Miners' Journal.

POTTSVILLE, PA.

SATURDAY, FEBRUARY 28, 1857.

☞ 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.

☞ WE INVITE the attention of the press throughout the United States to the following.—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.

UNION STATE CONVENTION.

The citizens of Pennsylvania who are opposed to the extension of Slavery, and to the other equally obnoxious principles of the incoming National Administration as announced in the Cincinnati platform:—who are opposed to the union of church and State, the exclusion of the Bible from our Common Schools, and in favor of protecting the ballot-box from the corrupt influences by which the will of the people was defeated in the recent State and Presidential elections, are requested to elect delegates, equal in number, to the present representation in the Senate and House of Representatives, to meet in Convention in the Hall of the House of Representatives, at Harrisburg, on Tuesday, the 25th day of March next, at 12 o'clock M., to nominate candidates for Governor, Judge of the Supreme Court and Canal Commissioner, to be supported at the ensuing October election.

David Taggart,	Fr. Jordan,
John B. Harris,	S. P. M'Calmont,
James J. Lewis,	E. V. Dickey,
De Lorma Imbrie,	C. E. Hoffman,
Paxson Vickers,	G. P. Shaw,
W. Warner,	Isaac Benson,
John H. Wintrode,	John S. Vanvoorhis,
A. W. Crawford,	R. B. Moorhead,
A. Hice,	T. Struthers,
C. S. Kauffman,	Hiram Cleaver,
John C. Sloan,	J. G. Shuman,
Jonas Augustine,	John Musselman,
C. S. Eyster,	T. J. Coffey,
Joseph Brown,	Andrew Gregg,
Jos. D. Pownall,	D. Reed,
John T. Peters,	Jas. B. Backhouse,
Nicholas Voorhiff, Jr.,	Wm. A. Crabb,
James Penrose,	Glenni W. Scofield,
John Purcell,	E. D. Gazzam,
James M. Sellers,	G. J. Ball,
John Witherow,	W. E. Fraser,
Chas. B. Penrose,	J. Dock,
Geo. T. Thorn,	P. W. Housekeeper,
S. B. Chase,	Samuel Knox,
David Mumma, Jr.,	S. S. Bishop,
John M. GibbONey,	John A. Hilestand,
Henry Souther,	John Wright.
W. E. Stevenson,	

HARRISBURG, February 22, 1857.

County Meeting.

In pursuance of the above call, a meeting of all those who coincide and approve of said call in Schuylkill county, will be held in the Court House, in the Borough of Pottsville, on Monday evening, March 16th, 1857, at 7½ o'clock, (court week,) for the purpose of appointing delegates to represent Schuylkill county in said Convention.

BY ORDER OF THE UNITED OPPOSITION.

BUSINESS NOTICES.

SEE NOTICE of Moses Reber.

GRASS SEEDS are for sale at Bannan's store.

I. O. of O. F.—See notice of Girard Lodge, No. 53.

LOST.—See advertisment signed Appleton & Co., Baltimore.

A YOUNG MAN is wanted in a Dry Goods Store. See advertisement.

NEW GAS CONGREAVE MATCHES are for sale by Bright & Lerch.

DISSOLUTION.—See Notice signed Wm. Wolff and Edw. Enteeline.

WANTED.—See advertisment of a young man who wants a situation in a store.

A WATCH, supposed to be stolen, is retained by Green & Hoffman. See advertisement.

WALL PAPER AND WINDOW SHADES.—I. L. Isaacs & Bro., have a fine assortment on hand.

LYCOMING COUNTY FIRE INSURANCE COMPANY. —See Notice of Jacob A. Hagen, Agent.

VALUABLE COAL LANDS in Northumberland county are offered for lease. See advertisement.

SPRING DRY GOODS.—See advertisement of Eyre & Landell, Fourth and Arch Sts., Philadelphia.

A STATED MEETING of the Schuylkill County Medical Society will be held on Wednesday evening next.

THE OLD ORCHARD FLOUR MILL is offered for rent. See advertisement signed T. H. Schollenberger.

THE attention of Farmers is directed to the advertisement of Geo. A. Leinau, 19 South Front St., Philadelphia.

LOTS between Pottsville and Minersville are offered for sale. For particulars see advertisement, signed Howell Fisher.

CHINA, GLASS AND QUEENSWARE.—A fine assortment for sale by Davis & Mitchell, 219 Chesnut St. above Seventh, Philadelphia.

BEAUTIFUL SPRING GOODS are sold by Thornley & Chism, N. E. corner of Eighth and Spring Garden sts., Philadelphia. See advertisement.

MECHANICS' SAVING FUND ASSOCIATION.—The eighth annual meeting will be held at the Exchange Hotel on Monday evening next. See advertisement.

SUPER-PHOSPHATE LIME and Guano can be procured of Allen & Nedles, No. 23 South Wharves, and 35 South Water street, Philadelphia. For particulars, see advertisement.

THE attention of our readers is directed to the statement and notice of the SAVING FUND of the National Safety Company, which appears among our advertisements. This old and well established Institution appears to be in a very flourishing condition.

TO WM. B. LEGO, Esq., we are indebted for public documents.

TO JOHN A. STEINBERGER, Esq., H. of R., N. T., we are indebted for public documents.

ACKNOWLEDGMENT.—To the HON. JAMES H. CAMPBELL we are under many obligations for interesting public documents.

AUBURN AND ALLENTOWN RAILROAD.—Work will be commenced on this road the ensuing week, in order to secure the charter which expires on the 18th of March;—and we are pleased to learn that several of the heaviest contracts will be commenced in a few weeks; and pushed forward speedily.

The citizens of Schuylkill County will be called on in the course of the ensuing two weeks to make up the subscription of $100,000 to the stock of the Road in Schuylkill County. The stock will command 6 per cent. interest from date of payment.

MR. BUCHANAN will be inaugurated President on Wednesday next. By his acts he will be judged. We fear they are hopelessly, of the Pierce stamp.

SNOW has fallen to a considerable depth in the South. This looks like another Northern aggression on the rights of the South. It ought to be stopped.

BUCHANAN AND SLAVERY.—The Washington correspondent of the New York *Tribune* says: That all the "omens indicate another bitter pro-Slavery Administration."

THE ACADEMY OF MUSIC, Philadelphia, was opened on Wednesday evening, to a brilliant audience. The opening Address—a chaste production—by Judge Conrad, was delivered in graceful style by Miss Caroline Richings.

TAX ON MORTGAGES.—A writer in the United States *Gazette* suggests the repeal of the tax on Mortgages. A good idea—all the laws of Pennsylvania have latterly tended to trammel and discourage legitimate investments at fair rates of interest, and drive capital into the Shaving Shops.

RAILROAD CONNECTION.—Mr. Straub has presented petitions in the Senate for a Railroad leading from Mine Hill Gap to Pottsville. This connection or one from Pottsville to intersect the Mine Hill Railroad below Minersville, is badly needed. Let the Bill pass—one of the connections must be made—and the sooner the better.

SHAVING AND GAMBLING IN UTAH.—Brigham Young says that some of his *saints* in Utah, can shuffle cheerfully with any gambler, and beat all creation at *sharing*. We doubt exceedingly, if they can beat some of the *saints* engaged in sharing in Schuylkill county, if one half the reports are correct.

(GENERAL IMPROVEMENT LAW FOR SCHUYLKILL COUNTY.—Last week, Mr. Straub read in the Senate a general improvement law, adapted to the wants of this Region. It has been prepared carefully, and is acceptable to a mining community. Made up so largely of individual enterprise, as our own is. It should pass. We earnestly hope it will.

A PARTING SHOT.—On Wednesday next, Mr. Pierce will retire from the Presidency. On the occasion there will be "none so poor as to do him reverence." The event will hardly merit attention, though as a relief. Next week however, we will give him a parting hot shot, in the shape of the speech of the Hon. J. J. Perry of Maine, delivered in the House on the 27th ult., in defence of Republicanism against the aspersions of the President in his last Message. It is a scorcher.

TO BUSINESS MEN.—What think you of the idea of forming an Association, both political (as far as refusing to support any man for the Legislature who will not oppose all laws in favor of shaving) and otherwise, to protect the production and legitimate business of the County from shaving, and the present unlimited power of money to grind up and ruin every business man, and cripple the productive industry of the Region?—The answer is a drone and a curse to business in every community.

SENATOR SUMNER will sail from New York for Europe on Saturday next. It is hoped that the trip will result in his complete restoration to health. He is still obliged to pass his evenings in his chamber, and since the time of the assault he has not passed a single evening out of it. During the day time however, he regularly takes exercise out of doors, either in riding or walking, and within the past few months his capacity for intellectual labor has much increased.

THE TARIFF IN THE SENATE.—The majority of the Senate Committee on Finance, have reported the House Tariff Bill with amendments—they leave the free list substantially as it passed the House—and reduce the duties on all manufactures, Iron included, to 20 per cent., the rate which ruined the whole country in 1840. The Bill which passed the House is a good one as far as it goes—they would have made it better, but were afraid that any bill giving necessary protection to American Industry, would fail in the Senate, which fears the subsequent action of that body proves were correct. Speaker Banks and the whole Republican New England delegation in the House voted for the bill protecting Pennsylvania Iron and Coal. The whole Democratic press thundered anathemas against Speaker Banks, and denounced him as an enemy to protection—now let us have the same thunder directed against this Committee in the Senate, composed of the friends of James Buchanan.

With such tendencies in the Senate, and Howell Cobb, the most bitter enemy of our interests in the whole South, as Secretary of the Treasury, God help the interests of Pennsylvania, under the new dynasty.

THIRTY-FOURTH CONGRESS—Second Session.

WASHINGTON, *Feb.* 20.—SENATE.—A bill was passed, paying to the officers and seamen of of the expedition in search of Dr. Kane, the same rate of pay which was allowed those of the expedition under Lieut. DeHaven.

HOUSE.—A resolution was adopted, to the effect that any member named in the resolutions of the Select Investigating Committee have leave to file an answer to the statements concerning him, to be printed with the other papers.

Mr. Campbell's Tariff Bill passed,—yeas, 110; nays, 84.

Feb. 21.—SENATE.—The House bill, authorising the people of Minnesota to form a Constitution and State Government, preparatory to admission into the Union, was adopted, with an amendment that none but citizens of the United States be entitled to vote, with reference to the formation of a Constitution and State Government.

HOUSE.—The House took up the resolution reported from the Committee on Elections, declaring Mr. Whitfield not entitled to his seat as a delegate from Kansas. The resolution was laid on the table—yeas 96, nays 85.

Feb. 23.—SENATE.—The bill to amend the Tariff act of 1846, with a view to perfect the home valuation principle, passed finally.

HOUSE.—Mr. Tappan moved to strike out the appropriation of $20,000 for the compensation of the Kansas Legislature which was agreed to.

Feb. 24.—HOUSE.—The petition of 2200 citizens of California, asking for the expulsion of Mr. Herbert for killing Keating was reported from the Committee of Elections. The report was laid on the table.

Feb. 25.—SENATE.—The bill authorizing the people of Minnesota to form a constitution and State Government, preliminary to admission into the Union, passed finally, after striking out the amendment restricting the right of suffrage to citizens of the United States. The bill only requires the sanction of the President to become a law.

The House amendments of the Submarine Telegraph bill were agreed to, and the bill now only requires the action of the President.

HOUSE.—The resolution of the Select Committee, expelling Wm. A. Gilbert of New York, charged with bribery, was disagreed to—yeas, 73, nays, 120.

Feb. 26.—SENATE.—A Bill to expedite the construction of a line or lines of magnetic telegraph from the Atlantic to San Francisco, passed. The House tariff bill was considered until adjournment.

HOUSE.—The miscellaneous, the army, the navy, the fortification, and the ocean mail steamer appropriation bills were passed.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, *Feb.* 21.—SENATE.—The 11th of March was fixed as the time for the election of State Treasurer.

The Senate repaired to the House, and heard *Washington's Farewell Address read.*

Mr. Straub read in place a supplement to the Mill Creek and Mine Hill Navigation Company.

HOUSE.—The Judiciary Committee reported, with an amendment, the supplement to the act for the protection of miners, mechanics, and laborers.

Mr. Moorehead, Corporations, as committed, the bill to incorporate the Oak Hill Shaft and Mining Company.

Mr. Shaw, same, as committed, the supplement to the act incorporating the borough of Minersville, Schuylkill county.

Feb. 23.—SENATE.—The Finance Committee reported favorably upon the bill for the sale of the Main Line of the Public Works, and to reduce the State debt.

Feb. 24.—SENATE.—Mr. Straub, a bill to encourage the association of capital in the improvement of coal and Mineral lands.

A supplement to the act incorporating the Allentown Railroad Company, was reported favorably.

A supplement to the act incorporating the Minersville Water Company, passed finally.

HOUSE.—Mr. Knight submitted a preamble and resolutions relative to the death of Dr. E. K. Kane, paying an appropriate tribute to his memory, and resolving that the House adjourn, as a mark of respect.

The resolutions were unanimously adopted, and the House adjourned.

Feb. 25.—SENATE.—A bill to incorporate the Tremont Mining Company, was reported favorably.

The nomination of Wm. R. DeWitt, was confirmed—yeas, 22, nays, 8.

HOUSE.—The Speaker (Mr. Geist) charged that a person holding a seat upon the floor of the House as a reporter, had attempted improperly to prevent the passage of three bills, asking $300 to withdraw his objections to their passage.

The House ordered the appointment of a committee of five, with power to send for persons and papers, to investigate the conduct of the reporters and all persons seeking legislation.

The Speaker appointed Messrs. Longaker, Petriken, Thorne, Gildea and Struthers.

[It appears that three bills, the supplement to the Allentown Railroad, the supplement to the Reading and Lehigh Railroad, and the supplement to the Dauphin and Susquehanna Coal Company, were knocked off the calendar at the instance of Messrs. Yearsley, McIlvain and Carty, all of Philadelphia; that a friend of the Speaker, who was interested in their passage, was approached by a reporter, and told that if he would pay $300, he (the reporter) would have the objections removed, at the same time stating that the objections were made by his friends, who would withdraw them at his request. The gentleman refused to pay the sum demanded, and disclosed the matter to the Speaker. The Speaker appealed to the House to show its disapprobation of the circumstances attending the defeat of these bills, by taking them up and passing them to second reading. This was done by a two-thirds vote. They were severally postponed on second reading.]

Feb. 26.—SENATE.—A supplement to the Pottsville Railroad was reported favorably.

Mr. Straub, a supplement to the act incorporating the Schuylkill Navigation and Railroad Company.

A series of resolutions of respect for the memory of Dr. Elisha Kent Kane, were adopted.

THE COAL TRADE.

Pottsville, February 28, 1857.

The quantity sent by Rail Road this week is 27,231 08. Total for the season 316,954 06 tons, against 256,398 02 to same period last year.

The quantity sent forward from this region is less now than it was for the corresponding week last year and will be less next week,—in consequence of several who were sending having had their orders countermanded on account of the mild weather. Some of the dealers at Philadelphia even refused to receive the Coal which they ordered, and turned it over to the Rail Road Company to sell for the freight. In one instance we learn that a dealer refused the Coal he had purchased, and afterwards obtained it at a greatly reduced rate. This might be termed *sharp practice*.

AGENTS FOR LEHIGH COAL.—We understand that VAN DUSEN, NORTON & Co., are again the Agents for the sale of the Lehigh Company's Coal for 1857.

SUPPLY OF COAL.—We find the following article in the New York *Courier and Enquirer*, which is correct in every particular. As the writer truly remarks, it takes much longer than people generally imagine, to develope Coal Regions, and a vast amount of capital to construct the necessary avenues to market. For some time past the New York press, and particularly the *Tribune*, have teemed with Coal articles of the most wild and visionary character, evidently furnished for purposes of speculation, or written through ignorance of the capacity of the new regions for supply and the facilities of transportation to market. Under no circumstances can the trade of the Wyoming Basin increase over 250,000 tons sent South in 1857:

The Coal business on the Reading Railroad in 1855 was about 12 per cent. over that of 1854, which per cent. added to the business of 1855, would have given as the business in 1856, 2,478,817 tons. But as our citizens expected a supply from the Delaware and Lackawanna, the orders were withheld, and the result was but 2,058,963 tons—about 329,914 tons less than the estimate.—The effect on the consumer is a short supply, and the price is $7 per ton for the stock in market. This year, 1857, if subject to the same influence, the results will be alike disastrous. In the production of Coal, time, money, labor and facilities for transportation, are indispensible elements, and as not any of the prerequisites are visible in the new competing regions, the trade must continue to be exposed to the fluctuations that have hitherto disturbed it. Of these facts we can read the evidence in the following table:

	Commenced.	Carried in 1856.	Increase in few years.	Entire Product carried.
Lehigh Coal Company,	1822	9,600,000	1,196,250	12,253,315
Schuylkill Canal,	1825	10,000,000	1,100,000	11,100,000
Reading Railroad,	1842	19,150,151	2,058,963	21,209,114
Delaware and Hudson,	1826	4,000,000	450,000	4,450,000
Delaware & Hudson Canal,	1829	6,175,001	1,175,049	7,350,050
Pennsylvania Canal,	1840		510,037	510,037
Lehigh Railroad,	1840		344,000	344,000
Little Schuylkill,	1842		112,500	112,500
Pinegrove Region,	1837		144,000	144,000
Delaware & Raritan,	1837		112,500	112,500
Schuylkill Navigation,	1825		661,000	661,000
Cumberland Coal,	1842		431,000	431,000
			3,710,587	3,710,587

*The Lehigh Canal, the Lehigh is full one half carrying Grain, and in reference to the Delaware and Hudson Canal, we have no official report of its business of the cost.

	West into operation.	Cost.	Carried in 1856.	Increase in few years.	Entire Product carried.
Lehigh Coal Company,	1822	9,600,000	1,196,250	1,100,000	12,253,315
Schuylkill Canal,	1825	10,000,000	1,100,000	450,000	11,100,000
Reading Railroad,	1842	19,150,151	2,058,963	1,175,049	21,209,114
Delaware and Hudson,	1826	4,000,000	450,000	510,037	4,450,000
Delaware & Hudson Canal,	1829	6,175,001	1,175,049	344,000	7,350,050
Pennsylvania Canal,	1840		510,037	112,500	510,037
Lehigh Railroad,	1840		344,000	144,000	344,000
Little Schuylkill,	1842		112,500	112,500	112,500
Pinegrove Region,	1837		144,000	661,000	144,000
Delaware & Raritan,	1837		112,500	431,000	112,500
Schuylkill Navigation,	1825		661,000	3,175,353	661,000
Cumberland Coal,	1842		431,000	3,710,587	431,000
			3,710,587		3,710,587

In and to the Lehigh and Schuylkill regions over $100,000,000 have been expended in railroads, canals and in putting the mines in a condition to be worked, and now as the product is but 4,610,326 tons, it follows that the outside districts must encounter an increased expenditure in proportion to the production.

Important to the Trade.

The last two weeks of mild weather, has had a very sensible effect on the Coal Trade, and we learn from the best authority, that the stocks in the East and also in New York, will in all probability, hold out until the first of April or perhaps longer, should the present mild weather continue. This however, is hardly to be expected, as the Ice King is fully entitled to about four weeks of sway yet, and he generally asserts his authority, either sooner or later in the season. There is already every indication that March will be a very boisterous month, and the stocks will be quite low, if not entirely exhausted before the first of April.—The rivers are open, vessels are plenty, and the freights low for this season—but there is scarcely any demand for Coal at Richmond, which confirms the above statement. The Canal will be ready, we learn, to pass boats next week, throughout the line, but no Coal ought to go forward, unless it is mainly to supply such points where they are out. With the Railroad and Canal open, and the great scarcity of money, combined with Notes to pay, the trade is placed in a rather perilous situation at present, and it will require considerable forethought and forbearance on the part of the Operators now, to pursue a prudent course, and save it from the calamities of last year. The great point to be gained is, TO START RIGHT, and in order to start right, it is of the utmost importance that no Coal should be sent to market unless it is absolutely sold for immediate wants, and at nothing less than the opening prices which will be fixed for the Spring business. If the Collieries start now,—they will lie comparatively idle in April,—if the boatman run their boats early in March, they will have to tie up in April and May, and the business will be irregular throughout the year.—No Coal dealer abroad will buy Coal so long as he has old stock on hand, which was laid in at higher tolls &c., than the opening rates will be (if judicious counsel prevails) the present year.—Again, the product of Schuylkill county this year, will in all probability be about 3,500,000 tons in round numbers. There will be about 80 Operators—a gain in price of 15 cents on this quantity amounts to the snug sum of $525,000—which divided among the 80 Operators, would give upwards of $6,600 to each. If we start right, this sum can be saved, and the trade will be prosperous—if we start wrong, this sum, in all probability, will be lost to the Region—and the result disastrous to the whole business of the Region. We therefore beg of every Operator to hold off sending Coal to Market, until the prices are settled, and the demand will warrant the filling of his Colliery with Misers for a regular Spring business. Every aid consistent with safety, ought to be extended to those who are pressed very hard, to enable them to stop until the market requires the Coal.

Mr. Tucker intended visiting Schuylkill county in the course of the present week, but his whole time has been taken up in Philadelphia and New York, in arranging the price of freights and tolls between the different carrying companies, where they conflict with each others interests. As soon as this business is disposed of, he will visit Schuylkill county, probably the ensuing week, when a meeting of all the operators will be called, and a full statement of the conditions of the Coal Market, and the arrangements made promulgated to the trade officially.

[COMMUNICATED.]

SCHUYLKILL HAVEN, *Feb.* 25*th*, 1857.

MESSRS. EDS.—While we are talking about Land monopolies, Bank monopolies, and all kinds of monopolies, allow me to talk about a monopoly in our little town that bids fair to outstrip all others. I mean a monopoly planted and sustained by the Schuylkill Navigation Co. in shipping Coal over the landings at this place.

For years shipping Coal for the different operators here has been the legitimate business of many of the most respectable citizens of this place or the County, by which they have, calling to their aid as auxilliaries labor and industry, made an honest livelihood for themselves and families. But they can now say, Othello's occupation's gone.

The wisdom of the Navigation Co. has placed here shippers, giving them something like $1000 cash annually, a sum amply sufficient to remunerate them for their services, who choose to ship Coal at half-price, or a price that would be ruinous to any man not thus backed by the Company. But though not all these favored shippers have the advantage of the distribution of the cars and unlimited control over the Company's motive power at the Landings, a power which they can wield to their advantage to the extent of thousands of dollars per annum, thus driving all other shippers off the Landings (which is their object), or starve. Now, gentlemen, I for one, am unwilling to believe that the Board of Managers of the Navigation Company have any knowledge of these facts. Is it possible that they would suffer these monopolisers to have the distribution of the cars and control of the motive power under these circumstances; or is it just to the other shippers and those operators who will not under any circumstances allow these would be monopolisers to ship for them? Why not put them on a par with other shippers? Stand or fall let us have a trial. NO SHIPPER.

We publish the above in accordance with our usual custom of permitting all parties to be heard through our columns. We know nothing about the cause of complaint—but the reason why the Navigation Company engaged in the shipping of Coal was to facilitate the trade, and use their Cars and Landings to the best advantage. The landing room was limited, and if they were in the hands of others who were shipping for certain parties only, they might remain idle a portion of the time—but if in the hands of the Company, it is their interest, as well as their duty, to give all the despatch possible, and to use the property of the Company to facilitate the trade of the Canal. And besides, Coal is frequently transferred very suddenly from the Railroad to the Canal, and the Company were desirous of having landings to accommodate this trade immediately, when it might not be convenient for those holding landings, shipping for particular persons, to accommodate them, particularly if it put them to any inconvenience.

[FOR THE MINERS' JOURNAL.]

ON VENTILATION OF COAL MINES, AND UNDERGROUND WORKS.

No. 2.

[*Continued.*]

When the current returning from a district is making its final escapement, a Regulator is placed in the passage leading to the side exploring drift in which the air crossing is placed, and which leads directly to the air shaft. A Regulator is placed in a similar passage belonging to every working district in the mine. It is used to regulate the quantity of air, as the extent of the workings of each district dictates; or, if explosive gas is generated in larger quantities in one district than it is in another, the quantity of fresh air is increased proportionally in those districts. Nothing is required to effect this but the sliding backwards or forwards of the Regulating board. In ventilating the bord and pillar where no doors are used in the principal roads, the Regulators are altogether depended upon. The drifts which accompany the winning drifts are used for return air courses. The one adjoining the workings of the districts is used when the broken is worked, and the drift on the opposite side of the principal drift is used to ventilate the face of the drifts when *blowers* or rapid discharges of gas are expected to be met with in the leading drifts, and by the means of this drift these discharges of gas are carried off without being allowed to pass on to where the workmen are employed in the bords and headways, or at the pillars.

When the ventilation of the bord and pillar system is perfect and well attended to, there is very little danger of an explosion taking place from any common source, and the only danger which cannot be provided against is that which is met with before it reaches the furnace, sometimes the lodging of gas in the goaves cannot be prevented. We can never be certain of the non-existance of explosive gases in the goaves, even if we endeavor to ventilate them. But the goaves always communicate with the escape air ways, and when a discharge of gas is effected by its expansion in the goaves it is carried off to the furnace and air shaft, and generally becomes so much diluted with air before it reaches the furnace, that its explosive properties are reduced below the firing points; yet explosions have originated from this source by the gas expanding from the goaves in times of a rarefaction in the pressure of the atmosphere, and being carried by the current of air directly to the ventilating furnace, where it has exploded with great violence, blowing down doors and stoppings, destroying the air courses, and often destroying human life. When the gas is fired at the furnace in this manner, its consequences are not so serious as when it is fired in the workings, because there are but few hands in the workings at the time the explosion takes place, and the choke damp which is formed by the explosion, escapes directly up the air shaft, while in the case of an explosion taking place in the workings where a number of men are employed, the choke damp is spread throughout the workings, and leaves no chance for the workmen to escape from the scope of devastation and destruction; but who, after having used every effort to escape, must finally sink exhausted and yield their lives in the midst of the direful monster, (choke damp.)

Explosions issuing from blowers may be partially avoided by the continuous use of the safety lamp in the exploring and winning drifts, (blowers being mostly met with in those leading drifts,) and when a blower of any consequence is met with, notice could be given, to extinguish the naked lights before the gas had time to spread and come in contact with the workmen employed at some distance from the point of discharge. It could then be diluted with air and rendered inexplosive, and in this form be allowed to escape. The most dangerous blowers, which are happily the most rare, are those which proceed from the roof or the floor of a Coal vein. Those will discharge immense volumes of gas, sometimes at a considerable distance back from the face of the drifts, which will unconsciously to the workmen be carried in with the current to be fired by their lights, when they are not the least apprehensive of danger being near.

We see in this system of ventilation that the centre drift in all cases is the main air and wagon route by which the air is carried to the workings, and the Coal conveyed from the workings to the shaft. The drifts on each side of these principal drifts, are passages for the air to return from the workings to the shaft. The drifts on each side of the principal exploring drift drive the various currents which are discharged from the districts, working out the Coal on each side of the exploring drifts, and the air from each district on the same side of the exploring drifts is collected into the drift leading on the same side of the principal exploring drift. Those two drifts communicate with each other near the air shaft, and their currents unite and ascend the air shaft in one body. Then those three drifts which communicate directly to the shafts are the principal air courses, and the centre drift is open to the downcast or descending air shaft, and receives the whole body of air, and distributes and apportions it to the various districts which are in operation, throughout the mine, and the side drifts communicate with each other and with the air shaft, and collects all the air returning from each district on their respective sides, thus carrying several currents in each drift, which are carried forward to some point near the upcast or ascending air shaft. Then the several currents contained in each drift are united in one main current by one of the side drifts, communicating with the other by an air crossing built over the centre drift. Then this body ascends wholly through one common air shaft after having been heated and rarified by a ventilating furnace for that purpose.

[*To be Continued.*]

NEW YORK COAL MARKET—Feb. 26th, 1857.—The demand for Domestic is hardly so active, and with increased receipts by railway and a diminished consumption, prices favor buyers at the close. Only a limited inquiry has prevailed for shipping, and the stock is found to be fair for the season; sales of Peach Orchard at $4.75 @ 5.25 for small and large size. Other kinds are dull and heavy at former prices. Foreign is rather lower; we hear only of 200 tons Liverpool Orrel at $10 50/4 mos.; do. Cannel at $11 50 @ $11 75 ⅌ chaldron.

In Boston, retail prices remain without change at $8 50 @ 9 00 per ton.

Coal Trade by Railroad for 1857.

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

	WEEK.
Port Carbon,	8,419 09
Pottsville,	1,747 12
Schuylkill Haven,	10,840 14
Auburn,	1,347 17
Port Clinton,	4,879 16
Total for week,	27,231 08
Previously this year,	289,722 18
Total,	316,954 06
To same period last year,	256,398 02
Increase so far.	60,556 04

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.,	Miles.	11,845 08	62,351 19
Mt. Carbon,	"	1,826 09	11,266 18
Schuylkill Valley	"	3,726 15	15,828 02
Mt. Carbon & Pt. Carbon	"	9,542 16	52,248 02
Mill Creek	"	7,583 16	42,499 09
Little Schuylkill	"	4,609 17	36,167 01

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 00

Lehigh Coal Trade for 1857.

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

	WEEK.		TOTAL.	
Wm. Milnes & Co.,	1,576	14	14,321	00
Ratcliff & Johnsons,	1,617	11	8,598	12
Packer, Carter & Co.,	901	00	9,945	05
N. Y. & Lehigh,	781	03	8,833	15
Sharpe, Leisenring & Co.,	1,298	14	8,705	10
Coxe Bros. & Co.,			1,100	14
Dobbin & Dehaven,			233	13
Hazleton,	220	17	279	13
Total,	6,351	19	49,223	02
Which was distributed as follows:			TONS.	
To Belvidere & Delaware R. R.,			518	07
Central (N. J.) "			547	07
North Penna.,			430	07
Furnaces on Lehigh,			4,105	05
Way Trade,			650	13
Total,			6,351	14

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

Mauch Chunk to Trenton,	2 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:

Union Canal,	7,222 07	7,222 07
Swatara Railroad,	4,110 10	4,110 10

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & BENGLER, BANKERS.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	40½	40¾
Mine Hill and Schuylkill Haven	50	64	64¼
Mount Carbon	50	50	52
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	50	52
Lorberry Creek	50	00	00
Swatara	50	7	8
Canals:			
Schuylkill Navigation	50	17	17½
" " preferred	50	26½	26¾
Union Canal	50	12½	13
" " preferred	50	15½	16¼
Del. & Hud'n Coal & Transportat'n Co.	100	119½	119¾
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	43	43¼
Lehigh Coal & Navigation Co.	50	72¼	73
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 Meadows Coal & R. R. Co.	50	56½	57
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	00
Cumberland Coal Co.	50	17¼	17½
New Creek Coal Co.	10	1	1½
Miscellaneous:			
Miners' Bank	50	56	58
Farmers' Bank	50	55	58
Pottsville Gas Co.	50	29	30
Pottsville Water Co.	50	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

NEW GAS CONGREAVE MATCHES.

THE UNDERSIGNED having the exclusive sale of the New Gas Congreave Matches, will furnish storekeepers at manufacturers' prices.

Pottsville, Feb. 27 '57 9-1 BRIGHT & LERCH.

FOR SALE.

LOTS of 1 acre and upwards on the York Tract near the Bull's Head Tavern, half way between Minersville and Pottsville. The soil is the best near Pottsville, and the situation convenient to a number of Coal Mines. Terms very easy. Apply to HOWELL FISHER.

Office, next to Richard Morris's store, Centre street.

Pottsville, Feb. 28th '57 9-1m

NOTICE.

NOTICE is hereby given to the public that the following property this day purchased by me at Sheriff's sale as the property of Samuel C. Arnold, viz: 1 butcher wagon, 1 black horse, 2 sets of harness, 1 buggy, 1 set of single harness, 1 butcher sleigh, 1 pair of bob sleds, 1 grindstone, a lot of hay and straw, 2 cows and seven hogs,) has been left by me with the said Arnout who is to act as my agent and use it for my benefit.

MOSES REBER.

Pottsville, February 28th, '57 9-3t*

NEW DRY GOODS FOR SPRING OF 1857!

FASHIONABLE SILKS; Silk Robes, Flounced Black Silks, extra gloss; Spring Dress Goods; New Spring Shawls; British and French Chintzes; Lawns and Lawn Robes; Sheets, of the newest fashions; Staple Linens, Ticks, Blankets, Quilts, Damask Table Cloths, Napkins, &c. Gentlemen's Wear, and full stock of goods for Boys' Clothing. Bargains daily received from New York and Philadelphia auctions.

W