Miners' Journal.

POTTSVILLE, PA.

SATURDAY, FEBRUARY 21, 1857.

☞ The circulation of the MINERS' JOURNAL is equal to the extensive 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.

☞ We invite the attention of Merchants throughout the United States to the Pennsylvania Coal Trade. We are desirous of collecting all the statistics referred to below—as speedily as possible:

COAL STATISTICS.

Will the press of the country pass this Article around?

As Coal exists in a large number of the Western and Southern States—and also in Western Pennsylvania—we are desirous of ascertaining the number of Bituminous Collieries now worked, and those that will be ready in 1857 or which are progressing—whether worked by drifts running in from the water level—by sinking a Shaft or Slope—depth of Slope and Shaft—the Steam Power employed at each Colliery—the quantity of Coal mined in 1856—the number and thickness of veins as far as ascertained, and the extent of Coal area as far as known—the principal markets, and the distance to those markets, whether by Railroad or Canal.

We will be thankful to any person residing at any Colliery, if he will give us the above information as early as he can—stating the name of the person or persons or company working the same, together with the name of the County or State in which the Colliery is located.

Address B. BANNAN, Editor MINERS' JOURNAL Pottsville, Pa.

BUSINESS NOTICES.

SEE ADMINISTRATION NOTICE of Chas. Barlet.

PUBLIC SALE.—See advertisement of Susanna Kantner.

READY-MADE PAPER BAGS are for sale at Bannan's store.

SEE CARD of John Seltzinger, Justice of the Peace, St. Clair.

MINING CHART.—See advertisement of R. L. Barnes, Philadelphia.

FRESH GARDEN SEEDS are for sale at Bannan's store. See advertisement.

CANARY BIRDS—good singers—are for sale by Joseph Shell. See advertisement.

COAL MINERS are wanted at Saw Mill Run, near Pittsburg. See advertisement.

ABOUT THIRTY good carpenters are wanted at Audenried, Carbon Co. See advertisement.

PROPERTY on Centre and Railroad streets, is offered for rent by M. Murphy. See advertisement.

SEE advertisement of Samuel H. Mercutheon, Mill Wright and Burr Mill Stone Manufacturer, of Philadelphia.

JAMES BROWNS' Grammatical Works, are sold by Peter Griffee, 118 Arch st., Philadelphia. See advertisement.

TOWN LOTS in Fountain Spring, this County, are offered for sale by George & Peter Seltzinger. See advertisement.

A SALESMAN and CLERK is wanted by A. Ayres & Co., at Mt. Carmel, Northumberland County. See advertisement.

VALUABLE COAL and Timber Lands in Schuylkill County are offered for sale. See advertisement signed Francis Spencer.

A COAL WHARF on the River Schuylkill, at Philadelphia, is offered for sale. See advertisement signed, "Box 2121, Philadelphia Post Office."

A SPECIAL MEETING of the stockholders of the Philadelphia and Sunbury Railroad Company will be held in Philadelphia on the 13th proximo. See Notice.

EDMUND M. IVENS, of Tamaqua, inserts his Card in another column. Our young friend is a gentleman of marked ability, professionally and we cheerfully direct attention to his Card.

NORRIS WORKS.—We ask attention to the advertisement of Corson, West & Kelley, Iron Founders, &c., of Norristown. Their mining machinery is of superior quality, enjoying an enviable reputation. They manufacture a fine specimen of the Cornish Pumping Engine.

HON. JAMES H. CAMPBELL was seriously indisposed last week. He is now we are happy to state, convalescent, and again in his seat in Congress.

AUBURN AND ALLENTOWN RAILROAD.—In the course of the ensuing fortnight, the citizens of the Coal Region will be called upon to make up the subscription of $100,000, yet needed to place this Road under contract. We have not space to advert fully to the necessity of promptly completing the subscription. Every vital interest of the Region points to the Auburn and Allentown Railroad, as a connection most important.

INCREASE OF BANKING FACILITIES.—Our Schuylkill Haven neighbors have applied for the incorporation of a Bank at that point, to be called the "Citizens' Bank." We are in favor of an increase of banking capital to meet the wants of legitimate business. At all times and places, it is preferable to "shaving." In this County more money is used for shaving purposes, than in banking. A general banking law is superior to the present system, and the present system is infinitely to be preferred before a toleration of that iniquitous operation, yclept "shaving."

OFFICE SEEKING CONVERTS.—The conclusion of a communication in last week's *Gazette* is as follows:

Since the Democratic majorities in the county have become so overwhelming, old line Whigs in great numbers have passed into our ranks. This is all right. It is but a just tribute to the power of Democratic truth, and we are glad to have these new converts to swell the ranks of the Democracy. But these new fledged Democrats must not be permitted to control conventions, the nominations, and the policy of the party, *as they did last Fall.* They must consent to remain as privates in the ranks, until they learn from those who are older and more experienced than themselves. The old line Whig party never were able to teach the Democracy how to make nominations and manage a political campaign; nor do we believe the recent converts from that party can teach the present Democratic leaders. They tried it last Fall, and the result is before the people.—We hope they will now agree to tarry a while in Jericho, until their beards are somewhat grown, before repeating the experiment.

Too inconsiderate, sir communicant. Remember that these new fledged Democrats who were a fearful dead-weight on the old Whig party, and deserted it because their claims for office were not promptly enough recognized, have no other object in allying themselves to the Democracy, but the obtaining of the lion's share of the emoluments of office. The Whig party was glad enough to get rid of them. Already the Democracy are squirming under their rapacity. Squirm away. There is much of the leech in the composition of these new fledged Democrats. They are hard to shake off.

COMPANIES FOR COAL MINING OPERATIONS.—The query is propounded—by either ignorance or willful blindness to the merits of the matter—why is it that the people of Schuylkill County are now not opposed to the corporation of Coal Mining Companies in this Region? The question is readily answered. Our operators are opposed now as ever, to the incorporation of Companies for mining with special privileges. Apart hower er from that opposition, experience readily proves that very little if any advantage is gained by Companies thus incorporated. That they cannot compete successfully with individual enterprise has been thoroughly demonstrated in all the Coal Regions of Pennsylvania.

In former years, in fact up to this period, in Schuylkill County, every want of the Trade, every demand from abroad, has been met ably and energetically by the individual operators. The upper Coal measures in the Southern portion of the Schuylkill Basin, in fact all the veins above water level, where less extensive improvements, and less capital were needed, have been worked with signal ability by our individual operators. Now however, things are changed, in that portion of the Basin where Coal has been worked out above water level, and where an association of capital is imperatively needed to develope those lands where the Coal measures run to the depth of from one to two thousand feet, no individual operator can open a colliery where the improvements alone will cost from fifty to one hundred thousand dollars. This task must devolve on the land owners, while the practical working of it should be carried on by the individual operator, under the provisions of a lease.

The sentiments of the citizens of Schuylkill County have undergone no change in regard to the incorporation of companies, endowed with special mining privileges. We have opposed such enactments for they open the door to serious abuses. They would not only threaten to mine the entire Trade of the Region, to the injury of the individual operators working side by side with them, but stock-jobbing speculations would enter largely into the business, having a tendency to crush still more rapidly the individual operator. Individuals cannot compete with companies, with mutual advantage. While companies work at a loss, or at least a small profit, individuals must retire from the field. The position of this Region on this question should be rightly appreciated. It should be understood that while a large portion of it will continue for years to be mined in the old style, yet it will favor the incorporation of Companies who will develope the deep, underlying veins of Coal in the Southern portion of the Basin; make the needed improvements, and then lease them to individual operators. By this plan, all interests will work harmoniously, and none would be benefitted more than the land owners. It will thus be perceived for what purpose this Region favors the incorporation of Companies. It is to make the rich mineral treasures buried deep in the bosom of Mother Earth at this point, accessible to the stirring, enterprising energy, and industry of the individual operator.

THE TARIFF BILL.—It is thought that Mr. Campbell's bill will pass in the House with some amendments, but that it will not pass the Senate. It is not possible that anything will be accomplished this session, and we presume this is what the Iron and Coal men generally desire. It however, is a mistake. If at this session, the free list could be increased by including articles not dutiable, and thus depleate the Treasury, we would be safe for some years; prevent a full Treasury, and illustrous legislation in the next Free Trade Congress. A pleasant thing to contemplate is the fact that the Senate refused by a vote of 26 to 16 to suspend the rules, in order to take up the Post Office *free Railroad* Iron bill. In fact the battle on this question is over, and Pennsylvania's interests are safe for the present. What we have now to dread, is the action of the next Congress on the Iron question. Pennsylvania has much at stake. Will her Coal and Iron interests be sacrificed at the Free Trade altar? We fear the worst, yet hope for the best.

SHADE AND ORNAMENTAL TREES.—There is nothing that our citizens should feel greater pride in, than having our streets adorned with shade and ornamental trees. The old assertion that in business streets, they are an impediment, is fallacious. A beautiful tree is certainly much cooler and more convenient than an unsightly awning. Those who have not their property thus adorned, should take immediate steps to plant. Spring is rapidly approaching. The suitable time for planting is at hand. Strange as it may seem, even in this large and well wooded county, trees suitable for shade and ornamental purposes are yearly becoming scarcer. In fact, nurseymen every where state that the demand annually exceeds their ability to supply. Those therefore, who wish to be supplied the coming Spring, should send in their orders early to Bannan's store.

As wood becomes scarcer, and dearer in price, it is well to seek for a cheap, and at the same time beautiful substitute for the ordinary wooden fence. For hedging purposes, especially on our hills, we have yet to see anything superior to the Osage Orange. It is hardy, thrives well in this climate, and makes an unique and charming hedge, when it attains the full height. To animals it is perfectly impenetrable. Those who decide to plant the Osage Orange the coming season, should send in their orders early to Bannan's store, as he has made arrangements to have the plants forwarded to him next Spring. The plants will be accompanied by full directions how to plant, trim, etc.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, *Feb.* 14.—SENATE.—A resolution was adopted fixing the 17th of March for the election of State Treasurer.

Feb. 16.—A memorial from Lucy Stone and other ladies, asking for such alterations in the laws of the State as shall allow women the right to vote was referred to a Select Committee.

The joint resolution from the House, to adjourn over from the 27th of February to the 9th of March, was taken up and passed—yeas 17, nays 6.

HOUSE.—The supplement to the General Banking Law was reported favorably; and a further supplement to the same negatively.

A resolution was offered and passed, fixing the 24th of March for a final adjournment of the Legislature.

Feb. 17.—SENATE.—Mr. Straub read in place a supplement to the act of incorporating the Allentown Railroad Company, and also a supplement to the act incorporating the Dauphin and Susquehanna Coal Company.

Feb. 18.—SENATE.—Bills incorporating the Kittaning Bank and Central Bank of Pennsylvania, at Hollidaysburg, passed finally.

HOUSE.—Bills a supplement to the act incorporating the Allentown Railroad Company, was read in place.

Mr. Hoffman, a supplement to the act relative to the sale of intoxicating liquors.

The bill reducing the tolls on the Delaware Division of the Pennsylvania Canal passed finally.

Feb. 19.—SENATE.—Bills incorporating the Iron City Bank and Farmers' and Mechanics' Bank of Centre county, passed finally.

THE COAL TRADE.

Pottsville, February 21, 1857.

The quantity sent by Railroad this week is 27,295 15 tons. Total 289,722 18 against 227,129 07 tons to same period last year.

We have no new feature to notice in the trade this week. The Operators are preparing their Collieries for the Spring business, and but little Coal will be pushed forward at present except to supply immediate wants.

The Schuylkill Navigation Company, we learn, will have the Canal ready by the first of March, should the present mild weather continue—there will however be but little trade going forward before the middle of the month, even if it should open.

There was quite a harmonious meeting of the different Coal interests in Philadelphia on Thursday, at which the rates of toll, &c., were sufficiently discussed to satisfy those present that the average rates of toll and transportation will not be lower than they were last year—it is however believed that they will open lower, and advance as the season progresses; even to a higher point than the rates now charged. This is undoubtedly the true policy to secure a regular trade throughout the whole season.

The policy of allowing drawbacks for the New York Trade by the Railroad Company, was discussed without arriving at any conclusion. This will depend on future action and further conference with the Schuylkill Navigation Company.—Mr. Cullen, President of the Railroad Company, we learn, is indifferent on the subject. If the interests of the trade should require them to be retained or abolished, he will conform to their wishes on the subject, when fully expressed. The opening rates will not be less than $1 70 by Railroad with the drawback, nor less than $1 55 without it.

CUMBERLAND REGION.—We learn from the Cumberland (Md.) papers, that the damage sustained by the Chesapeake and Ohio Canal by the recent great freshet, is not so great as it was first supposed. All repairs can be made in about a month or six weeks, if a proper energy is used by those having it in charge.

We stated last week that exertions would be made in the West to supply an increased quantity of Coal to avoid suffering for the want of fuel the ensuing winter—and an advertisement for 100 miners for the Monongahela Region, near Pittsburg, will be found in this paper. There is a large quantity of Coal mined and piled up on the Monongahela, which is now going forward to market. The suffering throughout the West for fuel this winter, was caused, not so much from the ability of the Collieries to produce the Coal, but from the want of water to carry it to market after it was mined.

LEHIGH REGION.—The writer of the money article in the Philadelphia *Ledger*, of Tuesday last, states, that "no difficulty is thus far apprehended between the Lehigh Canal Company and the Lehigh Valley Railroad Company." We are glad to hear it. We were informed that a bad feeling existed between these two Companies, and that the Canal Company was very loth to enter into any arrangements with the Lehigh Valley Railroad, that would be likely to divide the trade according to the facilities of each. On the Lehigh the Coal trade is necessarily limited—the available Coal land is nearly all, if not quite all, covered by leases, and the only prospect for any considerable increase of Coal is from the Wilkesbarre Region *via.* the White Haven Railroad.—Unless Coal commands a certain price on the Lehigh, the Wilkesbarre Coal cannot be brought over the Mountain into competition with it, without the allowance of a drawback in its favor by the transporting companies. This trade over the mountain diminished last year—and the Lehigh Valley R. R. besides taking the increase, took about 88,000 tons off the tonnage of the Canal. If the necessary rolling stock is provided, the Railroad Company will draw more heavily on the Canal this year. Placed in this position, the Coal Trade by Canal appears to be limited from this time out, unless they can manage to draw pretty largely for a supply on the Wilkesbarre Region. Under such circumstances, it was hardly to be expected but that the Canal Company would feel somewhat embarrassed in their future course, and show some signs of petulence towards the Railroad Company. But as the writer of the money articles in the *Ledger* is an interested party, we presume he speaks advisedly on the subject.—With but a limited Coal Trade at present, it would be great folly, if not madness, for the two companies to quarrel and reduce the rates of transportation on each other, under existing circumstances. It was tried a few years ago by the Reading Railroad and Schuylkill Navigation Companies, when placed in similar circumstances, and resulted very disastrously to both carrying companies.

THE supply of Coal sent from the Lehigh Region last week was distributed as follows. It is nearly all to supply the local trade on the lines of the different Railroads, and but little reached either New York or Philadelphia:

	TONS.
To Belvidere & Del. R. R.,	503 14
Central, (New Jersey)	968 00
North Penna.,	637 03
Furnaces on Lehigh,	4,425 10
Line of the Lehigh,	383 19
Total,	6,916 05

We have received a copy of the Report of the Locust Mountain Coal and Iron Company. It gives the details of the business for the last year only. The receipts amount to $83,898 46 and the expenditures, including the payment of a debt due of $49,915 26, to $83,698 40—loss $5,787 64 cash on hand. The capital stock of the Company is $1,200,000—available balance on hand, including bills receivable $9,240 80, and a loan of $8,000, amounts to $20,028 44. This amount was not considered sufficient to pay a dividend. The Company have no debts, and as the expenditures will be light in the future, while the product will be materially increased, they feel confident they will be able to pay dividends regularly hereafter. The product in 1855 was 69,920 tons, and in 1856, 150,621 tons. This Company prepares the Collieries for mining and then leases the working of them to individuals, the most prudent policy for all Coal Corporations.

[FOR THE MINERS' JOURNAL.]

ON VENTILATION OF COAL MINES, AND UNDERGROUND WORKS.

No. 2.

[Continued.]

The bord and pillar system will admit of various modifications to meet the demands of circumstances, to suit thick and thin veins, roofs which fall freely and floors which are subject to the creep, the cleavage of the Coal and the inclination of the vein. All these must be carefully weighed before the plan of working by bord and pillar is laid down and adapted. A vein laying at an angle of 20° or upwards, would hardly admit of being worked by any modification of bord and pillar, but it may be worked with ease in many veins laying at an angle of 15°. Sometimes the bords and headways are set off at right angles to the direction we have supposed them, or the headways are driven level across the incline of the vein, and parallel to the winning drifts, and the bords are driven up the incline of the vein and parallel to the exploring drifts. The bords in this case are only driven from one set of winning drifts to another, but *all* the bords are not continued until they intersect those drifts. One to every half dozen is sufficient, merely to open a communication between the two districts. The other bords must be short to leave a requisite strong pillar between the goaf and the drifts of the adjoining district. The pillars are then commenced on the rise and worked backwards toward the winning drifts belonging to the workings of this district. Eight or ten pillars are worked back at the same time, and are kept nearly abreast of each other relative to the rise, the whole of the pillars laying in this line between the pillars supporting the drifts of the two adjoining districts are worked out. At the same time a set of pillars being worked out by one set of men, a set of bords and headways is driven, which is forming another set of pillars, by another set of men. These are always ready to be commenced when a previous set of pillars has been finished. When this form of bord and pillar is adopted, the first pillars which are opened are the last taken out, and they stand exposed to the pressure of the roof from eight to twelve months. All the rest on the rise stand a shorter period of time under the roof. The one on the extreme rise of the district is commenced to be worked as soon as it is opened out by the bord and pillar. This mode of working the pillars may be the most convenient in many cases, but it is advisable to avoid it as much as possible, because the pillars are first commenced on the rise which forces the pressure of the roof on the pillars which becomes exposed to the greatest part of the pressure of the roof over the goaf. Then the pillars on the extreme dip of the district become very much reduced in size by their being crushed with this pressure. The pressure of the goaf in this case would be increased upon the pillars with the angle of inclination of the vein.

When a system of bord and pillar is adopted in a Coal mine, it is advisable to take out the pillars as soon as is practicable, after they have been opened. The pillars must be so arranged in relation to the inclination of the vein, that the Coal from the lifts of the pillars may be all conveyed down the inclination or level by the side of the pillars.

The mine may be opened into a number of districts, and each district may be similarly or differently worked by any of the systems of bord and pillar, or of long wall or long work, but it is preferable to adhere to one general method, which is best adapted to particular veins. It can easily be seen which of the modes best suits a vein, by commencing the workings of the first districts worked in a mine on experimental work, and adopting that proved to be the best. This simple means, which only needs a little additional care in the commencement of the works, would in a great many cases save very considerable annoyance in the future. The bords and headways must cut short our observations on the Newcastle bord and pillar systems of working, and notice the ventilation of the same, with that of the Schuylkill system of working as described before we began with bord and pillar, and must confine our detailed remarks to one district which will answer the description of the ventilation of the bord and pillar system of the mine.

Beginning first with the breast and pillar workings, which are only imperfectly ventilated in the days this system of working was generally used.

After the air had descended the shaft, it was carried along the principal drift to the first set off drift which is open to the working parts of the mine. An air door was then placed in the principal drift in advance of the junction of the two drifts which forced the air into the communicating drift in one undivided body. This followed its new course directly to the working breasts by passing through the last communicating cross drift, which is generally in a line with the headways, which carry the air close past the mouths of all the breasts in the range, which intersect the whole of the workings of the mine, or the whole of those which were in operation at one and the same time. It was then conducted into the goaves or old excavated breasts, which it was intended to ventilate, but which it could not be expected to do, except in a very imperfect manner on account of the roads being partially or totally closed up by falls of roof, or by the upheaving of the floor, to the breasts at the time when the air was prevented from entering directly into the old finished breasts by temporary air stoppings built of thin planks or of stone in the end of the breasts which communicated with the headway nearest the face of the breasts. It was by those air stoppings that the air was forced to pass along the headways to the extremity of the workings or working breasts, before it could a communication was left open to the old workings or goaves. The air was then conducted through the passages found open in the old worked out breasts, and the air was then forced to traverse the whole length of the headway before it could be conducted to another headway, the length of a pillar in advance, to which it found its way by the open communicating passage. It was thus conveyed alternately from headway to headway until it had passed through every headway in the mine, at least it was designed to pass through every headway in the mine if they could with any reasonable amount of labor be kept open for a free passage. By this means the air was conducted back from the rise towards the dip through a considerable amount of passages, which when added together, showed that the air was sometimes conveyed through a total length of subterranean passage, between twenty and thirty miles, which gave it a great amount of friction to the moving current of air. It was also a source of much labor and expense to keep those roads open, and quite a number of men was daily employed to remove the falls which took place at some points of the passages. When the floor of the mine was subject to the creep, it was impossible to prevent the roads from becoming closed up by the rise of the floor. When the creep was prevalent in this system of working and ventilating, it was with difficulty that one direct road could be kept open for a free air course; the rest of the old roads would then fall to their destruction, which however, would be a considerable time before they would be completely closed up. As long as they remained partially open, those open parts would become charged with the foul gas, which would at various times be forced in part into the air roads of the mine, thereby endangering explosions. This mode of working and ventilation was in use in the Newcastle Coal Field, until the beginning of the present century, when Mr. Buddle, a celebrated Colliery Viewer, introduced his system of bord and pillar, worked in manner different to a number of Collieries in the district of which he was manager. He ventilated each district with a separate current of air, and increased the amount in circulation, and was the author of several important improvements in the mode of the same to be remembered as having done more in bringing the Coal mining operations in that Coal Field to their present perfection, than all the Mining Engineers and Government Inspectors before or since his day. It would have been impossible to work the deepest and most fiery Coal seams in the Newcastle district without Mr. Buddle's improvements on ventilation, and also in working and ventilation, which are an equivalent to Mr. Buddle's system. The ventilation of this system, which is the bord and pillar worked in panels and districts, the working of which we have already described, comes next under our notice.

From the bottom of the shaft the air takes its course along the middle exploring drift, as described above, and in an undivided body until it reaches the mouth of the winning drifts which lead to the first opened districts in the mine. The principal winning drift then receives a division of the whole current of air, and in this direction it is carried forward to the workings of the district.—When we described the mode of opening the mine to be worked by bord and pillar, it was shown that the exploring drifts were driven parallel to each other, and separated from each other by thin pillars of standing Coal; and that the *winning* drifts were either driven three together, and separated, similarly, by pillars of Coal—the middle drift in both cases being the main air and wagon roads, by which the air is conducted to the workings, and the worked Coal conveyed from the workings to the shaft. Here we see that the winning drifts after they leave the centre exploring drifts, must cut and intersect one of the side exploring drifts. It is here necessary to know that the side drifts are designed for escape air ways, and they communicate directly with the air shaft. Then, as we observed, the principal or middle winning drift always cuts and intersects one of the side exploring drifts, then to prevent the air from escaping directly to the air shaft, the communication with side drift must be cut off, and both drifts having the same roof and floor, the usual air stopping built from the floor to the roof would shut off the communication with the air shaft, and the workings of the districts in advance of this point. To preserve free course between the two sections of the side exploring drifts, which is thus divided by the winning drifts; a variety is cut over the winning drift, of an equal area, and in a line with the side exploring drift; then, to shut off the intercurrents between those two intersecting drifts, an arch is built over the principal winning drift directly under the variety which is cut in the roof, the arch, as it were, forming a part of the winning drifts, while the two sections of the side exploring drifts are left open and joined to each other over the back of the arch, which leaves the course of the air from all the districts in advance of those points, free and uninterrupted. The arch we have just noticed is built of stone or brick, and the escaping air crosses over the back of the arch, while the fresh air is entering to the workings of each district underneath these arches or air crossings. It is necessary to form an air crossing over every principal winning drift leading to every district in the mine. From this point the air follows a straight course to the face of the winning drifts; then, after ventilating the faces of the drifts, it is passed along the nearest headway to the faces of the bords, into which the air is thrown by check boards placed in an angular manner in the headway course, so that when the body of air strikes the check board, it is guided into the end of the bord, which it ventilates by its centrifugal force. A road is left through these check boards barely sufficient for the passage of the wagons. One of those check boards is erected at every bord end. But when the bords are finished, by communicating with the new headways in advance, the check boards are taken down and re-erected at the ends of the new bords, which are set off from the new headway which is driven the length of a pillar in advance. We must here remark that when the bords and headways are being driven they are continually and unnecessarily intersecting each other, which is always opening new communications into the headways along which the current of air is passing and ventilating the bords in its range. Whenever a new communication is thus opened into the headway, a temporary air stopping is erected in the communicating bord behind the one which was last opened. This forces the air along the newly communicating bord, into the headway the length of a pillar behind; along which it passes, and ventilates the bords which remain uncommunicated and unfinished. There are often three headways to be ventilated by transmitting the air along the last communicating bords and those headways are required to be open for the use of the bords on the opposite extremity of the district which is farthest from the winning drifts. The bords nearest to the winning drift being nearest in advance and those farthest from the winning drifts are always farthest behind the faces of the winning drifts, which requires the use of two or three headways at the same time. After the air has passed along all the working headways, and ventilated their faces, and the faces of all the bords in their range, it is finally discharged into the old workings through which it passes in various direct courses to the escape air-way, driven by the side of the principal exploring drift, thus preventing any noxious gases from forming in any of the open passages in any parts of the mine.

[*To be Continued.*]

THE COAL MARKET.—The New York *Tribune* states that the few spring lifts days has prevented any further rise in Anthracite in that city. Prices for Schuylkill and Lehigh coal range from $5 25 to $5 50 @ $7 per ton for Chestnut and prepared Coal. Foreign is in limited demand.—

There is no changes to note in either the Philadelphia, or Boston Markets. The retail price in Philadelphia ranges from $4 50 to $5—and in Boston from $5 50 to $9 per ton of 2000 lbs. for Anthracite.

Coal Trade by Railroad for 1857.

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

	WEEK.
Port Carbon,	3,790 17
Pottsville,	1,611 18
Schuylkill Haven,	12,001 16
Auburn,	910 00
Port Clinton,	3,981 04
Total for week,	27,295 15
Previously this year,	261,427 03
Total,	289,722 18
To same period last year,	227,129 07
Increase so far,	62,593 11

Schuylkill County Railroads—1857.

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.,		11,905 00	45,356 11
Mt. Carbon	"	1,967 17	9,462 09
Schuylkill Valley	"	2,879 14	12,113 09
Mt. Carbon & Pt. Carbon	"	5,341 14	43,710 07
Mill Creek	"	6,212 00	34,913 13
Little Schuylkill	"	3,981 04	31,257 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 50	$1 75
To Philad'a.,	1 90	1 55	1 70	1 65
Spring Mills,	1 65	1 60	1 45	1 45
Reading,	1 20	1 15	1 05	1 05

Lehigh Coal Trade for 1857.

Quantity of Coal sent by Railroad for the week ending on Saturday last:

	WEEK.	TOTAL.	
Wm. Milnes & Co.,	1,494 13	12,744 06	
Ratcliff & Johnsons,	1,913 07	7,081 01	
Parker, Carter & Co.,	1,196 12	9,044 05	
N. Y. & Lehigh,	633 13	5,207 12	
Sharpe, Leisenring & Co.,	1,676 00	7,410 16	
German Penna. Coal Co.		1,100 14	
Noblin & Dubaven,		333 13	
" "		48 10	
Total,	6,915 05	42,871 03	

Rates of Toll and Transportation ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	$ 00
do Elizabethport,	2 43

Scranton Coal Trade for 1857.

Shipments for the month of January:

	MONTH. Tons.	TOTAL. Tons.
North,	10,835	10,835
South,	15,955	15,955
	26,790	26,790

Union Canal R. R. Coal Transportation

Amount transported during the month of Jan. 1857:

	MONTH.	TOTAL.
Union Canal	4,892 07	4,892 07
Swatara Railroad,	4,110 10	4,110 10

Cumberland Coal Trade, 1857.

	WEEK.	TOTAL.
For the last week,	7,535	43,049

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

	PAR.	OFF'D	ASK'D
Railroads:			
Philadelphia, Reading & Pottsville	50	30¾	32¾
Mine Hill and Schuylkill Haven	50	62	63½
Mount Carbon	50	50	52
Mount Carbon and Port Carbon	50	50	52
Schuylkill Navigation	50	50	52
Schuylkill Valley	50	50	52
Lorberry Creek	50	00	00
Swatara	50	7	8
Canals:			
Schuylkill Navigation	50	16	16¼
" preferred	50	25½	26
Union Canal	50	12½	12¾
" preferred	50	16	16½
Del. & Hud'n Coal & Transportat'n Co.'s	100	119¼	119½
Railroad & Coal Companies:			
Little Schuylk. Nav. R. R. & Coal Co.	50	43	43½
Lehigh Coal & Navigation Co.	50	70¼	70¾
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	100¼	102
Dauphin Coal & R. R. Co.	100	48	50
Lykens Valley Coal Co.	50	35	40
Beaver Meadow Coal & R. R. Co.	50	57	57¼
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies:			
Forest Improvement Co.	25	25	25
North American Co., preferred	25	25	25
" " common	25	8	9
Delaware Coal Co.	50	00	0
Cumberland Coal Co.	50	1¼	1½
New Creek Coal Co.	10		1¾
Miscellaneous:			
Miners' Bank	50	56	58
Pottsville Bank	50	55	58
Pottsville Gas Co.	50	29	30
Pottsville Water Co.	25	18	19

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

NEW ADVERT'MENTS

CANARY BIRDS! CANARY BIRDS!! Good Singers.

A splendid assortment of singing Canary Birds—also good birds for hatching, are for sale by the subscriber in Lyon street, near Wolf's Tanyard. Birds will be taken in exchange. JOSEPH SHELL.

Pottsville, February 21, '57. 8-1t*

A MINING CHART SHOWING the Progressive Developments and System of Anthracite Mining. By O. Jinkin Pettinger, C. E. and Engineer of Schuylkill Navigation. Published and sold by R. L. BARNES, At his Map Establishment, No. 7 Hart's Building, *Sixth street, above Chestnut, Philadelphia.*

February 21, '57. 8-3m

FOR SALE, VALUABLE COAL AND TIMBER LANDS IN SCHUYLKILL COUNTY.—Two Tracts, containing 530 acres, situate in Union township, on the Catawissa Creek, and on the line of the Schuylkill and Susquehanna & Elmira Railroad. For further particulars, inquire of FRANCIS SPENCER, *Real Estate Agent.*

Pottsville, February 21, '57. 8-2m*

JOHN H. ALLEN & CO., NOS. 2 & 4 Chesnut street, (south side, below Water,) PHILADELPHIA, (THE OLDEST HOUSE IN THE SAW DUST BUSINESS,) Manufacturers and Wholesale Dealers in Patent Machine-made Brooms, Patent Grooved Cedar-ware, *warranted not to shrink,* Wood & Willow-Ware, Cords, Brushes, &c., of all descriptions. Please call and examine our stock.

February 21, '57. 8-

GREAT BARGAINS. THE subscribers offer at private sale, 150 Town Lots, situated in the town of Fountain Spring, Schuylkill county, Pa., on the Centre turnpike, 12 miles from Pottsville, and 6 miles from Ashland, and one mile from the planes of the Mine Hill Rail Road, and town of Gordon. Also, from one to one hundred acres of good farming land, adjoining Fountain Spring. This land is well watered and timbered.

GEORGE & PETER SEITZINGER.

Fountain Spring, February 21, '57. 8-3t*

SAMUEL M. MECUTCHEN, MILL-WRIGHT and Burr Mill Stone Manufacturer, Sole Proprietor of Johnson's highly approved and much approved Smut and Screening Machine; Improved Iron Concave, Bran Duster, the Premium Mill for Millers.

Residence—No. 54 Queen street, (15th Ward,) address Kensington Post Office.

Shop—Rear of Market street, below Front, Philadelphia.

Cocalico Mill Stones, Mill Irons, Smut Machines, Patent Mill Bush, Portable Mills, Stretched Belting, Cement and Screen Wire, *Square Meshed Bolting Cloths.*

February 21, '57. 8-2m

PUBLIC SALE. Farming Utensils, Furniture, Stock, &c. WILL BE SOLD, at Public Sale, at the late residence of William Kantner, in North Manheim township, Schuylkill county, on Thursday, the 5th of March next, a variety of Household and Kitchen Furniture, Farming Utensils, Stock, &c., consisting in part of the following, viz: 2 mules, 1 farm wagon, 2 horses, 4 cows, heifers, 2 sows, 1 boar, 1 lot of oats and potatoes, together with a variety of Household and Kitchen Furniture, not necessary to mention. Terms and conditions made known on the day of sale. Sale to commence at 10 o'clock, A. M.

SUSANNA KANTNER, Administratrix.

February 21, '57. 8-3t*

JAMES BROWNS' GRAMMATICAL WORKS. THE FIRST BOOK of the Rational System of English Grammar. 25 cts.

THE SECOND BOOK of the Rational System of English Grammar, designed to teach the process of analyzing the English Language with sound judgment; and the art of using it with grammatical propriety. 31 cts.

These works are now used in the Public Schools in the First, School District of Pennsylvania.

THE THIRD BOOK of the Rational System of English Grammar, designed to enable the learner to become most thoroughly acquainted with the nature and use of the prepositions, and may be read by him either in or out of school. 50 cts.

BROWNS' GRAMMATICAL READER. The Book seeks aside the old Grammars, exposes their defects, demonstrates the false principles on which they are founded, and presents to the Teacher the gearing and only way to the Grammar of the English Language. 87½ cts.

For sale by PETER GRIFFEE, 118 Arch street, Philadelphia.

February 21, '57. 8-2m

VALUABLE FARM FOR SALE. I OFFER FOR SALE, my farm, adjoining, on the East, the borough of Pinegrove, Schuylkill county, Pa. The farm contains about 218 acres—140 of which are well fenced and in a good state of cultivation; 30 acres being meadow land of the best quality. The improvements consist of a large 2½ story brick mansion house, large Switzer barn, 100 feet long, carriage house, stage house, hay barn, Bee houses, water spring house, carpenter shop, &c., all in best condition. About 70 acres adjoining the house, of white and black oak, chesnut and hemlock timber land, with rich soil. There is also a young bearing orchard of the best varieties of apple, peach, pear and cherry trees. The farm is conveniently situated with the borough of Pinegrove. The mansion house is conveniently arranged, having two parlors, a reading room, dining hall, large kitchen and pantry, and seven commodious bed rooms. There is at all seasons a market, and high prices for all the products of the farm. My business in the west requiring my personal attention and absence from this State, I will sell this farm upon very accommodating terms.

DAVID GREENAWALT.

February 21, '57. 8-

SAVE YOUR TIME. READY MADE PAPER BAGS, FOR GROCERS, BAKERS, &c.—The Subscriber respectfully informs the trade and the public that he has been appointed Agent for the sale of Patent Machine made Paper Bags, manufactured at Messrs. John H. Lagen & Co., of Philadelphia. These Bags are of size and qualities of paper suitable for all persons who use the articles, and are offered at such prices as will at once recommend them to the consumer.

There are many advantages in purchasing and using ready made Bags. Where one bag is used, it requires double the quantity of paper and string to pack the same number of pounds, and more time in putting up a package.

Where an extensive business is done and *Bags* made by hand, by buying *ready made Bags, one hand* can be dispensed with. By using them, you will not only save *time and money,* but always have a convenient receptacle in which to put up your goods.

Wherever these Bags have been introduced, they have given *entire satisfaction.*

For sale at *Manufacturer's prices,* by B. BANNAN, Paper and Book Store and Stationer, (Centre street, opposite Exchange Hotel,) Pott