be wanted. Almost every mechanic keeps his own cow, which feeds through the summer months in the woods, which make first rate pasture.

As for coal, I have never seen a place more abundantly supplied. You can find it everywhere. I know of six or eight coal mines opened in the vicinity of the borough, and even some in the limits of the borough. I believe the whole tract to be underlaid with coal. I would recommend miners and others interested in coal to come up and make examinations for themselves. On account of the great demand we will soon have, the land, I believe, will greatly raise in value on that one account.

I have frequently found iron ore in going over the lands, though I have not seen any developments. There is a bank opened at a short distance but I have not been there to see it.

Education is plenty everywhere.

The timber cannot well be excelled. It is very valuable, being large and thrifty, and of the best quality, such as cherry, ash, hemlock, white pine, lumber, beech, cherry, &c. I never saw better timber anywhere, and I have seen a good deal.

Our community is getting along fast. The farmers are getting well-off, and the mechanics are well-doing. They have steady work, good pay, and no doctors' bills to keep them poor, for a healthier place cannot be found.

I have written this with no other view than to show that the industrious mechanic who has a hard way to get along in the city would do well to come here.

Yours truly, W. LYON.

Nov. 24, '55

[illegible]

NEW ADVERT'MENTS

RIDGWAY FARM AND COAL CO.

A Public Meeting, for the sale of shares will be held this (Saturday) evening, at the Town Hall, Pottsville, at 7 o'clock. Several speakers will address the meeting.

Pottsville, Nov. 24, '55 47-1t

LITERARY LECTURE.

A LECTURE will be delivered in the Court House, on THURSDAY EVENING, the 29th inst., by Rev. J. LANSING BURROWS, D. D., of Richmond, Va. Proceeds for the benefit of the Baptist Church. Cards of admission, 25 cents. Tickets to be had at B. Bannan's and at the stores of Mr. Huston and Mr. Green.

Pottsville, Nov. 24, '55 47-1t

GRAND CONCERT,

WILL be given by Prof. F. BECKER, assisted by several *Amateurs of Pottsville,* on THURSDAY EVENING next, Nov. 29th, at the Town Hall, Pottsville.

Prof. F. BECKER, who intends to take up his residence in Pottsville, as a Teacher of the Violin, has also consented to act as one of the orchestra. For further particulars see programmes.

Pottsville, Nov. 24, '55 47-1t*

PLUMBING AND GAS FITTING.

N. M. NEWNAM, corner Coal and [illegible]

[illegible]

COAL LANDS TO LEASE!

A VALUABLE tract of Coal land [illegible]

[illegible]

N. P. HOSACK,
32 Trinity Building, New York.

FOR SALE.

3,500 ACRES [illegible]

[illegible]

BOUNTY LAND WARRANTS.

[illegible]

DAUPHIN & SUSQUEHANNA R. R.

ON and after Wednesday, November [illegible]

[illegible]

ELLWOOD MORRIS, *Eng. & Sup't.*

Nov. 14, '55

Latest News.

By Telegraph and Yesterday's Mails.

Wisconsin Election.

Bashford, Republican, is elected Governor, without doubt.

Maryland.

The American majority on the aggregate vote on the State Ticket is near 3000. In the Legislature, the American majority on joint ballot will be 28. "Sam" is not quite dead yet!

Pardon of Dr. Beale.

Gov. Pollock has pardoned Doctor Stephen Beale, convicted a year since of an outrage upon the person of Miss Clarissa Mudge.—The Governor, in giving his reasons for pardoning Dr. Beale, stated among other things, in very strong language, that he believed him innocent of the crime of which he was convicted.

Singular Verdict.

Justice Stuart, on trial at New York, on a charge of bribery and corruption, has been acquitted. The decision of the jury, was a singular one. They acquit him of the charge, and yet recommend him to retire from office,—a proof that they still esteem him guilty.—If Judge Stuart is a man of probity, he can hardly accept an exculpation so equivocal in its character.

EUROPEAN INTELLIGENCE.

A WEEK LATER.

Arrival of the Steamship Canada.

By the *Canada,* at Boston, we are in receipt of Liverpool dates to the 10th inst.—The news is unimportant.

There is nothing new from the seat of war, excepting unreliable rumors of battles near Perekop and Simpheropol, and the bombardment of Nicolaieff.

Peace rumors are numerous, but unreliable.

Strenuous efforts have been made to bring Sweden into the alliance.

Unfriendly relations are arising between England and Spain.

Mr. Fillmore has been visiting the King of Holland.

Great Britain.

The excitement respecting a war with the United States had quite subsided, and the leading journals ashamed of the panic they created, attempt to excuse it and let themselves down gently by attributing what they call the hostile attitude of the American Government to an election ruse on the part of the President and his Cabinet, although it is notorious that the excitement was begun, fostered and kept alive by the London *Times.*

Anxiety is now manifested to learn how the news of the excitement and the comments of the *Times* will be received in America. Intelligent Englishmen, of all ranks, express themselves pained and humiliated by the whole affair.

The Markets.

CORRECTED WEEKLY FOR THE JOURNAL.

PRODUCE.	PHILADA.	NEW YORK.	BALTIMORE.
Wheat flour, bbl.,	9 50	9 31 @ 11 50	9 00 @ 9 12
Rye "	6 00	6 12 @ 7 62	7 12
Corn meal "	4 50		4 25 @ 4 50
Wheat, red. bush.,	2 30	2 12 @ 2 17	2 00 @ 2 10
" white "	2 15	2 28	2 00 @ 2 17
Rye, "	1 18	1 25	1 15
Corn, white, "	91	1 00	70 @ 95
" yellow "	97	99	80
Oats, "	41	52	35 @ 37
Cheese, per lb,		9½ @ 11	10¾ @ 13
Coffee, "	12	10¾ @ 14¼	10¾ @ 15¾
Hams, "	15	9¾ @ 10	12½ @ 14
Mess pork,	22 50	20 50 @ 22 50	21 50
Butter, dairy, "	18 @ 25	14 @ 18	13 @ 26
Sugar, "	7½	7½ @ 8¼	8⅛ @ 8
Molasses, per gall.,	30	35 @ 37½	31 @ 41
Oil, sperm, "	2 05	1 80	
" whale, "	90	73	66
" linseed, "	98	93	

PHILA. & N. YORK METAL MARKET.

		PHILADELPHIA.	NEW YORK.
IRON.			
Anthra'te F'ndry, No. 1,	ton	28 00 @ 29 00	32 00 @ 34 00
" " No. 2,		27 00 @ 28 00	26 00 @ 29 00
" " No. 3,		24 00 @ 25 00	— @ —
Charcoal Fo'ndry, No. 1,		27 00 @ —	— @ —
" " No. 2,		— @ —	— @ —
Scotch Pig, No. 1,		34 00 @ 35 00	31 50 @ 33 00
Railroad Bars,		55 00 @ 60 00	60 00 @ —
English Refined,		65 00 @ 70 00	68 00 @ 70 00
American Bar, Hammered		65 00 @ 90 00	80 00 @ 90 00
" Rolled,		65 00 @ 75 00	75 00 @ 100 00
Blooms,		45 00 @ 82 00	40 00 @ 75 00
Castings,	ton	40 00 @ 55 00	— @ —
Boiler Plates, No. 1,	100 lbs.	— @ —	— @ 5 50
" No. 2,		— @ —	— @ —
Axles, Am. Ham'ered,	ton	85 00 @ 90 00	— @ —
" Rolled,		— @ —	— @ —
R. R. Spikes,		5 00 @ 5 50	— @ —
STEEL.			
American,	100 lbs.	4 50 @ 6 00	4 38 @ 5 00
English,	"	6 00 @ 17 00	16 00 @ 18 00
" Spring,	"	6 00 @ 6 25	6 50 @ 7 50
COPPER.			
Sheathing,	100 lbs.	— @ 36 00	32 00 @ —
Rods,	"	— @ —	— @ —
Old,	"	22 00 @ 23 00	22 00 @ 24 00
LEAD.			
Pig Galena,	100 lbs.	7 — @ 7 12	— @ —
Chester County,	"	6 75 @ 6 87	— @ —
Virginia,	"	6 87 @ —	— @ —
Foreign,	"	6 87 @ —	6 87 @ —
Bar, No. 1,	"	7 25 @ —	6 75 @ —

POTTSVILLE MARKETS.

Wheat Flour, bbl.,	$11 00	Dried Peaches, par'd,	$4 50
Rye Flour, bbl.,	7 00	do do unpar'd,	2 00
Wheat, bushel,	2 05 @ 2 15	Dried Apples, pared,	2 00
Rye, do	1 20	Eggs, dozen,	18
Corn, do	1 10	Butter, per pound,	25
Oats, do	50	Shoulders, do	11 @ 13
Potatoes, do	1 00	Hams, do	14 @ 16
Timothy Seed,	4 00	Hay, per ton,	25 00
Clover Seed,	8 00	Plaster, do	6 00

POTTSVILLE PRODUCE MARKET.
(Retail Prices.)

FLOUR.—There seems to be but little change in the price of grain and flour since our last quotations. The price of wheat flour ranges between $11 and $12 and rye flour, $7 to $7 50 ℔ barrel. Buckwheat flour sells from $4 to $4 50 ℔ cwt. Corn meal at $1, 12½ ℔ bushel, and rye chop at about $1 35 per bushel.

GRAIN.—White Wheat sells at $2 10 and red at $2,00.

SALT MEAT.—Hams and Shoulders are scarce and almost out of the market. Shoulders are quoted at from to 14 14, and Hams from 12½ to 16 cents per pound.

FRESH MEAT.—Beef is selling at from 10 to 12½ cents per pound—mutton about the same, and pork from 12½ to 14 cents ℔ pound. Very little change.

PROVISIONS.—Butter and Eggs very scarce Butter is worth 30 cents per lb, and Eggs from 18 to 20 cents per dozen—very few in the market.

FRUIT AND VEGETABLES.—Apples, 75 to 100 per bushel. Sweet Potatoes $1 00, and common 65 cents per bushel. Onions 75 cents ℔ bushel. Cabbages are plentiful and large, and are selling at from 6¼ to 10 cents ℔ head, or $4 ℔ hundred.

GROCERIES.—Sugars are high and no prospects of a change—common sugar-house is selling at 8, and best yellow at 9 cents ℔ lb. and white sugars from 10 to 12½ cents ℔ lb.

Clover seed is not much in demand, nor is there much offered. It sells at about $7 ℔ bushel. Timothy seed sells rather more freely but the demand is becoming slack. Farmers can get about $4 ℔ bushel for good seed. Hay is plentiful, but on the increase in price. It is selling from $25 to $27 per ton.

COSMOPOLITAN ART ASSOCIATION

Second Year.

ARRANGEMENTS for the Second Annual Collection of this new and popular Institution for the diffusion of Literature and Art, have been made on the most extensive scale. Among the works already engaged, is the far-famed "GENOA CRUCIFIX," which originally cost Ten Thousand Dollars.

In forming the new Collection, the claims of American Art, and the encouragement of American genius have not been overlooked. Commissions have been issued to many of the most distinguished American Artists, who will contribute some of their finest productions. Among them are three Marble Busts, executed by the greatest living sculptor—HIRAM POWERS—

GEORGE WASHINGTON,
THE FATHER OF HIS COUNTRY;
BENJAMIN FRANKLIN,
THE PHILOSOPHER;
DANIEL WEBSTER,
The Statesman.

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November 1, '55