Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 19, 1859.

THE POSITION OF THE OPPOSITION.

The results of the elections held this year in the Free States, prove that the ability to carry the Presidential election of next year rests with the Opposition to the Sham Democracy. If the Opposition so decides, its candidate will be the next President. A good candidate on the glorious platform of free labor, free soil and free men, must be successful, for enough States have now been secured to give our nominee whoever he may be, one hundred and fifty-four electoral votes—more than enough to elect him. As the elections of this year have established the fact that the result rests with the Opposition to the corupt and truckling party in power, it now remains with that Opposition to unite thoroughly and heartily, to secure a change in the Administration of the Government. Mr. Buchanan entered upon his term of office with the fairest promises to the people of the United States. How he has redeemed them, the infamous frauds and proceedings in Kansas; repeated filibustering expeditions; the revival of the horrid slave trade; the Utah rebellion; our prostrated domestic industry; a bankrupt treasury; the Harper's Ferry imbroglio; and a host of petty outrages and tyrannies on members of his own party, bear testimony.—These acts have sunk his Administration to such a contemptible level, that we suffer in the estimation of even a Mexican outlaw—Cortinas—who with unparalleled audacity, has seized and holds Brownsville, Texas, as if he doubts our power to crush him and his miserable followers. If it proves nothing worse, it shows that our Government in the hands of Mr. Buchanan, is miserably weak and inefficient.

It is not necessary however, to recapitulate the many acts, unwise, impolitic, and positively criminal, of which the present Administration has been guilty. They are effectually recognised, as the recent elections North prove. Our main object is to counsel such action on the part of the Opposition, that concentration not dispersion of the power in its hands, may be the result. Many worthy men, some justly designated statesmen, have been named as Opposition candidates in 1860, for the Presidency. We have our preference; but we will sacrifice it cheerfully, if another standing on equally as decided a platform of Freedom, should be deemed a stronger candidate, let him come from what State he may, even if it should be Missouri. We stand committed to no man. We stand committed only to the success of those Principles, which months since we nailed to our mast head. With those Principles emblazoned on their banners must the Opposition go into the campaign of 1860. The right man to uphold them will undoubtedly be found.

In the meantime, while the skies for success next year, wear so fair an aspect, and the man is yet to be selected, it is but right that the views of prominent candidates on important issues of the day, should be thoroughly canvassed. We therefore, publish on our First Page to-day, remarks of William H. Seward, delivered in the United States Senate in 1855, on the bill to authorise a credit of three years on imported railroad iron. They are in our opinion, eminently satisfactory, and fully refute the opinion that Mr. Seward is hostile to Protection. We also, publish in another column, the views of Judge Bates of Missouri, on the Slavery question. As the Judge has been favorably and extensively suggested as an Opposition candidate for the Presidency, the views will attract attention, and be read with interest. They are conservative, embracing the Republican doctrine of non-interference with slavery where it constitutionally exists, with uncompromising hostility to the extension of the institution over free soil.

To the views of all candidates of prominence, now before the people, we will give equal publicity, until our National Convention shall make its nomination. One fact is certain, that as in 1860 the position of the Opposition must be firm and decided, as embodied in its Platform, in order to ensure success, so the man placed on it, must embody all the qualities of a statesman, and possess the confidence of the entire Opposition. Such a man would be elected with enthusiasm, and fill the position with firmness, impartiality, ability and dignity.

THE ITALIAN CONFEDERATION.—Napoleon III. has written a letter to the King of Sardinia, throwing considerable light on what has hitherto remained obscure—the constitution of the Italian Confederation. According to the programme of the letter, the Confederation would consist of six members—Venetia, Sardinia, Modena, Tuscany, the States of the Church, and Naples. It is made part of the plan that all the members shall adopt in some shape, the idea of a representative body as an integral part of their government, and that the delegates to the Federal Diet shall be nominated by the Sovereign from a list of candidates previously agreed to by the local assemblies.—Strong inducements are held out to Sardinia to come into this arrangement, not merely in the offer of Parma as an addition to her territories, but in the suggestion that Mantua and Peschiera should become Federal fortresses, and instead of being garrisoned by Austrian troops, should be held by force of the Confederation. What may be the result remains to be seen. Napoleon certainly seems in earnest in urging the Confederation, and in his determination to support it.

AUBURN AND ALLENTOWN RAILROAD.—We again call the attention of all the citizens of this County, who as property owners and business men, are interested in the speedy completion of a railway connection which will rescue our Region from the embarrassments which now encircle it, to the fact that a mass meeting will be held at the Pennsylvania Hall, in this Borough, on Tuesday next, at 2 o'clock P. M. At the meeting, a committee from New York, appointed by the Directors of the Road, will be present. Facts and figures will be laid before the meeting, which will add force to the conviction that the construction of the Auburn and Allentown Railroad is the only project which, in the situation of the trade of this Region, offers permanent relief. After hearing the report of the New York committee, it will be decided whether the work shall go on, and it is therefore, very important that all interested should make it a point to be present. Under our Coal Trade head will be found an article on the subject, to which we invite attention.

GEN. SCOTT AT SAN JUAN.—It is not improbable that by the opening of the session of Congress, we may have General Scott's first report upon the subject of his mission to San Juan. He will find the island in the exclusive control of the American troops and settlers. General Harney has not only placed a force of five hundred men there, but has erected barracks, with a view to the permanent occupation of the island. The agents and employees of the Hudson's Bay Company and the authorities of British Columbia are entirely excluded from the island, and cannot take it without bloodshed. We are next to learn whether General Scott approves of this military and exclusive occupation of the island, or whether he will resort to joint occupation, or to a withdrawal of the American troops and a return to the *status in quo*.

A TIMID OLD GENTLEMAN.—Gen. Cass, the founder of the old Boo-hoo party, is reported to have said, since the New York election, that he witnessed the beginning of this Government, and thinks, sometimes, he may witness the end. The General has the reputation of prophecying evils which never arrive.

[COMMUNICATED.]

Experiments with a Compressed Air Locomotive.

BOROUGH MINERS' JOURNAL.—As you and many of your numerous readers are interested in matters concerning the coal region, I take pleasure in submitting to you for publication, the result of some experiments made at Mr. G. W. Snyder's Pine Forest, Colliery with a compressed air locomotive.

Some time ago Mr. Snyder having read an account of experiments made in England in 1854, by Mr. Arthur Parsey, with compressed air as a motive power to locomotives, suggested it as a means for moving the coal in and about the mines of this region and elsewhere.

Favorably impressed with the idea, and believing that pure air exhausted inside from such machines would tend in a great measure to ventilate mines, and that an application of the kind would serve for city passenger railways, under the auspices of Mr. Snyder, and at his establishment, I constructed a locomotive of the following description:

The truck is of cast and wrought iron, with two pair of twenty-six inch wheels, four feet apart, connected by coupling rods, and arranged for a four feet track.

There are two cylinders of cast iron, each five and three quarters inches in diameter, and sixteen inches stroke with pistons and rods connecting with a crank axle.

The air receiver which is placed in a position similar to a boiler of a steam locomotive, is twenty-four inches in diameter, eleven feet long, and one and an eighth inches thick. It has a capacity of about thirty-two cubic feet, is made of cast iron, in two parts, one end of each, hemispherical, and the other end with a transverse flange one and three quarter inches thick, by which with twenty-eight inch bolts the two are connected.

The internal part of the air receiver is lined with sheet copper, three thirty second inches thick to prevent the air from coming out. Cast iron being supposed too porous to retain air under a very high pressure, it was used in this case merely to sustain the copper lining. The main joint which connects the two parts of the receiver was screwed metal to metal and soldered on the outside, a precaution taken from knowing the subtile properties of atmospheric air, greatly compressed, almost precluded the possibility of confining it.

The slide valves and valve gear are similar to those on steam locomotives, the valves having three-eighths of an inch lap and arranged to cut off at two-thirds of the stroke of the pistons.

A self regulating supply valve is attached to give the necessary quantity of air to the cylinders in proportion to the pressure in the receiver.

The total weight of locomotive is five tons. To generate pressure in the receiver, two air pumps were made of gun metal, each two inches in diameter and three feet stroke. They are single acting, and designed after the pumps in use at the Reading Railroad Company's shops in Reading for forcing gas into the receivers of passenger cars.

The power used for working the air pumps was taken through an eight inch bolt from the upper pumping engine at Pine Forest Colliery. And being limited from the necessity of stopping the engine whenever the water was out of the mine it took longer to supply the air receiver than was at first anticipated. The maximum pressure obtained in the receiver was but three hundred and thirty pounds per square inch; a little more than half of what was expected, six hundred pounds being the desired amount.

Experiments with a Compressed Air Locomotive, at G. W. Snyder's Pine Forest Colliery.

Date.	Time of Trial.	Length of Tube in feet.	Diameter of Tube in inches.	Pressure in lbs. per sq. inch.	Rate of speed per hour in miles.	Revolutions per minute.	Revolutions per mile.	Revolutions per foot.	Total distance run in feet.	Total load in tons.	Loaded drift cars.	No. of passengers carried.	Grade.	Distance.	Time.	REMARKS.
1859. Sept. 29	2 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			Cylinders 8½ diameter, 16 stroke.
" 29	2 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	2 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	2 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	2 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	2 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	3 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	4 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	5 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	6 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	6 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	7	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	7 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	7 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	7 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	11 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	13 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	14 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	14 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
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" 29	15 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 35	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 40	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 45	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 50	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	15 55	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 5	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 10	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 15	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 20	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 25	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 30	300	300	100	5	100	1056	1056	300	1	1	20	200 feet to 1			
" 29	16 35	300	300	100	5	100	1056	1056	300