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May 11, 167

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June 28, 466—25.

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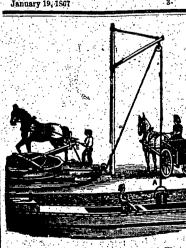
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Baron Solomon Rotherhild histler, recommended to many of his friends Major LANE'S LINIMENT, and they being desirous to procure it, he should advise him to actable a deport in Paris. ey being desirons to procure establish a depot in Paris. THE INDIAN LINIMENT,

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As a relief, every ready; as a killer of pain, taken inwardly, or outwardly applied, has me equal. For the relief and cure of Rheeumatic; and Neuralgic Affections, Sprains, Bruises, &c., &c., it is unequaltd. It is also most efficacious, taken inwardly, in the cure, of Cholera; Cramps, and Pains in the Stomach, Diarrhea, Dysentery, Cholera Morbus, Cholera Infantum, &c., and is without exception the most wonderful Pranacea the world affords. No FAMILY should be without it. Every Traveler by Isind or sea abould have a bottle. Minor and Farmers residing at a distance from Phylicians should keep it constantly on hand. In case of Accident, and sudien attacks of Stomach Complaints, its value cannot be cellinated. Inquire for Major LANES INDIAN LINIMENT, and take no other. Price 50 cts, per bottle: For sale at wholesale and retail by Demus Barnes & Co., 21 Park Rion, N. Y., Cale & Robinson, 186 Greenwich st., N. Y., F. C. Weils & Co., 103 Fulton st., N. Y., Chas, N. Critenden, 35 6th Ave., N. Y., and by restectable Druggists throughout the world. None genuine anless signed by John Thos Lang, and constressioned by J. T. LANE& CO., Proprictors, 163 Broadway, N. Y. Es Send for Circular.

Oh! Andy John, my Jo John,
Then why not throw e-ide
Such mean malignant acts John,
Ambitton, pomip, and pride?
Act promntly for the people, John,
Hwe all their right's In view.
The world you know, ob! Andy John,
Was not made just for you.
Washixoron, Sept. 1, 1867.

ALPINE CLIMBING.

neers to help his troops, either over or through Mont Cenis, into Italy. The present Empe ror, with the grander resources of modern science at his command, has promoted the great tunnel line, under that mountain, from

son for doubting whether Mr. Fell's is altogether the best. That it is mechanically practicable there is of course no doubt; indeel this was long proved before Mr. Fell adopted it, for the well-known centre-rail adopted it, for the yell-known centre-rail and gripping rollers is an old plan first paand gripping rollers is an old plan, first pa-tented by Mr. Vignoles, and first practically worked out, in 1850, by George Escol Sellers, of Cincinnati, U.S., who built several locomotives, with five cylinders and gripping-holders, for the mid-rail. Some of these en-

gines we personally and carefully examined in 1853, and others in 1856.

It is to be remembered that locomotives having all wheels (eight in number,) coupled together have worked by their own adhesion are inclines of in 1 in 10 drawing their tender. together have worked by their own adhesion up inclines of in 1 in 10, drawing their tender and a railway wagon behind them. A series of temporary inclines of I in 10, connected by zirz ga, were thus worked, in the winter of 1852-53, on the line of the Ohio and Baltimore Railway. U.S., during the constructions of the time of the time in the tion of one of the tunnels of that line, in the Al'egheny mountains. This mode of work ing continued for several weeks, and without secident. But our present purpose is to consider special modes of working railway car-

sider special modes of working ranning variance up very steep inclines.

First of all, there is rope traction. We have colliery engines winding 1000 tons of coal daily, or say 2000 tons of total weight. coal daily, or say 2000 feet, the same as Mr. Fell's principal rise; and the engines at the Dukinfield pit wind from a depth of 2000 feet. Here are more than 4:000,000 foot-

Brunlees himself, the engineer to the Cenis Railway, has a connected series of passenger railway inclines at work up the Serra do Cubatao, in Brazil, nearly five miles in total length, and rising 2550 feet, the average inclination being 1 in 93. The objections to the rope are its liability to wear and crystallistic, and the fatal consequences of its sation, and the fatal consequences of its breakage. The steeper the incline, however, and supposing the same given strain on the rope in all cases, the less the mechanical wear; indeed, ropes winding vertically, on large drunis, wear very slowly, althoughthey be large drunis, wear very slowly, althoughthey by their own gravity, checked at first large drunis, wear very slowly, althoughthey by their own gravity, checked at first large drunis, wear very slowly, althoughthey by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they by their own gravity, checked at first large drunis, wear very slowly, although they be step the compressed air, which when the train large drunis of the compressed air, which when the train large drunis of the passing of t

ly, it would require special and probably complicated and unsatisfactory arrangements complicated and unsatisfactory arrangements for working it around 2 chain curves. In this case, too, the engines would work, not only by their bite upon the rope, but by the adhesion also of their driving wheels upon the outer or ordinary rails. And here a fresh difficulty would arise, for the rope would siretch to a certain extent, when the clip

risge. In favorable weather such carriage set to work. could draw an ordinary railway carriage, of possibly two, behind it, and that up a gradi ent of even 1 in 10 or 1 in 12.

Other plans for steep climbing are those shortly commence working at East Greenfor increasing the adhesion of the wheels of wich. These are the works of Messrs. Besordinary locomotives. One is that of one or semer Brothers (the sons of Mr. Henry Besmore V-grooves in either the tyre or the rail. This plan would no doubt secure a powerful constant superintendence of the last named bite; "indeed Mr Robertson, of Glasgow, gentleman himself—London Engineer. has his V-groove frictional gearing in use for driving rolling mills. But for railways the plan is open to many objections. First it requires the maintenance of an absolute

sion of the driving wheels is that proposed by Mr. Page, who has worked a loaded mod

hesion could be depended upon with snow and ice on the wood.

inches deep, the holder weighing 725 tons, to balance the pressure within it. It would

the solid plates, or say, I ton per square inch

tional weighting, or to weigh 725 tons in all in order to keep down against the pressure

and to force out the blast at I lb. per square

When a train of the regulation weight, for

expenses, as well as the time of transit, would

by Mr. Page, who has worked a loaded mod el locomotive up an incline of I in 23, in our presence. While he would reverse ordinary rails for the carriages he proposes to run the engine up, broad transways of timber, the surface of the driving wheels helps some of May 1, 1857, proper more extensions.

is by the pneumatic hoist. In a 10 feet tube with a pressure of but 1 lb. per square inch, we have a propelling force of 11,310 lbs., which would carry a gross load of 20 tons up an incline of 1 in 4, supposing the mountain to be as steep. To drive this load at ten miles an hour would require 800 horse makes chances; and while ten wait for some-

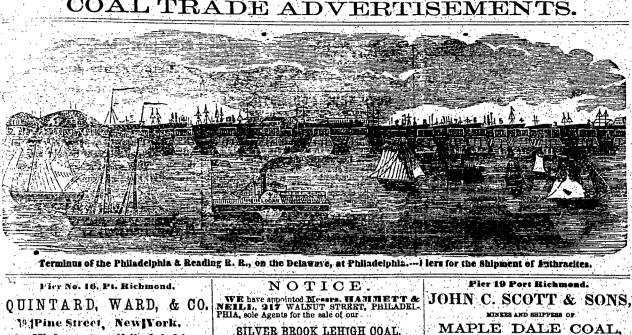
rate 6800 feet of tube, rising 1700 feet would be traversed in less than eight minutes. A blowing-engine having a 15- feet air-piston, and a 40 inch steam piston, working with 50 lb. of steam, would follow up a train at ten miles an hour or 880 feet per minute, the blowing piston moving at about 400 feet per minute. And only a blowing engine would answer, a fan upon Mr. Rammell's plan being wholly out of the question for such a pressure. It might be preferred to store the

Tue business of the Postal Money Department is estimated at twenty-millions for the

HARTFORD has twenty-three insurance mpanies with an aggregate capital of \$33,-

THE receipts of the St. Louis Custom Iouse for August were \$141 286, 53. A census of Dubuque gives 21,222 popula-The experiment of raising tea in Georgia-

wear; indeed, ropes winding vertically, on a learned region of the compensation of the are to engage in; duties demanding much labor and time; and all of which must be accomplished without any recompense whatever. But says one, "is not the honor of the position enough, without receiving a salary for what should be his pleasure?" We answer no. Who ever heard of honor filling a man's collar maless there were sanfficiency. The mid rail system is avow dly a temporary expedient for working an exceptional line, which will be superseded in a few years a man's cellar, unless there were a sufficience of money to back it? To live, we must have the means wherewith to do so. Few



OFFER FOR SALE the FOLLOWING CELEBRATED ANTHRACITE COALS SILVER BROOK, (Lehigh.) SHENANDOAH CITY (White Ash.) mined by Miller & Maize, SPOHN and DIAMOND VEINS, (Red Ash).

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MINEES AND SUPPLES OF THE CELEBRATED LOUUST MOUNTAIN WHITE ASH and SPOHN VEIN From the Ebervale Colliery and the Stout Colliery, near Hazicton, Pa., ANTHRACITE AND BITUMINOUS COALS. sels at TRENTON, N. J., ELIZABETHPORT, N. J. N. BRUNSWICK, N. J., PORT RICHMOND, PA. OFFICES-44 & 46 Trinity Building, A. T. STOUT. S. VAN WICKLE, G. LET STOUT April 4, '64

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THEST CLASS COLLIERY for Lense.
The executors of James Dandas, deed, and the executors of Wim. Richardson, deed, offer for lease the Peaked Mountain Colliery on the "Catharine Grohrtract, situate in Foeter Township, Schaylkill County, Penna. The lease will grant the right to mine on the north dips of the "Big Orchard," "Primrose," "Holmes," "Croeby or Mammoth," "Skidmore," and "Buck Mountain" Veins. Also, the right to establish a new colliery on the basin between the peaked Mountain and Mine Hill, and work all the veins of the basin on both dips—and likewise all coal above, water level on the adjacent lands of the Forest improvement Company, between teatin points. The Peaked Mountain Colliery is worked by two shafts, and the improvements, consisting of holeting engines, new large Cornish engine, pumps, miners' kouses, &c., &c., &c., are all in excellent condition. This most desirable property will be leased on liberal terms.

tory arrangement with a good lessee for building a first class BREAKER. Further information and exhibits of maps, surveys, &c, will be given to responsible parties on application to THE EXECUTORS OF JAMES DUNDAS OR WM. RICHARDSON, 400 Prune street, PHILAD, or to CHARLES M. HILL, Agent, Pottsville.

BROAD TOP WHITE ASH To Coal Dealers, Gas Co's, &c. ren in the sole manufacture of Focht's celebrated Patent Scoop

Buckets, Lykens Valley Franklin Red Ash And IRON HOISTING BLOCKS, as well as in the Iron Cars WHEELBARROWS,

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Fost Office Address, ASHLAND, Schuylkill County, Pa., or Centralia, Columbia County, June 2, '66. 22-THE HILL & HARRIS COAL. Messrs. ROMMEL & HUNTER,

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My East Frankin Loberry Coal is now soid exclusively by Messif. CALDWELL, GORDON & Co., who are my sole Agents. Parties ordering from them, may always depend upon getting a pure article.

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HENRY HEIL.

Tremont, March 29, 62 COAL LANDS

LEHIGH. THOS. HULL & CO., SMITH'S SPRING MOUNTAIN LEHICH Yorktown, Carbon County, Penna.

JEANESVILLE, Luzerne County, Pa.
July 28, '64. LORBERRY CREEK. CWe, t he undersigned, having consolidated our Three ablier es in the Lorberry Region, will hereafter transpart our business under the name of MILLER, GRAEFF & Co.
MILLER, STRES & Co.
GRAEFF & NUTTING. Mr. GRARFF; a member of our frm, having associated himself with J. R. BLAKISTON, will reside in Philadelphia and all our coal shipped by tide-water will be under the exclusive control of BLAKISTON, Will research ears and stigntlying in its preparation, we

side from hip-bone, and around the waist and hip.

BANTLE OF MATERIALS EXIT ST MAIL FREE OF COST.

GOODS TO HE RETURNED, IT FOR SATURATORY.

CHAS. STOKES & Co.,

S34 Chesnut St., Philadelphia.

June 10, 45. SILVER WARR.—Pickle Jars, Syrup Jars Sugar Jars, Muga, Butter Diebes, Napkin Rings Cake Bakets, for Pichers, &c., &c. Silver Tobecco Boxes lined with gold.

B. C. GRESS, Dec 18, 485—50.

Centre St., Pottsville M. 6. ELMINERS, of Pottaville, Penna.,
M. dealer in MUNIC, MUNICAL INSTRUMENTS,
PIANOS, MELODEONS, ORGANS, &c., having been
appointed sole agent for the orientated Mason & Hamlin's Cabinet Organs, in the County of Schnylkill, would respectfully announce to the musical community that he can furnish these amogualised favorite Cabinet Organs, in all etyles and sizes, at manufacturers prices. The quality and volume of tone, with the power of expression in these organs, is universally admired and praised, while their portability and heartiful finish asako them the most elegant parior ornament.

Every Family Should Have One. THE CARINET ORGANS are adapted to FAMILIAS, ORUGINES AND SCHOOLS.
They way in price from \$110 to \$600 each.
SE Every Instrument Warranted. Also, Agent for the sale of the much admired

2 00.0 second hand Fine Boiler, 30 inch diameter, foot long with two 10 inch flues.

Two water Boilers on wheels; all complete.

Two Smoke Stacks.

Twenty ets large Drift. Cars. 41 inch gange.

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Four sets of Breaker Rolls, different sizes.

Five Hotsting Drums from 2 to 10 feet diamet several heavy Pump Wheels and Shafts.

A lot of 3 inch Column Pipe.

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One 14 inch Fole Fump complete, with 90 yards One 14 inch Pole Pump complete, Machinery Depot, on Coal Street. JABEZ SPARKS. Cases PRINTS Case PRINTS 17 Cts. a Yard. 1 Case Merrimacks Water Pipes, Stables, and various other variable properties.

Besides this estate in fee, the undersigned will sell along with it the night possessed by this estate to mine coal above water level on the adjacent lands of the Forest Improvement Company between certain points. For further information, parties contemplating a purchase, are fivilted to call at the office of the undersigned, where they may examine the inventory, maps, surveys and Engineer's report of this tract. The terms of sale will be made very liberal.

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RICHARD SMETHURST,
J. DUNDAS LIPPINCOTT,
Executors of James Dundas, Deceased, 400 Prune St.,
Philadelphia. GEORGE J. RICHARDSON,



chest.

Weist Heasure.—Around the waist.

State whether the person is creet or stooping.

FOR VEST.

FOR VEST. Coal Hoisting Machine The same measure as for Coat Measure inside seam, and out-It is now five years since the invention of our Coal Hoisting machine, and never before, with any machine, have we been favored with such flattering success, there being 700 of them in age. It is simple, durable, and easy of operation, and hence the large number sold and the perfect satisfaction given. We make them with wheels of 4%, 6 and 8 feet diameter. Descriptive circulars sent free on application.

L. & P. K. DEDERICK.

Albany Agricultural and Machine Works, Albany, N.Y. Ang. 17 67

Oh! Andy John, my Jo John, Be busy, while you may, For you will be impeached, John, At quite an early day: Your see is almost run, John. Few pardons more you'll sign.
Your name will be a by word, John
Through all the rest of time. Oh! Andy John, my Jo John,
You might have left a name.
That you might believe proud of, John,
And stood high up in fame.
But it is now too late. John,
The people y uve betrayed.
In si ite of J y B k,
They will leave you in the shade.

Oh! And John, my Jo John, On t Affactout, my so comp.
Prisy what has Stanton done.
That you should persecute him. John ?
There is none beneath the sun
More faithful to his country, John,
Or labored for the right.—
To put this great rebellion down,
He's worked both day and night. Oh! Andy John, my Jo John, Is Sheridan to blame.

For turnin; all those rebels out,
And carning a bright name;
The pec p'e will support him, John,
While you before the world
Will stand disgraced forever, John,
Their shafts against you hurled. Oh! Andy John, my Jo John, The people have a way
Of doing up this business, John—
Hear what they have to say.
The fortieth Congress of the well trust it in their history.
Be ready for Salt River, John,
And start for loreign lands. Oh! Andy John, my Jo John,
The time is crawing nigh:
We must reeder our accounts, John,
I say, it with a sigh.
The talents we've sbused, John,
Or have not used for good,
Will surely tell against as, John,
Before the bar of God,

MINING, ART AND SCIENCE. Napoleon the First had no railway engi-

the first year of his reign—as far back as the days of the Chevalier Maus, who was to have tored through at the rate of a mile and a half a year. Nowhere else was a railway ever attempted in the face of a greater single obsta-cle. The mountain rises 6700 feet, or say a mile and a quarter, above the sea, 2700 ft. of this elevation being attained within four miles of either side of the summit. M. Sommeiller

difference of level of 439 ft. between its two difference of level of 439 ft. between its two difference of level of 439 ft. between its two difference of level of 439 ft. between its two difference of level of the city embraces an area of 129 square miles, is desired, especially as there will be no slow and wasteful upon the dister-portions. shafts, and as there is a summit at the mid-length of the tunnel, although this is but 12 ft higher than the Italian or Bardonneche end. Mr. Brunlees and Mr. Fell, in the end. Mr. Brunlees and Mr. Fell, in the mean time, have already opened a line over the mountain, 48 miles in length, and of which no less than 9 miles are in covered way. This line is of but 3 ft. 75 inches gauge. While Sommeilier was boring through, they resolved to climb up, following the zigzag diligence road already made—like that which runs to and fro up St. Bon iface Down, at the back of Ventior. Much of the ascent is at the rate of 1 in 12, and the of the ascent is at the rate of 1 in 12, and the ends of the zigzags, instead of being connect

ends of the zigzags, instead of peng connect cd by switches, are bent to two chain curves. In one place, we believe, 1700 feet rise is gained in this way, with a line of nearly four miles, although the straight distance up the slope of the hill is hardly more than a mile. But when it comes to climbing mountains, there are many ways, and we have much rea

would probably be found the very best system of working inclines of from 1 in 10 to 1 in 20, the limit of inclination up which such a steam-carriage could work on a good dry rail being perhaps 1 in 5. Passengers make no objection to their proximity to the boiler on board steamboats, and they would doubtless soon reconcile themselves to the locomotive boiler, separated from them by the water, tank and coal bunker and by a luggage compartment. But one boiler would be required for working both bogles of the carriage. In favorable weather such carriage.

Besides the above-named works, a new establishment, with a pair of converters, and possessing the most improved plant, will

UNDERGROUND TEMPERATURE.—Professor Sir William Thomson at the Meeting of the British Association, at Dundee, read a paper the plan is open to many objections. First it requires the maintenance of an absolute uniformity of gauge, to a nicety unattainable we lear upon a ratiway. One inventor, we are aware, proposes to allow one tire of each pair of driving or coupled wheels to slide la terally on the wheel, so as to adjust itself to any slight inequality in the gauge; but this sliding of a tyre, fitting its wheel with even tolerable closeness, and having its full load of four or five tons upon it, would be clearly matched in the circumference. We are saying nothing of the safety or otherwise of tyres fitting so loosely as to admit of even the idea of lateral sliding. A further plant out objection is that of grinding of V and that in some cases one wheel of a pair would be found bearing on the larger and the other, on the smaller diameter of the grooves, making one wheel in effect; 2, 3, or more inches larger than the other, and probably rolling the engine off the grooves and off the line. The grooves if made in the transmission of the underground temperature. Heat of the Earth. It was stated that 270 underground stations bad been examined, and only four of them had shown a decrease of underground temperature. In some remarks on the paper, Sir William Thomson advocated the Association, at Dunderground temperature. In some remarks on the paper, Sir William Thomson advocated the Association, at Dunderground temperature.

It was stated that 270 underground temperature. We are safety or them had shown a decrease of underground temperature. In some remarks on the paper, Sir William Thomson advocated the Association undertaking bortuge to ascertain the question of underground temperature. In some remarks on the paper, Sir William Thomson advocated the Association, and only four of them had shown a decrease of underground temperature. In some remarks on the Earth. It was stated that 270 underground temperature. In some remarks on the paper, Sir William Thomson advocated the Association, and off the Association, at Our theat of the Earth. It

groove, making one wheel, in effect, 2, 3, or more inches larger than the other, and probably rolling the engine off the grooves and off the line. The grooves if made in the rails, would fill up, and also probably cause the rails to split. If the tyres were grooved, they would inevitably split. The whole scheme, indeed, although frequently proposed, is one which cannot bear consideration. Another mode of increasing the coheston of the drying wheels is that proposed in the last number of your widely spread EDITORS MINERS JOURNAL .—There occurs in the last number of your widely spread

surface of the driving wheels being some of May 1, 1857, urging more attention to home production, says: "Philadelphis has a least twenty manufacture of textile fabracion could be depended upon with special that he manufacture of matales are superiority in the matales are superio Perhaps it may be news to many of your readers that there are over 30,000 more houses this elevation being attained within four miles of either side of the suminit. M. Sommeliter (by no means a sleeper in his works) is bording straight through on a line of rather more than 7½ miles. The work is carried on at a great expenditure of time and money, and when finished it will have a gradient of 1 in 45 for half its length, and although there is a plan would be feasible, no doubt, although the working on the wood.

It has been proposed to run the carriages here are over 30,000 more houses here than in any other city in the Union, and ton eighes working on the ballst, between or outside the rails. As the species on the wood.

Most Cenis Railway are slow, not more than your combined.

We have a street here 15 miles in length, curbed and lighted! The largest gas works on the wood.

It would be feasible, no doubt, although it would be feasible, no doubt, although it would involve changes of engines on a first work of the work is carried on at a great expenditure. The plan of magnetising the tyres of the different location as a scaport, is counterbal Finally, there is another mode of climbing in favour of which much may be said, a mode which answers best on the very steep est inclines, or rather on vertical lifts. This stocks need replenishing, and make their stocks need replenishing, and make their stocks need replenishing, and make their purchases from first hands, which is always

> power, irrespective of losses by friction of thing to turn up, one turns something up; engines, leakage of air, &c., but the effort so, while ten fail one succeeds and is called would be but for a few minutes, as, at this a man of luck or favorite of fortune. There rate 6800 feet of tube, rising 1700 feet would is no luck like pluck, and fortune most

ing wholly out of the question for such a pressure. It might be preferred to store the compressed air in an air-holder, rising and falling in a tank like a gas-holder, and to send up a train from this. A 10 feet tube, 6800 feet long, would require 531:072 cubic feet of blast, equal to the capacity of an air-holder 120 feet in diameter, and 47 feet 6 inches deen, the holder weighting 725 tors

be only by the use of an air-holder at the foot of each incline that the system would be ren-dered entirely independent of accidents to the blowing engines, the only danger then remaining being that of the explosion of the "Underlies Recovered Here," is the quivocal announcement of a Brooklyn air-helder, which if 120 feet in diameter, and made of 1 inch iron, would have diametrical of net section between rivet holes. The up-per portion would be made hemispherical.— Even if made of 1 inch iron throughout, the holder would require about 450 tons of addi-

fr. Fell's pincipal 1122, at the Dukinfield pit wind from a new to the Dukinfield pit wind from a new 2000 feet. Here are more than 4:000,000 foottons of work done daily, and with comparative safety, although the ropes do break some times, as was the case, indeed, the other day, at Dukinfield, the deepest pit in the whole world. Going from coal-pits to railways, Mr. Brunlees himself, the engineer to the Mont Cenis Railway, has a connected series of passion. The constraint of the coale five miles in to-past the pistons, even at 1 lb. pressure per square inch, would make a good deal of noise when the train reached the short level at the pistons, and descending tubes.

Mr. J. W. Danenhower, Principal High School.

Mr. G. W. Channell, Grammar Sch J. A. M. PANSMORR, M. S., Editor.

born the sum that We should be sufficient to the complete the state of the complete the complete the state of the complete the complete