Miners' Journal.

POTTSVILLE, PA.

SATURDAY, SEPTEMBER 13, 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 circulation the rates of advertising are always graded in price according to the circulation of the paper.

OUR ADVERTISING COLUMNS.—The attention of the reader is referred to the new favors to be found in our advertising columns. Want of space prevents particularization.

BRING OUT YOUR 'ORNAMENTAL' NAG.—We understand that Major Campbell will challenge his antagonist, Dewart, to meet him on the stump, to discuss the principles of the present contest. Trot him out—trot out your *ornamental* nag.

THE PHILADELPHIA TIMES.—The times, indeed, seem out of joint, when we fail to see the sparkling phiz of our Freedom-loving contemporary. A fortnight has elapsed since a copy last visited our *sanctum*. Nudge your packer, friend Harding.

IS IT TRUE?—It is stated that Breckenridge's visit to Buchanan at Wheatland, was to induce him to resign, and permit an union of the Fillmore and Buchanan forces, on Fillmore. Poor Buch., his chances must be getting slim, if that is to be the next dodge of the Buchaniers.

HON. JOHN C. BRECKENRIDGE has been toted from "Old Kentuck," to stump Pennsylvania for Ten Cent Jimmy. Modest but useless. This Keystone is fully prepared to respond to her sisters, Tom, Lown, Vermont and Maine, in glorious style. Pennsylvania is no longer doubtful. She will roll up 20,000 majority for Fremont and Freedom.

EDITORIAL AGRICULTURAL OPERATIONS.—Major Freas is not the only successful agricultural editor in the State. The senior has just gathered a fine potato crop on the hill anent the town. Their superiority will induce him, we presume, to send a few bushels to the great National Exhibition, to show what we can do on the surface of hills containing our Black Diamonds.

FILLMORE'S DISUNION SPEECH.—What the Fillmore men themselves think of their leader's speech at Albany, concerning Disunion, may be inferred from the fact that they have issued an expunged edition of it! The part of it in which the Southerners are encouraged not to submit to the election of a President by North ern votes, is expunged.

CATBURN AND ALLENTOWN RAILROAD.—We again urge upon the attention of the business men and capitalists of this region the necessity of promptly subscribing to the residue of the stock necessary to ensure the speedy commencement and completion of this important link. The books of subscription to the stock will be opened in about a fortnight. Any information in regard to the matter, will, in the meantime, be cheerfully furnished at this office.

NO MORE NIGGER STAT.—A prominent Democrat of this Congressional district, who has determined to support Mr. Campbell, on Thursday asked a German, in course of conversation, who he intended to vote for? The German replied "Campbell." "Why?" was immediately the query. "Because," replied the German, "Mr. Campbell goes against having any more nigger States." The same feeling has elected Republican members of Congress in almost every district of Iowa, Vermont and Maine, this season. It will relect James H. Campbell.

THE HERALD OF FREEDOM.—The first number of this spirited campaign paper appeared on Wednesday last. It will be continued regularly until the Presidential election. Its principles are FREE SPEECH, FREE LABOR, FREE TERRITORY, FREMONT and FREEDOM. Form clubs! Send in names! It will be furnished cheap. Any of the subscribers of the *Journal* who would like to receive it will send in their names. Let it receive a large circulation. The flag at its mast-head will not be furled until the glorious news is shouted from the Atlantic to the Pacific—the People's choice, Fremont and Dayton, are elected.

STATE ELECTIONS.—California held its election on the 3d, and no others take place this month.—Georgia and Florida come off on the 6th, and Pennsylvania, Ohio, Indiana and South Carolina on the 14th of October. No other State elections take place after these, till November. Louisiana holds hers on the 3d; Illinois, Michigan, New Jersey, New York and Wisconsin on the 4th—the day of the Presidential election; Mississippi on the 3d and 4th, Maryland on the 5th, Massachusetts on the 9th, and Delaware on the 10th.

INTERESTING PRESENTATION.—A meeting of all the employees of the Philadelphia and Sunbury Railroad, convened at Mr. William Weaver's Hotel, in Shamokin, on Tuesday evening, 9th inst., for the purpose of presenting to A. R. FISKE, Esq., the efficient Superintendent of the Road, a Silver Goblet, as a testimonial of their esteem. The goblet was presented, in a neat and appropriate speech, by W. P. Withington, Esq., and received by Mr. Fiske in a manner which testified how warmly he reciprocated the friendly feelings which prompted the gift. After the presentation, the participants in it, to the number of ninety-seven, sat down to a sumptuous supper, prepared by that able host, Mr. Weaver. The inscription on the goblet is as follows:

A TESTIMONIAL OF REGARD,
By the Employees of the Philadelphia and Sunbury Railroad Company,
TO
A. R. FISKE, ESQ., SUPERINTENDENT.

For several years, Mr. Fiske has filled the position he now occupies, with marked ability, and the beautiful testimonial is a merited tribute of esteem from on efficient body of employees to a worthy officer.

THE COAL TRADE.

Pottsville, September 13, 1856.

The quantity sent by Railroad this week is 55,773 09—by Canal 32,797 15 tons—for the week 88,570 04 tons. Total by Railroad 1,540,651 15 against 1,690,065 13—Do. by Canal 741,183 13 against 744,814 05 tons to same period last year.

The quantity shipped this week from all the Regions show a gain of from 7 to 8,000 tons over the shipments for the corresponding week last year. The demand for Coal is on the increase, but the season has so far advanced that it will be impossible to supply the market for the balance of the season.

The *Spirit of the Times*, Wilkesbarre, states that the Baltimore Coal Company has stopped operations at present, but gives no reason why.

Vessels continue scarce at Port Richmond for the East and freights are advancing.

The shipments by Canal are nearly up to the quantity sent to same period last year. We presume they will catch up next week.

We have no new features to notice in the Coal Trade this week.

COAL BURNING LOCOMOTIVES.—After a variety of experiments, A. S. Adams, master machinist of the Boston and Worcester Railroad, has now in operation a freight locomotive adapted to burning coal, which seems so well to meet the wants of the road that all the engines of the Company used in drawing freight, are to be altered to the same style. The engine in question, the "Bison," has one of the Delano Grates, by which the coal is forced from the bottom up through the bed of the fire. This grate is but 38 inches in length, but by its manner of operation all the gas is consumed, and the top of the bed of coal is kept always ignited, no new coal ever being thrown upon it. The draft is also kept good and is never obstructed by clinkers. Careful estimations of the precise cost of running this engine have been made, and it appears that with it, for 12 cents per mile, a common freight train can be run and make the usual speed. A wood engine to run the same train costs 30 cents per mile. The saving as will be seen, is very great. The cost of altering a common wood engine to fit it for burning coal, is but $150; and as we have before remarked, the Worcester Company have decided to have all the freight engines converted, into coalers as speedily as possible.

On Ventilation.

No. IV.

The following concludes Mr. Walton's interesting paper on the Ventilation of Coal Mines. The subject coming from a practical man has attracted considerable attention, and we trust he may be induced shortly to favor us again with the results of his observation and experience:

The reason why air "stoppings" and partitions are blown down, is, that the force of an explosion never acts from the opposite sides of the "stoppings" and partitions at the same time. The force would be counteracted if it did so. When an explosion takes place, its force is divided and reflected by every surface it strikes against, whereby it is sometimes rendered very feeble before it proceeds far from the point where the explosion first originated. When it is of sufficient force to reach the shaft, the force is carried here by the principal airways, and escape air-ways, and the two forces which are divided in those air-ways never reach the shaft at the same instant. The forces cannot act on the opposite sides of these air-ways, hence the "stoppings" and partitions are blown down and some of those which resist the force in one air-way are blown down in an opposite direction by the other. The reaction of the gases takes place when the force is toward the point of explosion.—This often throws down as many "stoppings" as the force does which is directly from the point of explosion. But if we protect our partitioning walls against the forces from the explosion, we have no need to fear the force of reaction. The length of the partitioning wall ought to be limited to four or five feet, in order to have it as little surface exposed as possible. The width might as little surface exposed as possible. The width might do at one brick or four and a half inches thick. This could be strengthened with timber in the side of the wall next the principal shaft if it is thought necessary. The desired area of the chamber would be obtained by shaping it after an oblong square or by widening it on the back part, which would form the figure of a trapezoid. This chamber or air shaft (for such it would form after it was finished, and partitioned off from the principal shaft) should be used exclusively for air, because it is objectionable to have pumps working in an air shaft, as is often the case, for the air is cooled by coming into contact with the pumps, and the numerous drops of water, which leak from the joints of the pumps, fall down the shaft which greatly impedes the ascending current of air. If any spring of water are flowing from the fissures of the rock composing the wall sides of the air shaft, they should be boxed in by closing up those fissures, or they may be conveyed into the principal shaft where the drainage pumps ought to be stationed.

When a deep coal mine is in working order and the furnace used as a ventilating power, and we wish to know whether the furnace is working to the best effect, or that we may see clearly the cause why the best r'd desired effect is not produced, we must have recourse to scientific instruments, the chief of which are the barometer, thermometer and anemometer, for a knowledge of the principals on which these instruments are founded, we can refer to any works on Physics.

The barometer is a simple instrument, which indicates the pressure of the atmosphere by the rise and fall of mercury in a glass tube. The variations of the mercury are read off from a scale to which the mercury tube is firmly fixed. When the mercury in the tube stands at 30 inches that the pressure of the atmosphere is diminished, and when the mercury rises in the tube it indicates an increase of pressure. No danger attends an increase of atmospheric pressure, but when the pressure is decreased it indicates danger in all "fiery" coal mines, because the gas is generated in larger quantities. The gas in the "coal," old works, and wherever it is collected, expands. When a part of it is forced into the air-ways, it may thus be led to the workmen, or to the furnace when it would cause an explosion. The variations of the pressure of the atmosphere ought to be carefully watched by the officers in charge of a "fiery" coal mine.

The thermometer is an instrument used to denote the heat of bodies which it is in contact with.

Its principal use in ventilation is to find the di ences of heat of the external air, the heat of the mine, and the heat of the air in the air shaft after it has been heated by the furnace. The mean temperature must be given or found which is done by stationing thermometers at the top and bottom of the air shaft, and adding together the number of degrees indicated by each, and dividing by two which will result in the mean temperature of the air in the air shaft. Mercurial thermometers will measure up to 600°, but mercury boils in the atmosphere at 629°.

A thermometer could be made to show the relative expansion of the air in chimney or air shafts. The result from this would be obtained more direct than by common thermometers. This could be effected by enclosing in a vessel a quantity of air equal to the ordinary pressure of the atmosphere, and attaching to a tube leading from the vessel, a glass tube in the form of the letter U, with its syphoned part nearly filled with mercury up to the top of the shortest leg (for one leg must be nearly eighteen and the other near thirty six inches long). The longest leg must communicate with its upper end to the atmosphere and the upper part of the shortest one must communicate with the air in the vessel. The pressure of the atmosphere should be observed at the time the tube is attached to the vessel and registered upon the instrument. The tube in which the mercury is placed ought not to exceed in diameter one sixteenth of an inch, and the contents of the vessel ought not to be less than one cubic foot. The longest tube must be graduated in inches and parts of inches upwards from the level of the mercury in the tube.—The air vessel can now be placed into the air shaft, so that the mercury tube will remain in a vertical position outside the brick work, and where it would be easy of access at all times. The action of this instrument would be as follows: When the air was heated in the vessel it would expand and force the mercury through the longest leg of the tube in a vertical direction—the number of inches it had risen above its former level would denote the expansive force of the air in the vessel in pounds. To make this more clear—suppose the mercury had risen in the longer leg of the tube the distance of fifteen inches above its level where it stood at the time the instrument was placed in the air shaft, the mercury would have descended an equal distance in the shorter leg of the tube, thus making a difference of thirty inches. Then as two inches of mercury weigh very nearly one pound, it may be stated that this thirty inches difference between the level of the mercury in the two tubes, indicates an expansive force of fifteen pounds on each square inch of internal surface in the air vessel. We see that the rise of the mercury in the longest leg of the tube was only fifteen inches, hence we may conclude that when the mercury rises one inch in the longer leg of the tube, that it denotes an increase of pressure of one pound. If the mercury was raised to fifteen inches as we have supposed, it would denote a pressure in the air vessel equal to two atmospheres, because as we have seen the difference of the levels of the mercury in each leg of the tube, would be thirty inches (this we have supposed the barometer in the open air to be standing at). The upper end of the longest leg of the tube is open to the atmosphere: the atmosphere must evidently be pressing upon the mercury in the tube, and it follows that the air in the vessel balances a pressure equal to a column of mercury of thirty inches added to the pressure of the atmosphere. But thirty inches of mercury equal the pressure of the atmosphere, therefore the air in the vessel equals a pressure of two atmospheres. If such a pressure was denoted in practice it would show that the air ascending the air shaft had expanded into twice its original volume. The rate of expansion would be increased in direct proportion with the pressure. The variations of the pressure of the atmosphere from that registered on the instrument would be required to be added and deducted according to and from the pressure denoted by the expansion in the air vessel.

The anemometer is an instrument used to indicate the velocity of wind and the air shaft or air-ways. It expresses the velocity of a current of air in feet per second. The quantity of air in circulation may be obtained by multiplying the velocity in feet per second by the sectional area in feet of the airway at the point where the instrument is tried, and the result will be the number of cubic feet per second; this multiplied by sixty gives the amount of air in circulation per minute. The velocity could very simply be obtained, by firing a small quantity of powder in a drift or air-way of a uniformity of area and noting the time the smoke traveled through a given space.

The manner in which the force of a current of air is obtained is by a glass tube three or four inches in diameter, bent to the form of U. On the upper end of one of its legs is fitted a cap of the same diameter as the tube, and which turns in a horizontal position when the tube is in a vertical one. Water is then poured into the tube which naturally levels itself in each leg of the tube.—When the cap is turned in a position to receive the current of air, the force of the current acts upon the surface of the water, which is depressed in the leg of the tube on which the cap is set, and elevated an equal distance in the opposite leg, thus forming a difference of levels in the two legs of the tube. A part of the tube in which the water rises is graduated in inches and parts of inches. Reference to this shows the difference of levels in the two legs of the tube. The pressure upon a square inch of surface may be found by multiplying the difference between the levels in the legs of the tube in inches by one square inch of surface. Then again by .0358 (which is the weight of a cubic inch of water in decimals of a pound) which will give the amount of pressure on each square inch of surface. This multiplied by 144 answers the pressure on a square foot of surface. This equals the force of the current on each square foot of surface.

Messrs. Editors, I thought of adding a superficial sketch on the sinking of shafts to deep veins, and on the manner in which the water flowing from surface springs, and incidental leaders is stopped off from shafts, and on the working and ventilation of those veins, with a few remarks on pumping engines, hoisting or "winding" engines and pumps. But I find they will swell out this paper considerably, so I must cut it out and leave it for some future period, when I may have more spare time. I must say before I close that the difficulties will not be so great in the working of those deep veins, or the influx of water will not be in such large quantities, as is generally predicted, because it cannot be inferred, that if large quantities of water are met with in some of the deeper slopes worked at present, the quantity will be increased in proportion to the depth of the veins. The water pumped from slopes may in most cases be traced to surface springs and runners from the surface, and those springs are met with in most all coal fields, but are generally stopped out from the shafts by cast iron segments, or two or three courses of masonry, coursed round the shaft, and jointed and plastered behind, with hydraulic cement (the usual mode of coal shafts are all circular or at least they ought to be).

Yours truly, &c., THOS. H. WALTON.

	WEEK.	TOTAL.
NEW YORK COAL MARKET, Sept. 10, 1856.—		
Liverpool Orrel, per chaldron,	$8 50 @ 9 00	
Do. Cannel,	9 00 @ 9 50	
New Castle,	9 00 @ 10 00	
Sidney,	6 00 @ 0 00	
Picton,	5 75 @ 0 00	
Anthracite, per 2000 lb,	5 50 @ 6 50	

BOSTON COAL TRADE.—The Coal quotations failed to reach us this week. We are consequently unable to furnish the latest reports from that city.

RICHMOND COAL TRADE, Sept. 11th, 1856.—The business is quite active, and shipments are going forward as fast as vessels will permit.—Schuylkill is selling at $3 85 @ $4 00 for White Ash and $4 00 @ $4 35 for Red—prices are also firm with an upward tendency. All the Lehigh is contracted for.

BALTIMORE COAL MARKET, Sept. 7th, 1856.—Prices of Cumberland Coal are without change; receipts are not very large and stocks do not seem to accumulate. We quote for Coal from Frostburg region, viz: Fine, or Smith's, $3 50; Run of Mine, $3 75; Lump, $4 25—cargo prices per ton of 2240 lbs., delivered free on board at Locust Point. Coal Companies in George's Creek region prices are 10 cents per ton higher, owing to that advance in railroad freight. Sales are making of Anthracite at $4 50 to $5 50 @ 6 50 per ton as to kind and quality.

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

New York,	1 05
Boston,	1 90
Providence,	1 50
Albany,	1 20
New Haven,	1 40
Washington,	0 70
Hartford,	2 00
Baltimore,	0 70
Bangor,	1 50

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,	19,130 08	7,661 00
Pottsville,	2,985 16	1,690 00
Schuylkill Haven,	23,777 15	21,116 10
Auburn,	993 15	000 00
Port Clinton,	8,855 15	2,330 05
	55,773 09	32,797 15
Total for the week,		55,773 09
Total by Railroad in 1856,	tons,	1,540,651 15
" " Canal "		744,183 13
Total by Canal and Railroad,	tons,	2,284,835 08

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	54,735 09	1,096,065 15
By Canal,	29,824 00	744,814 05
	84,559 09	2,840,879 18
		2,284,835 01
Decrease in 1856, so far,	tons,	556,044 10

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.,	44,082 18	1,050,068 17
Mt. Carbon "	4,839 01	139,621 15
Schuylkill Valley "	11,972 08	293,063 13
Mt. Carbon & Pt. Carbon, "	10,720 01	471,942 13
Mill Creek "	14,926 18	416,213 07
Little Schuylkill "	10,866 02	312,618 15

Scranton Coal Trade for June.

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

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 New York,	$1 00	79	77	65
To Philad'a,	80	69	67	60
Spring Mills,	70	64	62	55
Norristown,	65	61	59	53
Reading,	48	47	45	41

Rates of Freight by Canal:

	From Pt. C. or Mt. C.	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 00	$1 83	$1 80
To Philad'a,	90	83	80

Delaware and Hudson Co's Coal Trade:

	WEEK.	TOTAL.
For the last week,	13,500	319,281
To same time last year,		391,858
Decrease so far,		72,580

Penna. Coal Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	37,188	369,583
To same time last year,		345,344
Increase so far,		24,419

Lehigh Coal Trade for 1856 by Canal.

For the week ending on Saturday last:

	WEEK. Tons. Cwt.	TOTAL. Tons. Cwt.
Lehigh Coal and Nav. Co:		
Summit Mines,	6,773 12	128,214 16
Room Run do.	2,243 08	43,625 05
East Lehigh Mines,	990 15	20,705 19
A. Lathrop's Pea Coal,		1,197 07
Spring Mountain Mines,	2,677 06	63,687 12
East Sugar Loaf do.	1,855 01	47,833 09
Colerain,	2,115 11	47,586 12
Stafford,	517 13	9,072 01
N. V. Lehigh Coal Co.,	495 04	25,003 12
German Pa. do. do.	916 12	16,067 11
South Spr'g Mountain Ridge,	11,122 00	13,519 10
Hazleton Coal Co.	3356 11	86,998 15
Cranberry Mines,	2,819 02	49,217 08
Diamond "	1,634 00	28,936 10
Council Ridge,	1,542 09	21,276 10
Buck Mountain Co.,	2,664 13	66,534 19
Wilkesbarre Coal Co.,	8	43,555 02
Wyoming Coal,	859 03	7,443 19
Hartford Coal Co.,	340 01	6,923 10
Total,	36,312 03	779,001 14

Lehigh Valley R. R.,

Week ending Saturday last:

Wm. Milnes & Co.,	2,561 01	53,985 03
Ratcliff & Johnsons,		2,260 12
Parker, Carter & Co.,	2,166 05	22,312 10
N. Y. & Lehigh,	350 16	7,582 07
Sharpe, Leisenring & Co.,	344 17	9,414 01
German Penna. Coal Co.		3325 08
Dolbin & Delaware,		281 00
Total,	5,402 19	99,462 04
By Canal,	36,213 03	779,001 14
Total for the week,	41,616 08	879,363 18
Same time last year, (Canal)	42,249 00	859,166 00
Increase in 1856, so far,		20,197 18
The decrease by Canal is		79,264 06

Union Canal R. R. Coal Transportation

Amount transported during the month of Aug. 1856:

	MONTH	TOTAL.
Union Canal,	19,573 18	114,741 02
Swatara Railroad,	13,631 16	82,869 03

NEW ADVERT'MENTS

COTTAGE SEMINARY FOR YOUNG LADIES, Pottstown, Montgomery County, Pa.

THE winter sessions of this Institution will commence Nov. 4th. For circulars with full particulars, address

REV. W. S. WORE, Principal and Proprietor.

Sept. 13. 37-2m

STATIONERY.

HENRY COHEN, Importer,

42 North Fourth Street, Philadelphia,

Offers to the Trade a large and well selected assortment of *Foreign & Domestic Stationery, Fancy Goods, &c.*

His stock comprises many new goods,

DE LA RUE'S PAPERS, ENVELOPES, &c.,

which will be sold at reduced prices.

September 13, '56. 37-6t

PALMER, THOMAS & CO.,

COMMISSION MERCHANTS,

NO. 16 SOUTH WHARVES, PHILAD'A,

Dealers in Fish, Cheese and Provisions,

Have constantly on hand an assortment of *Dried and Pickled Fish, &c., viz:*

Mackerel	Codfish	Hams	Butter
Salmon	Beef	Sides	Lards
Shad	Pork	Shoulders	&c., &c.
Herrings	Lard	Cheese	

September 13, '56 37-3m

NEW PARTNERSHIP.

Coach and Carriage Making.

N. W. Corner of Coal and Norwegian Sts., Pottsville, Pa.

THE undersigned having purchased upon the 8th day of September last, the whole of the interest, stock and good-will of John R. Dichm, in the Coach and Carriage making business, have formed a Copartnership for the purpose of carrying on the said business in all its branches at the OLD STAND, N. W. Corner of Coal and Norwegian Sts., in the borough of Pottsville, under the firm name of

HOFMANN, RISHELL & CO.

We intend to give our undivided personal attention to the business, and all of us being practical mechanics, we can assure our customers and friends that no work will be done which will not give satisfaction. To the old customers of the establishment we say that they will find the work done of as good taste and substantial a character as heretofore, and that all orders for work will be promptly and faithfully attended to. We invite a fair share of patronage from the public, as we feel confident that we will do work cheaper and better than any other establishment in the place.

WM. HOFMANN,
DAVID E. RISHELL,
WM. M. MCADAMS,
SAMUEL LINDER.

N. B.—*Silver Plating* done at the establishment in the very best style.

Sept. 13, '56 37-6t

Societas de tunicil mundis foveibdis.

THE FURNISHING STORE,

NO. 100 CHATHAM ST., CORNER OF PEARL ST., NEW-YORK.

EMBRACES an extensive and complete assortment of the latest importations and best manufactures of GENTLEMEN'S FURNISHING GOODS, equal in material, make, texture, durability and style, to any stock ever offered in this country—and at prices which cannot fail to secure the attention of close CASH BUYERS, consisting of

SHIRTS—With linen bosoms, collars and wristbands, of the best and finest qualities, and new and choice styles.

CALICO SHIRTS—The latest and most atractive patterns.

UNDERSHIRTS and DRAWERS—Of wool, merino, cashmere, silk and cotton, of desirable and fashionable qualities—and the Taylor Wool Undergarments, so highly approved by physicians. Also, the Shaker Shirts and Drawers.

CRAVATS—Superior quality and beautiful styles, and a full assortment of Stocks, Collars, Neckties, Gloves, Scarfs and Mufflers of the richest kinds.

SUSPENDERS—An almost endless variety, including the best and most durable.

POCKET-HANDKERCHIEFS—Silk and cotton—plain and printed—an unrivalled assortment.

HALF HOSE—Wool and cotton, of the best texture, selected expressly for retail trade.

MORNING ROBES and GOWNS—Elegant patterns, excellent material, and of the best make.

This stock comprises all grades, from the lowest to the finest, that can be produced—and having every facility for importing and manufacturing, not exceeded by any other establishment in the United States—buyers, therefore, will consult their interest by examining the goods which are sold at the LOWEST POSSIBLE CASH PRICES.

☞ Goods promptly delivered at all the Railroad Depots, Steamboats, &c., and in any part of the city, without charge.

☞ Shirts made to order by experienced hands, in superior style, at short notice, warranted to fit. ☞ No Machine work done in this establishment.

Sept. 13, 1856. 37-1y

EDUCATIONAL DEPOT.

SOWER & BARNES, No. 33 North THIRD street, above Market, PHILADELPHIA, have just opened a complete stock of the most approved School Books, including Blank Books and Stationery, and will be pleased to see any one interested on the subject of Education. They are amazed at the unanimous following publications, which have received the decided and hearty approval of the most able and distinguished Educators throughout the United States. No others can be included in their list.

Spellers and Readers.

Sanders' Pictorial Primer:
" New Speller, Definer and Analyser;
" New First Primer;
" New Second Reader;
" New Third Reader;
" New Fourth Reader;
" New Fifth Reader.

Over a quarter of a million of these books have been sold within the last year, and their success is unprecedented. Having beautiful engravings, large print, fine paper and substantial binding, they are acknowledged to be the handsomest, cheapest and best Readers published.

Geography.

Pelton's Geography. It is now universally conceded that the only method of teaching Geography rapidly and thoroughly, is from Outline Maps and Globes. Pelton's splendid series of Outline Maps not only excel all others, but are kept up to the latest discoveries and improvements without regard to expense. Price $25 per set, as follows:

1. Physical and Political Map of the Western Hemisphere, 7 feet by 7 feet;
2. Physical and Political Map of the Eastern Hemisphere, 7 feet by 6 feet;
3. Map of the United States, British Provinces, Mexico, Central America and the West India Islands, 7 feet by 7 feet;
4. Map of Asia, 6 feet by 7 feet;
5. Map of Europe, 6 feet by 7 feet;
6. Map of S. America and Africa, 6 feet by 7 feet.

The Geographies accompanying the Maps are entitled Pelton's Key to Hemisphere Maps, Pelton's Key to full series of outline Maps.

They are especially adapted to teach Geography by the use of Outline Maps—are extremely popular and destined to be universally used. SOWER & BARNES,

No. 33 North Third street, Philadelphia.

Sept. 13, 1856. 37-6m

MASON, BROTHERS,

108 AND 110 DUANE STREET, NEW YORK.

HAVE the pleasure of announcing to the musical public that Mr. Root's new collection of Church Music is now ready. It is entitled

THE SABBATH BELL:

A collection of Music for Choirs, Musical Associations, Singing Schools, and the Home Circle; consisting of—Part I. Singing-School Music. Part II. Church Music.—Part III. Occasional and Concert Music. By GEORGE F. ROOT, author of "The Academy Vocalist," "Root's Musical Album," "The Flower-Queen," &c. Associate Editor of "The Shawm," and other works.

Mr. Root is so widely and favorably known to the musical public that it is hardly necessary for us to allude to his numerous well-known compositions. His Cantata, in "Flower-Queen," has achieved a success entirely unprecedented—having already been publicly performed more than five hundred times in this country, though first published only a few years since. Other works from his pen have enjoyed almost equally gratifying success, while as a composer of songs (published over his own name, and the *nom de plume* "Wurzel") he certainly ranks second in popularity to no American composer.

"The Sabbath Bell" is the best collection of Church Music by Mr. Root alone, and will, it is believed, be looked for with much interest by the musical public. It contains 224 pp., and is printed from entirely new, large and beautiful type.

Part First, "Singing-School Music," is arranged on a new plan, and will, it is believed, prove peculiarly attractive to teachers and learners. It includes some Directions in Vocal Training, the Elements of Music, Progressive Lessons in the form of Songs, Part Songs and Glees, Major, Minor, and Chromatic; together with some exercises and Exercises for Vocal Training. Included among these are about 150 little songs, glees, rounds, etc.

Part second is the main department of the work, embracing Church Music, and including Tunes, Opening and Closing Hymns, Sentences, Motettes, Anthems, Chants, &c. Besides much original matter by himself, Mr. Root has availed himself of the kindness of other distinguished composers, who have furnished new compositions for its pages. Most of the music is new, though a sufficient number of the old standard tunes are retained.

Part Third consists of Occasional and Concert Music; including appropriate pieces for Thanksgiving, Christmas, Installation, Dedication, Funeral, Missionary, Temperance, Patriotic and various other extraordinary occasions; also, for the Concert-room and the Home Circle.

Notwithstanding the greater number of pages, and increased amount of matter, as well as large cost involved in stereotyping it, the "Sabbath Bell" will be sold at the same price with previous collections. The publishers will send a single copy, by mail, post-paid, to any one desiring it for examination, on receipt of Seventy-five cents, in money or postage stamps. It will be for sale by booksellers generally.

Sept. 13, '56 37-4t

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HENRY COHEN, Importer,

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September 13, '56 37-3m

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Coach and Carriage Making.

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THE undersigned having purchased upon the 8th day of September last, the whole of the interest, stock and good-will of John R. Dichm, in the Coach and Carriage making business, have formed a Copartnership for the purpose of carrying on the said business in all its branches at the OLD STAND, N. W. Corner of Coal and Norwegian Sts., in the borough of Pottsville, under the firm name of

HOFMANN, RISHELL & CO.

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