Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 30, 1856.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

OUR PRINCIPLES.

FREEDOM OF SPEECH.

FREEDOM TO KANSAS.

NOT ANOTHER INCH OF SLAVE-TERRITORY.

The Union, Now and Forever, and the men who will carry out these Principles.

The flag upon which those principles are inscribed, we flung to the breeze recently. The men to support them in the coming Presidential contest, have been found. They are JOHN C. FREMONT, of California, and WM. L. DAYTON, of New Jersey. We therefore, add to the folds of our flag,

FREMONT, FREEDOM, THE CONSTITUTION AND THE UNION.

FRIENDS OF FREEDOM!

Circulate the Documents.

	Per Hund'd
Life of Fremont in English,	$2 50
" " " German,	2 50
" " " Welsh,	2 50
Colfax's Speech on the wrongs of Kansas in German and English,	1 25
Sumner's Speech in German, English and Welsh,	3 00
Buchanan's Low Wages Doctrine,	62½
Poor Whites of the South,	62½
Northern Democracy the Ally of Slavery.	1 25

HERALD OF FREEDOM.

Rally! Rally!! for Fremont and Dayton, Free Speech, Free Territory, and the Principles of Washington and Jefferson.

CAMPAIGN PAPER FOR THE TIMES.

In order to keep up with the spirit which is now sweeping the country for FREEDOM AND FREMONT, we propose to issue on the 10th of September a Campaign Paper, entitled the "Herald of Freedom." Ten numbers will be published between this and the Presidential Election. To single subscribers we will furnish it for 25 cents.—Clubs will receive 50 copies for $11 00, or 100 copies for $20 00. Be prompt in forming Clubs friends of Liberty. Let the good work be pushed on energetically. Every voter in the State, should have the priceless principles of the present contest placed prominently before him. We have contributed $30 00 to circulate documents here, trusting that the triumph of right will repay us for the investment. Friends of the Cause, emulate our example. Form Clubs immediately—send in the names of subscribers from this and adjoining Counties—let the "Herald" convey tidings "of Freedom" to every dwelling and place of business in the Region. If this is done promptly, in a fortnight we will issue the first number. The friends of Fillmore can also have a portion of the paper devoted to them. Furnish the matter, and we will publish it. We are in favor of Free Discussion, and opposed to the spurious principles of the so-called Democracy. In that spirit we propose to launch the "Herald of Freedom." The *Miners' Journal* cannot accommodate half the matter we desire to publish during this campaign, and an outlet is imperatively demanded. We hope the response from the friends of Fremont and Fillmore in this section, will be prompt. Form Clubs. The terms are reasonable, and the principles at stake of immense value.

BENJ. BANNAN.

Pottsville, Aug. 25, 1856.

Send in the Funds.

The friends of Buchanan have all the power and patronage of the general Government to sustain his cause, and Congress has passed heavy appropriations over the veto of the President, to obtain funds to elect the corrupt James Buchanan. The friends of Freedom have to depend on the voluntary contributions of the people, for funds to distribute documents, newspapers &c., to enlighten them on the subject of the Iniquitous Kansas Nebraska Swindle. We therefore call on all the friends of Freedom throughout Schuylkill County, to send in contributions to this office, to enable us to procure documents, &c., for circulation. Let every one give his mite if it be ever so small—it will in the aggregate greatly aid the cause in which we are engaged. No campaign can be carried on without funds—and in this great contest between Freedom and Slavery—every friend of Freedom ought to contribute as far as it is in his power.

☞ All sums received will be acknowledged in this paper—be strictly devoted to the cause, and a full account rendered of their disbursement.

OUR ADVERTISING COLUMNS.—The attention of our readers is respectfully solicited to the new favors to be found in our advertising columns.

HON. JAMES H. CAMPBELL will accept our acknowledgments for public documents.

WILL "H. H. McC." of Summit Hill, send us his name, and state where and by what means he receives our paper, as we cannot find his name on our books—or it would be taken off instanter? We would not disgrace our books with the name of such a poor, drivelling, white nigger slave for one minute. We thank our stars that we never belonged to a party that would own such a narrow, contracted, and silly soul as a member.

CAPITAL NOMINATION.—We observe with pleasure that our friend, D. H. Mulvany, Esq., has been nominated for Congress in the Montgomery District by the friends of Freedom. He is a gentleman of ability, and on the floor of Congress as a defender of the great Free Principles of the present crisis, will meet assuredly make his mark. Were Mr. Mulvany to stand before the people of his District, on his personal merits alone, he could not fail; but doubly strong, armed as he is in proof, with the weapons of Republicanism, he will we are confident, be elected by an overwhelming majority.

THE UNION COUNTY TICKET.—With unmingled pleasure we point to the character of the County Ticket formed in Convention at Schuylkill Haven on Monday last, by the opposition to the present Administration. It is one of the strongest if not the very strongest ticket ever offered by the opponents of the Sham Democracy, for the support of an enlightened, Liberty loving community. The ticket has been composed with scrupulous care, and with a single eye to the welfare of the County, should it prove successful. From Mr. Frailey to Andrew Foster, the candidate for Auditor, there is not a man on the opposition ticket, who is not fully worthy in every respect, of the hearty support of every citizen opposed to the odious principles of the so called Democracy.

We were gratified to perceive the perfect harmony which characterized the proceedings of the Convention. The happy feeling which pervaded the dignified and intelligent assemblage, augurs well for the entire success of the State and County ticket in October. Fillmore and Fremont men mingled fraternally with each other, and in each eye could be perceived a fixed determination to leave nothing undone to defeat the Sham Democracy in October, and give the final grand coup in November. The skies are bright. Be firm and conquer.

THE COAL TRADE.

Pottsville, August 30, 1856.

The quantity sent by Railroad this week is 53,459 07 tons—by Canal 25,291 00—for the week 82,750 07.—This is an increase of 15,182 02 over the shipments of last week, and 2,316 00 tons than the corresponding week last year. Total by Railroad, 1,432,048 10 against 1,387,473 19 tons—by Canal, 676,725 00 against 684,833 11 tons to same part of last year.

Although the shipments this week exceed those of last, yet the increase falls behind the aggregate shipments for the corresponding week of 1855, and it will be perceived that the deficiency for the season is still on the increase.

The condition of the Trade will, we think, be fully appreciated after the 1st proximo, at which period the lists of the transporting companies will go up. It is thought that another advance in tolls will take place on the 1st of October, in consequence of the backwardness of consumers in ordering supplies. We again urge upon our readers the importance on the score of economy alone, of laying in their winter supplies which are imperatively needed for Fall and Winter consumption. The prices will be lower this season, and they will in all probability, advance very materially, within a brief period. Consumers who are able, will attend to laying in their Coal while the prices are favorable for purchasing.

The trade east is selling briskly, and there are a large number of orders at Port Richmond. In consequence of the scarcity of vessels at that point, Coal cannot be shipped as promptly as is desirable.

Prices to Cents.—The quantity of Coal arrived at Philadelphia from Schuylkill and from the Lehigh, averages about 1,000 tons per day. Scranton Coal is offered on board vessels at that port, at the following prices:

Lump, per ton,	$1 15
Large Egg, "	4 30
Small Egg, Stove and Nut, per ton,	4 50

Elizabethport is twelve miles from New York.

SERIOUS ACCIDENT TO THE LEHIGH VALLEY RAILROAD BRIDGE AT EASTON.—On Wednesday evening last, the span on the New Jersey side of the Lehigh Valley Railroad Bridge over the Delaware at Easton, fell with a tremendous crash, precipitating two engines, the "Robert Sayre," and the "Mauch Chunk," into the Canal sixty feet below. George Howe, the fireman of the "Mauch Chunk," was killed, and several other men were seriously injured. This unfortunate occurrence will check the Coal trade from the Mauch Chunk region, for seven weeks, and also materially lessen the quantity of Coal destined for Elizabethport. The weekly shipments from the Mauch Chunk region, by Railroad, have, up to this period, amounted to between 4,000 and 5,000 tons.

CORRESPONDENCE OF THE MINERS' JOURNAL.

Trenton Coal Wharves.

TRENTON, August 23d, 1856.

B. BANNAN, Esq.:—The following brief account of the Belvidere, Delaware, Coal wharves at Trenton, may be of interest to your readers.

The Belvidere, Delaware Railroad, crosses the Delaware and Raritan Canal, in the outskirts of the city of Trenton by a drawbridge, and curving towards New York, reaches the Coal wharves with three tracks in about half a mile.

A basin is dug or obtained by widening on the berme side of the Canal. This Basin is now 1200 feet long, is well wharfed in front, and wide enough for a light schooner to turn around clear of one that may be loading at the time.

The landing to receive the loaded Coal cars consists of a heavy and well braced *trestling* parallel with the Canal—and carrying majoly three tracks of rails—the deck of the landing being elevated 17 feet above water line, which being in a Canal level, has the advantage of being *invariable*.

The play of the landing is the *continuous packet system* (with some stretches of flat floor dumping ground). The *trestles*, are 12 feet apart centres, and between each pair is a sloping pocket crossing *three tracks*, and open to dumpage from each. All these pockets terminate below in a schute with a wrought iron apron, managed by a winch on deck, and preceded by a cast iron screen, exactly like the Navigation Landings at Port Carbon, in this dirt separating arrangement. From these pockets, the Coal flows by *gravity*, into vessels.

Each packet is estimated to contain about 50 tons of Coal, (or 400 tons per 100 feet lineal of wharf,) *and in their ordinary work*, 200 *tons per hour are loaded from them.*

The aggregate wharf expenses, are estimated at 4 to 5 cents per ton loaded, and the whole of the small screenings thus far, commands $1 50 per ton at the wharves, for a New York market.

The loaded cars are placed on the elevated deck of the landing by the following operation:—Up to within a quarter mile of the Bank, the tracks are level with the Canal bank, then this quarter mile ascends (by a single track) on an incline (chiefly on trestling) at 1 in 50 or thereabouts, and the locomotive pushers employed, come up to this incline under headway gained on the level track, and with their cars before them, rush up the ascent, and place their loaded cars upon the deck tracks rapidly and without difficulty. The pusher working locally, handled with ease 7 loaded cars, containing 35 tons of Coal, at once, and she only had the adhesion of *one pair* of drivers. The large engines push up 100 tons of Coal at once.

The depth of available draught water in the Canal, is 6½ feet. *At present, barges* load at these wharves with 200 tons of Coal, and *schooners* for Providence and Boston, load with 200 tons.

All the Coal handled here at present is Lehigh Coal, resulting for transportation from Mauch Chunk and delivery on the wharves $2 00 per ton.

No difficulty whatever arises from the Coal cars having wide treads upon the wheels, and working over *both gauges* of 4 feet 8½ inches and of 4 feet 10 inches.

They are now shipping at their wharves, *about 2500 tons a week*, though this is very far within their capacity.

Boats and schooners loading here have about 25 cents a ton advantage in tolls over Richmond. The wharves admit of indefinite extension, and Trenton cannot fail to become a great Coal mart, which can only be reached from Schuylkill County by the Allentown Railroad.

The general plan of these wharves and their continuous pockets, are almost a precise duplication of the Dauphin Coal wharves, designed and built by the late Mr. Martin, Civil Engineer, about ten years ago, at Dauphin, on the Susquehanna River.

The switches of the railroad, about here, have the fixed cast iron guard of the Reading Railroad *attached to the movable rail*, so as to secure a train from leaving the track, in all positions of the switch rail.

The Frogs are short, movable rails, thrown by a switch lever.

Some of the tracks have *"Trimble's wooden splice"* outside of the joint, well secured to sills and rails, but they do not appear to be very successful, though properly applied.

The courtesy of Messrs. Randolph, Haworth and Packer towards strangers, makes it a pleasure to visit these wharves.

These gentlemen calculate that they can ship at least 200,000 tons from these wharves next year, and with a sufficiency of cars and vessels, this is in the opinion of the writer, *a very moderate estimate.*

A vast capacity for shipment, exists or can be made here, and we to Schuylkill County, if it should get under full headway before the Allentown road connects here with it.

M.

On Ventilation.

No. IV.

[Continued.]

From what has been said of the nature of the two gases, may be gathered that oxygen is the vital portion, and nitrogen the dilutive portion of air, and in our present state of organization, we could not live long in neither gas isolated. In one we would die for want of sustaining food, and in the other we would die for want of a consuming agent. When we inhale a breath of air, the oxygen is brought in contact, in the lungs, with the venous blood, and after it has carried off and consumed the impurities with which the blood is charged, it partly enters into combination with the blood, thus forming a living part of ourselves.

The chemical change which takes place during the combustion of Coal in common furnaces, converts the oxygen into carbonic acid, carbonic oxide, and vapour of water. The specific gravity of those gases in a mixture with nitrogen, issuing from a chimney shaft, is very nearly the same as that of air. When the gases are cooled down to the same temperature as the air, they are sometimes found heavier than air, and as often lighter which is accounted for to the nature of the fuel. These may be considered to equal the specific gravity of air, then to produce a good draught in a chimney shaft, nothing remains but to *expand and rarify* the air by the *heat* of the furnace.

We will now look at the practical use of the air shaft, show the advantages of the expansion and rarifaction of air by heat, and apply a rule to find the rate of influx of air to the furnace and air shaft, when the temperature of the heated air and the perpendicular height of the air shaft are given.

The first question which imposes itself is—how much is air increased in volume per each degree of heat—Fahrenheit's Thermometer is adopted in all references to them. From the authority of Reignault and Magnus, we have it that air expands 1-490 of its original bulk per each degree of heat; it used to be stated at 1-480, but the former seems the more likely. Both those celebrated philosophers unknown to and independent of each other's experiment, came to that conclusion. Depending upon that fact as a fact, which is applicable to most all gases, we may find the difference in weight between equal columns of heated air and cold air by multiplying the difference of temperature between the heated air and external air by the height of the heated air shaft, the result will be the increase of bulk, which, if added to the original bulk, gives the total space into which the air has rarified. Then to find a column of cold air, to equal the weight and balance the heated air in the air shaft, the total expansion of the heated air must be proportioned to the height of the air shaft, and the height of the air shaft will be the same proportion to a balancing column of cold air, or to a column of cold external air, which will be of equal weight to the heated air in the air shaft. Or to state the rule of proportion more simply, say, as the total expansion is to the height of the chimney or air shaft, so is the height of the same to the balancing column of cold air. The rate of influx will be as the rate a falling body will have acquired, falling freely through a distance equal to the difference between the two columns, and the pressure at the point of influx will be found by multiplying the difference in feet by 530. This product will be grains. Divide this by 7000, and the quotient will be pounds Avoirdupois, upon each square foot of surface. But this is statistical pressure, and does not apply equally to air in motion. We may find the velocity a body acquires falling through a given space by multiplying the space in feet by 64.333, and extracting the square root of the product. The mean temperature may be found by measuring the heat of the air in the air shaft a little above the furnace, and at or near the top of the air shaft; add those together and divide by two which will be the mean temperature of the heated air in the chimney. Then subtract the temperature of the cold external air, and the remainder will be the difference in temperature between the external and internal air. From the result obtained by the above rule, ⅓ must be deducted for friction.

For example—let the perpendicular height of the air shaft equal 100 feet, the mean temperature of the air in the air shaft 500°, and the temperature of the external, 00°. The rate of influx and the pressure in pounds on each square foot at the point in influx is required.

Here 500° − 00° = 500° the difference in temperatures. Then 100 × 490 = 49000 plus 100 = 161 the space into which 100 feet of cold air has expanded. Then as 100 : 161 :: 100 : 62. Therefore 62 feet of cold air will balance and equal the weight of the heated air in the air shaft, or 100 feet of heated air. Then 100 − 62 = 38 the difference in feet between the two columns of heated and cold air. Then 38 × 530 = 20140 grains; also 20140 divided by 7000 = 2.876 lbs. statistical pressure on each square foot at the point of influx. Then to find the velocity, the square root of (38 × 64.333) = 49.5 feet per second. But deducting ⅓ for friction, leaves 33 feet per second.

The principles on which the above rule are founded, being the action of the chimney into the dominion of science. The rule is useful to engineers in general, and particularly to steam-engineers. From the quantity of air necessary to supply so many proposed furnaces for steam-boilers and from the height of the proposed chimney shaft, the area of the most contracted part of the chimney may be determined.

In case of a ventilating furnace being proposed, the rule is useful to find the area of the air shaft—the perpendicular height of the air shaft from the level of the furnace, and the quantity of air necessary to vent into the mine, being given, or supposed. This supposed quantity ought to be the greatest extreme.

In the "winning" or opening of a new Coal mine, the question offers itself relating to the quantity of air which will be necessary to ventilate the workings of the mine. This will be according to its extent, and the nature and hardness of the Coal.

The greatest quantity necessary to ventilate a Bituminous Coal Mine, may be stated at one hundred and sixty thousand cubic feet per minute, and for an Anthracite Mine sixty thousand cubic feet per minute would be sufficient; although much less would suffice in most of the Coal mines working at present in this county—yet this amount is required lift deeper mines.

After the sectional area of the air shaft is determined, the construction and shape of the furnace must be considered. Here we may state that to obtain the best speed the effect with the air shaft, the area of the grate in the furnace may be proportioned to the sectional area of the air shaft, as four is to three. These proportions, however, are quite contrary to those used in the New Castle furnaces. (Eng.) There the sectional area of the air shafts greatly exceeds the area of the grate. This—although it reduces the velocity of the ascending current of heated air, and lessens the friction—is attended by the cooling of the air in the air shaft, which is partially condensed and increased in weight. This is a disadvantage of greater moment than the extra resistance met with in high velocities. In a great many instances the current of air ejected from an air shaft where a New Castle furnace is in operation, is seldom above 12½ and even as low as 8½, and the combustion is so far incomplete, or so much diluted with cold air, that workmen are often employed in the repairs of the air shaft, above the furnace, when the furnace is in full operation. The system of ventilation used in the New Castle collieries, is almost faultless, and may be taken as a model of perfection. It is not so with the furnace used in the same collieries. It would not withstand an equal scientific examination with the system of ventilation. Therefore we cannot recommend their use in this country, because their heating power is not so great as to admit of high velocities which I consider the principal object in this country. The sinking of shafts for the exclusive purpose of air may be dispensed with on account of the extra expense necessary to sink the shafts separately from the principal shafts. A partition may be used instead, when a smaller area of air shaft will be apportioned to the use of the furnace than is generally allowed in the New Castle ventilating furnaces. Hence the necessity of increasing the heat to obtain a higher velocity. A New Castle furnace however, working at the bottom of an air shaft six hundred feet deep, is powerful enough to circulate a quantity of air equal to fifty thousand cubic feet per minute. There are three furnaces working in combination at the bottom of an air shaft also being depth at Heaton colliery, situated in the New Castle Coal Field, which circulates one hundred and fifty thousand cubic feet of air around the workings of the mine in each minute. This is a very extensive colliery, and the furnaces are of the largest description.

We will here take the liberty to describe the New Castle ventilating furnaces, for they do well in cases where the area of the air shafts are large, and are being generally introduced into other parts of England, Wales and Scotland, and abroad where any north of England miner has charge of Coal works.

The transverse section of the furnaces represents a semi-circular arch which abuts upon two walls built up from the floor of the mine, and running parallel to each other the whole length of the arch. The walls are of convenient height to facilitate the working of the furnace. The length of the arch is also adapted to suit convenience, and a line through its centre is directly to the shaft. The arch must also be continued to the bottom of the shaft in order to protect the roof of the mine from the effects of the heated air and gases formed by the combustion in the furnace. Back from the bottom of the air shaft, a distance of about from twelve feet—or not less than ten or twelve feet, the "bridge" is built at right angles to the direct line through the arch. It is built a little above the chord line of the arch, at which chord line the upper level of the fire grate is located. This prevents the burning fuel from falling over the back part of the fire grates, and stops the cold air from passing away to the air shaft underneath the grates. Two metal bars are set into the wall parallel to the bridge, and to each other. On these bearing bars the fire grates are placed laterally to each other, until the space between the two sides of the arch is completely joined by the surface of the grates. The distance apart of the bearing bars must be such as to suit the length of the fire grates, but the bearing bar nearest the "bridge" must be so placed as to allow the fire grates to abut with the "bridge." The furnace is now complete and ready for lighting. The spaces above the fire in the furnace is left open, and sometimes spaces at each side of the furnace are left open. This permits the cold air to rush over and past the furnace, which reduces the velocity of the air in the air shaft, thus reducing the velocity. The heat of such furnaces is so feeble as to admit of the arch being built of common red brick, and the abutting wall of blue shale, which is generally conveniently at hand in parts of the mine where the roof has fallen. The dimensions of the largest of those furnaces I am aware of, is when the radius of the arch is five feet, and length of fire grates eight feet, giving an area of fire grates equal to eighty square feet. If the space between the fire and crown of the arch be less, and the openings at the sides and front of this furnace closed, so that all the air is forced through the fire grates, the heat thus caught is greatly increased, because the air receives a certain amount of heat from the reflecting surfaces of the fire after it passes through the fire. In this case (if the air shaft be deep) the air rushes with great speed through the fire so as not to admit of its being completely consumed, which would make no difference, providing it afforded a sufficient elevation of temperature to promote its rarifaction. But the building material would have to be changed for one that would be more fire proof, and would stand the action of heat, especially as the brick forming the inner surface of the arch. The effect of such a furnace is powerful enough to circulate a quantity of air in most instances, equal to fifty thousand cubic feet per minute. In starting the construction of a ventilating furnace, the principal object to be kept in view, is, to adapt it to *heat and rarify* the air as much as possible, by passing it all through the fire, and flues which are formed so as to give out as much additional amount of heat to the air after it has passed through the fire.

We cannot refer to any ventilating furnace in present use that would circulate a large quantity of air through an air shaft possessing a small sectional area.

The most effectual furnace that I am acquainted with, which would answer for a ventilating furnace, is the smelting furnace or reverberatory furnace used in rolling mill. This slightly modified to suit convenience, would produce a good effect. Here the air or gases is elevated to a very high temperature before it reaches the chimney, and in this furnace is often worked without the assistance of a fan, although a fan is often used both in puddling and reverberatory furnaces in the iron works.

[To be Continued.]

NEW-YORK COAL MARKET—Aug. 27.—The demand for Anthracite is very active for the local trade, and with a light stock and moderate receipts at tide water, prices are very firm at $4 75 @ $5 50 a ton for Peach Orchard. Other kinds are without change. Foreign is more plenty and in moderate request; prices are somewhat nominal: sales of Liverpool Orrel at $9; Cannel at $11; and Sydney at $5 50, 4 mos. to arrive.

PHILADELPHIA COAL MARKET—Aug. 28.—There has been an active business doing in both Schuylkill and Lehigh, but without change in prices. Cargo sales of the former at $3 87 @ $4 for white ash, and $4 @ $4 35 for red ash, free on board at Richmond. Of the latter about all that can be brought forward up to the closing of Canal navigation, has already been contracted for. Bituminous Coal is very dull, but there is very little arriving.

COAL SHIPMENTS AT PORT RICHMOND.—The statement which we copied from the *Ledger* last week, proves to have been garbled and incorrect. We inserted the statement during the absence of the Senior, who has the Coal department of the JOURNAL, usually under his charge, and did not detect the errors which his experienced eye would readily have perceived. We have not been enabled to publish the weekly statement of shipments at Port Richmond for several weeks, as some of the parties interested in the trade at that point are averse to specifying and publishing the quantities shipped to markets abroad.

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—	
New York,	1 05
Boston,	2 00
Providence,	1 60
Albany,	1 25
New Haven,	1 40
Washington,	1 00
Hartford,	2 00
Bridgeport,	1 40
Troy,	1 90
Cambridgeport,	1 75
New Orleans,	5 00
Newburyport,	2 15

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,	18,801 14	11,158 00
Pottsville,	2,339 16	1,542 00
Schuylkill Haven,	22,511 06	20,043 00
Auburn,	906 01	000 00
Port Clinton,	8,900 16	2,528 00
	53,459 07	35,901 00
		53,459 07
Total for the week,	tons,	89,360 07
Total by Railroad in 1856,		1,432,048 10
" Canal "		676,725 00
Total by Canal and Railroad,	tons,	2,108,773 10
Shipments to same period last year:		

	WEEK.	TOTAL.
By Railroad,	58,882 07	1,387,423 19
By Canal,	32,794 00	683,833 11
	91,676 07	2,071,267 10
		2,108,773 10
Decrease in 1856, so far,	tons,	162,494 00

Schuylkill County Railroads—1856:

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.,	41,891 16	289,172 01
Mt. Carbon " "	4,283 01	129,359 16
Schuylkill Valley "	11,432 15	298,354 03
Mt. Carbon & Pt. Carbon "	17,128 17	431,985 12
Mill Creek "	16,434 04	387,943 04
Little Schuylkill "	10,663 01	279,034 04

Rates of Toll and Transportation on RAIL ROAD FOR THE PRESENT.

	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 for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*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

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	14,726	285,727
To same time last year,		345,771
Decrease so far,		60,044

Penna. Coal Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	13,404	325,590
To same time last year,		315,835
Increase so far,		9,755

Scranton Coal Trade for June.

East towards New York,	7,443 17	
West do do	13,212 19	
So Total,	20,656 16	

Lehigh Coal Trade for 1856 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co:	Tons. Cwt.	Tons. Cwt.
Summit Mines,	9,880 10	380,210 09
Room Run do.	2,622 03	39,697 07
East Lehigh Mine,	1,131 18	118,284 01
A. Lehrig's Pen Coal,		1,197 07
Spring Mountain Mines,	2,093 12	59,267 04
East Sugar Loaf do.	2,013 07	43,604 02
Coleraine,	2,491 17	42,805 02
Stafford,	201 12	8,416 08
N. Y. Lehigh Coal Co.,	911 01	23,905 16
German Pa. do. do.	000 00	14,444 08
South Sp'g Mountain Ridge,	1,196 12	11,671 02
Hazleton Coal Co.	5,146 00	76,355 13
Cranberry Mines,	2,726 16	43,035 09
Diamond "	1,174 10	25,608 01
Council Ridge,	2,215 11	27,472 12
Buck Mountain Co.,	3,257 16	59,766 12
Wilkesbarre Coal Co.,	988 12	16,582 05
Wyoming Coal,	384 08	5,990, 04
Hartford Coal Co.,	612 08	4,827 11
Total,	40,969 01	705,112 02
Lehigh Valley R. R.		
Week ending Saturday last.		
Wm. Mines & Co.,	2,344 15	53,604 10
Yeiloff & Johnson,	49 01	2,257 09
Parker, Carter & Co.,	1,558 11	18,462 02
N. Y. & Lehigh,	367 10	6,058 01
Sharpe, Leisering & Co.,	612 07	3,925 01
German Penna. Coal Co.	590 06	3,027 18
Total,	5,552 10	88,265 04
By Canal,	40,969 01	705,112 02
Total for the week,	46,491 11	793,377 06
Same time last year, (Canal)	43,376 10	771,459 19
Increase in 1856, so far,		21,947 07
The decrease by Canal is		66,327 17

Union Canal R. R. Coal Transportation

Amount transported during the month of June, 1856:

	MONTH.	TOTAL.
Union Canal	21,222 01	95,170 04
Swatara Railroad,	15,743 16	69,127 07

Cumberland Coal Trade, 1856.

	WEEK.	TOTAL.
For the last week,	21,377	423,004
Last year,	13,500	389,211
Increase in 1856, so far,		34,493

A RARE CHANCE.

A DESIRABLE FARM, within two miles of Pottsville, for sale—containing about seventy-five acres; twenty-five of which is under a high state of cultivation. The balance has a good growth of timber. There is a dwelling and barn on the premises. For terms and particulars inquire of HOUT & GREEN, Centre street, Pottsville.

August 30, '56 35-3t

CHECKS, NOTES AND DRAFTS.

New Styles.

THE Subscriber having made arrangements to furnish the town and beautiful styles of engraved Checks, Drafts and Notes, invites attention to the latest and most approved patterns, specimens of which can be seen at his store.

B. BANNAN'S Book and Stationery Store.

☞ Pottsville, August 30, '56 35-

NEW ADVERT'MENTS

WATER METRES.

THE Subscriber having been authorised by the manufacturers of Water Metres, will supply all orders left with them, at their prices.

E. YARDLEY & SON.

Pottsville, August 30, '56 35-

PALO ALTO PROPERTY FOR SALE.

COMMODIOUS Property in the Borough of Palo Alto, consisting of a two story frame dwelling house, 20 feet front, by 35 feet rear—brick lined, well plastered and painted throughout. Also, a near kitchen of stone work, good cellars and all convenient appendages in good order, to which are attached 2 lots of well cultivated ground, 80 feet front on George street, and 105 feet on Savory street. Proposals will be received by the undersigned proprietor on the premises, or by P. D. Barnett, Magistrate. Terms will be made reasonable and accommodating to the purchaser.

CHARLES McKENNA, Proprietor.

Palo Alto, August 30, '56 35-3t

ACTIVE BOOK AGENTS!

Gun Steel $150 Per Month, by Selling Saunder's Life of Fremont!

THE only Life containing his Reports unabridged, of which the *Thirtieth Thousand* is now *Ready!* 600 pages, portraits and illustrations. $1 00.—The REPUBLICAN, CAPTAIN SONGSTER, price 12½ cents.—The 35th Thousand ready: The REPUBLICAN PARTY AND ITS CANDIDATES, about 450 pages, two steel portraits, price $1 00. The FREEMAN'S GLEE BOOK, with choice Songs set to music, price 20 cents. JOHN CHAINLEY, or the Young American's Life of Fremont—300 pages, 12mo., price 50 cents. Also, the Largest Number and the Best Portraits of Fremont and other books published in this country. For full particulars address

MILLER, ORTON & MULLIGAN, Publishers, 25 Park Row, New York, or 107 Genesee street, Auburn.

August 30, '56 35-1t*

TOWN HALL.

For 3 Nights Only!

COMMENCING on Tuesday, SEPTEMBER 2d, and Wednesday and Thursday afternoons, at 3 o'clock, for the accommodation of families and children, and Thursday evening.

SIGNOR DONETTI'S

Wonderful Performing Monkeys, Dogs and Goats, in Tight-rope dancing, Vaulting, Death of the Deserter, Circus performances, Grand Dinner Party, &c., &c. Dr. St. Luke, from the New York Theatres, in a COMIC MELANGE, Anecdotes, Comic Songs, and Concerto's on the Violin. The whole to conclude with a Kaleidescopic Panorama of Europe.

☞ Orchestra seats, 50 cents; back seats, 25 cents.—Doors open at 7 o'clock; performance to commence at 8.

UNITED STATES AGRICULTURAL SOCIETY.

OFFICE—160 Chestnut Street, Philadelphia.

THE Fourth Annual Exhibition of the UNITED STATES AGRICULTURAL SOCIETY, will be held at Powelton, (Philadelphia,) on Tuesday, Wednesday, Thursday, Friday and Saturday, October 7th, 8th, 9th, 10th and 11th.

Premiums from Twenty-five to Two Hundred Dollars, amounting in the aggregate to Fourteen Thousand Dollars, will be offered for the various classes of Domestic Animals, Fruits, American Wines, Vegetables, Grains and Agricultural Implements and Machinery.

A Local Committee at Philadelphia, representing the various branches of industry, has been appointed to co-operate with the officers of the Society, in perfecting arrangements for the Exhibition. And Fifteen Thousand Dollars have been guaranteed to meet expenses. This material aid, coupled with the superior excellence of the selected location, and the large amount of Premiums offered, induces the expectation that the Exhibition of 1856, will be superior to any of its predecessors.

A Grand Agricultural Banquet, in which ladies, as well as gentlemen, will participate, will take place on Friday, October 10th, when distinguished gentlemen will address the assemblage.

Favorable arrangements with the various railroads, for the transportation of Stock and other articles are in progress, the terms of which will be given on application at the office.

The List of Entries, the Awards of Premiums, and the Proceedings, will be published in the Journal of the Society for 1856.

The Premium List, with the Regulations and Programme of the Exhibition, will be furnished on application to Mr. John M'Gowan, Assistant Secretary of the United States Agricultural Society, 160 Chestnut street, (Rooms of the Philadelphia Agricultural Society,) or by addressing the Secretary at Boston.

MARSHALL P. WILDER, President.

WILLIAM S. KING, Secretary.

August 30, '56 35-3t

SUPER PHOSPHATE OF LIME.

DIPLOMAS have been awarded to the subscribers for the above article, by the *Pennsylvania State Agricultural Society.*

New Jersey " " " "
Bucks County " " "
Schuylkill County " " "
Berks County " " "
New Castle County, Del., " " "

The quality and high character of our preparation is well known; it is considered the best and most reliable manure for

CORN, OATS, WHEAT, POTATOES & GRASS,

not only producing *large crops*, but permanently

IMPROVING THE SOIL.

Price $40 Per 2000 lbs. (Ficts. per lb.)

CAUTION!—Observe that every barrel of our article has *our name* and that of *Potts & Klett* stamped on the head. Pamphlets describing its qualities and mode of using can be had at our store, or by mail, when desired. A liberal deduction made to dealers.

AGENTS WANTED!

We have for sale one cargo of the celebrated

PACIFIC OCEAN GUANO,

(Imported per ship Harriet Hoxie,) similar to that sold by us last season, and which gave such great satisfaction. It is fully equal to Peruvian Guano at a *lower price.*

CANCERINE, OR FISH MANURE.

A full supply of this new and valuable article, to which we call the attention of Farmers.

NO. 1 GOVERNMENT PERUVIAN GUANO,

Constantly on hand and for sale at the lowest rates.

CORN SHELLERS

of the most approved construction, at Manufacturers' prices.

ALLEN & NEEDLES,

No. 23 S. Wharves and 33 S. Water street.

First store above Chesnut st., Philad'a.

☞ Farmers can load at the Water street front, and avoid the crowded wharf.

August 2 '56 31-3m

OFFICIAL.

PROCLAMATION.

NOTICE is hereby given that a Court of Common Pleas for the trial of causes pending, will be held at Pottsville, in and for the county of Schuylkill, on MONDAY, September 15th, 1856, at 10 o'clock in the forenoon, to continue one week.

Sheriff's Office, Pottsville, } WM. MATZ, Sheriff.

August 16, 1856 33-5t

OFFICIAL.

AT a Stated Meeting of the Council of the borough of Pottsville, Tuesday evening, July 15th, 1856, the following preamble and resolution were read and adopted, and ordered to be published:

WHEREAS, There is some uncertainty existing in regard to the amount of Borough orders bearing interest, and in circulation, and in order that the correct amount may be arrived at, therefore,

Resolved, That the Clerk give notice to holders of all orders issued prior to May 16th, 1854, to report the same to the Clerk or Council, with a view of ascertaining the am