THE MINERS' JOURNAL, NOVEMBER 6, 1869.

Miners' Journal,

POTTSVILLE, PA.

SATURDAY, NOVEMBER 6, 1869.

"Be just and fear not;
Let all the ends thou aim'st at be thy country's
Thy God's and truth's."

MANUFACTURE OF STEEL RAILS, AND THEIR USE IN THE UNITED STATES.

From an article in the *N. Y. Tribune* we learn that there are now eleven hundred miles of steel rails laid in the United States. The article also gives the sources from which these rails were obtained, the manufacturers in England and the United States, and also the advantages of solid steel rails over the steel-headed rails. He says:

"Only ten years ago steel rails were a doubtful experiment. Then they were dear, and had to be shipped secretly. When other were first offered for sale, we were constantly asked by Mr. W. Sharp, a gentleman on whom we devoted the difficult task of introducing them, they were looked upon with distrust, and only by giving rails to be slaughtered into knives and tomahawks, on trial, to be paid for when they had earned their value," was it possible to dispose of them in England. In 1861, Mr. George Wilson, agent of Cammell & Co., who were among the earliest steel rail makers, and manager of that famous Cyclops works at Sheffield, visited this country with specimens of the new manufacture, and succeeded in persuading the far-seeing President of the Pennsylvania Central Railway to put those a few hundred miles which were laid during the freezing season on the most trying portions of that road. These were the first steel rails used in the Civil War, and the credit of their introduction is largely due to Mr. Phillips, Junior, of Philadelphia, who perceived at once the advantages which they must possess over iron rails, and exerted his influence to secure a trial of them. Notwithstanding the adverse opinions, the sale of steel rails in this country was verified from year work. When the subject of steel rails was brought to the notice of the President of the New York and New Haven railway, one of the directors of the company chanced to be sitting in a chair absorbed in a newspaper. Catching the topic of conversation he wrote the President and the agent, he said only looked up, exclaimed with a sniff of supreme contempt, "Steel rails! Shall I build bridges? Gentlemen, I shall not be responsible for any such newspaper again, leaving the president to take the very broad hint, and the agent to secure a trial of the rails. Other illustrations of the progress of steel rails have made in the good opinion of American railroad men, the fact may be cited that ten years ago, the general paper contained of the same road, the president replied to inquiries, "How many steel rails are you laying this season?" with the significant remark: "All that we can raise the money to pay for." In England, Mr. Hawkshaw, the well known engineer of the Metropolitan Underground Railway of London, stated to an American gentleman, that without steel rails it would have been utterly impossible to operate that road successfully; that the heavy trains of nearly forty five ton locomotives, moving at very frequent intervals, and stopping at half mile intervals, and running forty miles an hour with the brakes down more than half the time, would have used up the best iron rails so fast that it would not have been possible without interfering more seriously with the traffic of the road. And, finally, the report of the exhaustive and long-protracted discussion on solid steel rails, the adoption of civil engineers in England sums up the case in three words: "Adopt the steel." It is also a popular city of employing steel rails even on railways where the traffic is light; but, of course, the heavier the traffic the greater it be the necessity of substituting steel for iron."

In view of this forcible verdict in favor of steel rails, it becomes a matter of great public interest to know to what extent these rails are being used in the United States. The report of Mr. Fernon of the Chief Engineer and Surveyor of New York, prepared by Mr. D. Sewell, Deputy and Consul from the advance sheets into Van Nostrand's Eclectic Engineering Magazine for last January, says: "It is estimated that from 40,000 to 50,000 tons of steel rails are in use on our various railways." Careful researches made in this city during the past week, warrant the use of much more encouraging figures, and authorize the assertion that by the end of the year 1869 there will be laid in the United States, in round numbers, one hundred and ten thousand tons of steel rails, equal to seven hundred miles of steel road, and an amount about thirty six thousand tons, equal to three hundred and sixty miles, more than was laid during the present season! The rails are in use on more than 50 different roads, and are made by twenty of American, and eight of English, and to a very small extent, of Prussian manufacture.

Four large steel works for making rails have already been established in this country, and a fifth is nearly completed. John A. Griswold & Co., proprietors of the Bessemer steel Works of Troy, N. Y., made about 2,000 tons of steel rails, laid down for the Erie Railroad, prior to the adjournment of Congress in October, 1866. None of these rails have broken, and official certificates testify that they are equal to the best foreign rails. The new works, now nearly completed, will enable the proprietors to produce steel rails at the rate of 15,000 to 20,000 tons per year. Pennsylvania Bessemer works at Harrisburg are now, and have been for some time, producing steel rails at the rate of 12,000 tons annually. These are mostly laid on the Pennsylvania Railroad, and the official reports show them to be equal to the best foreign rails. The yearly capacity of the works is 20,000 tons. The Cleveland Iron and Steel Company are producing steel rails at the rate of 6,000 to 8,000 tons per year. They have not recently disclosed the fact that they are in operation. The capacity is 15,000 to 20,000 tons per year. Their steel is of the superior iron and is of the excellent quality. The Freedom Iron and Steel Works at Lewistown, Pa., are producing rails for the Pennsylvania and other roads at the rate of from 8,000 tons per year. Their annual capacity is 40,000 to 12,000 tons. Their steel is produced by the Pennsylvania Bessemer Company, after rigid tests, equal to the best. The Cambria Iron Company have a Bessemer steel works nearly completed at Johnstown, Pa. Its capacity will be 20,000 to 25,000 tons. The above statements are authoritative and clearly indicate that we shall be able, by next year, to produce annually at least 50,000 tons of good, American made, steel rails, a fact full of significance for the future of American railways. It may also be added that the proprietors of one of the largest iron rail making establishments in Pennsylvania, after suspending for four years against the rising tide of English importation, have now negotiating for the services of a able and experienced German engineer and metallurgist, who, we have been immediately to establish steel works, at which they confidently expect to be able to produce steel rails equal to the best for sale at one, within a less than the lowest price of good iron rails. The report quoted above states that some 1100 tons of Bessemer steel rails have already been laid, and it is certainly safe to assume that 5,000 to 10,000 tons of Bessemer steel rails will be laid in the summer of 1870, leaving a total in round number of about 12,000 tons (7 miles) of American steel rails in use in the United States at the end of 1870.

The English houses that have furnished steel rails to this country are John Brown & Son, who have spent about 51,000 tons; Cammell & Co., Sheffield, have sent about 27,000 tons; the Barrow Hematite Steel Company, 15,000, and Guest & Co., of the Dowlais Iron Works. The latter firm have only sent over, so far, about 2,000 tons, but have contracted to supply about 3,000 tons this year to the Delaware, Lackawana and Western, and New York and New Haven, and other roads. The rails turned out by these firms are all made from the bessemer steel, and have given satisfaction, all having proved of excellent quality, with but little preference in favor of either manufacturer.

The President of the New York and New Haven Railway Company furnished a few last Sundays to Bridgeport, in which iron iron rails were placed side by side with a solid steel rail pattern. On these he stage a 50-miles iron rail, made at Worcester, was laid and arranged into five pieces by the 1,500-pound weight of a pile driver falling on it from a height of twelve feet. The same weight was then dropped from a height of 34 feet, when the iron rail was broken, four of them without cracked. In view of the result of this experiment, the New York and New Haven Company received and opened proposals for steel rails, and hereafter for the steel rail that could be had for the least money. Bessemer steel rails, if they were fully contracted for, and to be tested would be abundantly strong and durable for all practical purposes.

Steel rails are now in use on nearly all the railways running out of New York, and in some of them to a large extent. There will be upwards of 100 miles of steel rails on the Hudson River Road by the end of October, 5,000 tons being laid this month. Two hundred miles or two thirds of its entire track, will then be laid with steel, and the remaining third will doubtless be renewed with the same material in the course of two years. On the New York and New Haven Road there will be about 6,000 tons of steel rails by the end of the season, nearly half of them being put down this year, and the Company have publicly stated their determination to make all renewals of track henceforth with steel rails only. On the Harlem road there are 1,100 tons of steel rails. On the Erie Road steel rails have been introduced to a considerable extent, and the last report of the Erie Railroad and Transportation Company says: "It is probable that steel rails will gradually be laid the entire length of the road, the greater durability of them overcoming the objection to their increased cost. It is also noteworthy that a prominent gentleman, officially connected with all the New Jersey Railroads, is now in Europe for the purpose, it is accepted, of thoroughly investigating this whole question of steel rails." On the Erie Road there are nearly 9,000 tons of steel rails in use. One thousand tons of John Brown's steel rails were laid three years ago, and are just as good, to all appearances, as when put down. The Erie Company ordered, in carefully, was heard to explain, in a tone of surprise, "Only fifty! Why, I had thought last year! What is the matter? Is the road running down?" "Oh, no!" was the reply, "but we have been ordering a good deal of iron rails lately." "Ah! yes, yes," said the president, the shock-head; "I don't know exactly how, I want my 5000 next time." and the interview terminated with the company coming from an his commission.

"There," said the President, "that's the common; and although we want the rails at once, THAT compels us to defer buying them until we can get them." The company is daily gaining ground among railroad men that it is a "penny wise and pound foolish" policy to continue the use of iron rails, and shrewd managers will not, some longer hesitate to cut down dividends, if necessary, for a few years, in order to supply the public with a road, as well as cheap and speedy railway transportation.

The great advantage of steel rails for iron in their tenacity. An iron rail, or a steel headed rail, is made of a pile of bars heated and welded together, but a solid steel rail is rolled from a single ingot, and consequently is subject to wear only, whereas the others are exposed to "wear and tear," and the "tear," so say one man know who has ever noticed the battered, laminated, and the integrated conditions of iron rails, on a much used track, is a most serious consideration. So great is the advantage that a single steel rail has been known to outwear no less than 20 iron rails placed successively in the same track, and it is perfectly safe to say that any good solid steel rail will outlast a dozen rails of iron. The argument that steel rails are worthless when once worn out never had much force, and is now entirely spent by the discovery of the Martin process, by which old steel can be reworked into perfect new rails. And the grand objection that steel is brittle, and, therefore, steel rails must break, is now fully overthrown by actual experiment. Of course steel rails may be made so brittle as to be worthless, and it is well ascertained that punching holes in them has a most injurious effect; but this process is now discontinued, and it is certain that rails rolled from good Bessemer steel and drilled, instead of punched, are not only far more durable, but are at least as though as the best iron rails."

The only way to bring such covetous stockholders as are mentioned above to their senses, will be to mulct them into heavy damages, when people are maimed and killed by the use of worthless cheap rails.

THE CURRENCY, FINANCES, &c.

As the session of Congress approaches, the currency question is attracting a great deal of attention in the money centres and city papers. So far, but few country papers have taken any part in this discussion, leaving it almost entirely in the hands of the brokers, and money interests connected in the cities. In the first place, the great mistake is made in separating the financial question from the protective policy of the country. Every producer knows that all his prosperity depends upon the regulation of these two questions in harmony with each other. Even if we had protection to our home industry, an over and unlimited issue of paper money would nullify it materially, while a too small and restricted issue would have the same effect of checking progress to a certain extent, under such a policy.

A number of writers are in favor of issuing 30 to 40 year 4 per cent. consols, in lieu of the present bonds of the Government. The rate of interest is entirely too low to begin with, we think, in our country, and nothing but a forced policy, contrary to the pledged faith of the Government, would induce holders to convert them into 4 per cent. consols, when money can be loaned in three-fourths of our country at ten per cent., with ample security. Even in England, those who watch their investments, can make from 5 to 6 per cent. on their money, and in France from 6 to 10 per cent. Under such a policy we would be forced to fund all the 5-20's into, say, 40-year consols, making the interest 5 per cent. for five years; then 4½ per cent. for ten years, and after that period, until redeemed by the Government, 4 per cent. We would then fund the 6's of 1881, and the 10-40's, and all other securities at the same rate of interest as the 6-20's were drawing at the time, or at lower rates, if the Government could borrow money lower, and pay them off as they fall due. This would leave the Government at liberty to avail themselves of such advantage. It would be worth one per cent. to our people to have the bonds held at home, and the interest retained for our own uses, instead of being sent abroad. At these rates the consols, made free of taxation, would be taken and kept at home, and those holding our bonds abroad would be glad to fund them at these rates and retain them. But with the rate at 4 per cent. we firmly believe that a large portion of those held abroad would be sent home and thrown upon our markets, which would force them them below par., and which would result disastrously, so far as the finances of the Government are involved.

The London Times of the 15th of October, in speaking of the gold gambling in New York, made the following remarks, which confirms the opinion expressed above:

"The gold gambling in New York has produced an uneasy feeling with regard to all financial affairs in America, and has caused the business in United States bonds to be subject to restriction. It is, indeed, a matter of universal surprise that Mr. Boutwell should think such a measure necessary as the partial redemption of the interest of the debt by free conversion. The bonds of the country should be offer of reimbursement and return to be old investment in South Sea stocks, now at right for the four and a half per cents, which, very nearly, the value of the bonds were first introduced into this country." The debt of these South Sea Stocks is now generally considered the capital they have invested in requisite railways, for the construction of which they have been issued. As long as gold do not be a marketable commodity in the United States, any attempt to reduce the interest of the bonds will be self-defeat, results in filling the pockets of those who speculate in gold. Meanwhile, the country will be self-must, results in filling the pockets of those who speculate in gold. Meanwhile, the country will be self-must, results in filling the pockets of those who speculate in gold.

We have not the least doubt but that such would be the effect of an attempt to refund our national securities at so low a rate of interest now, and it is worthy of the consideration of our law-makers.

We would at the same time tax the National Banks one per cent. on the bonds they deposit as security for their issues, in addition to their present taxes; they can stand it, and ought to pay it for the privileges they possess.

To remove the difficulty existing in the present unfair mode of issuing currency, we would propose the issue of $1 in currency for every $30 of the assessed value of the real and personal property of the country, and distribute the currency among all the States and territories in proportion to their wealth and business. This would make a fair and equal distribution according to the wealth of all sections, and it would have the merit of expanding, as business and wealth expands, without any further disturbing legislation. It would also prevent expansions and contractions beyond a certain point, which would give great confidence in the investment of capital in the productive business of the country. It would be far preferable to free banking, which would be almost as objectionable as the old State Bank system, without the evils of a currency issued it. It is just as necessary to limit the issue of paper money, as it is to stamp the value on a gold dollar, as a basis for currency, if such a basis is required. This we admit, is an original idea, but the more the principle is examined, the more it will commend itself to the common sense of the people who think on this subject. And it ought to commend itself to the whole South and West, who are now deprived of their portion of banking facilities; and they would be deprived of it under a free banking system also, because the banks as now, would be located at the money centres, and the currency sent South and West as it now is.

If the assessed value of the real and personal property of the country foots up twenty-two billions of dollars, the volume of currency on this basis would amount to $733,000,000, which would be ample for all purposes, distributed throughout the country in proportion to wealth and business.

When the report of the Secretary of the Treasury is issued, we presume we will have the assessed value of the real and personal property of the country, and we can then judge whether $1 in currency to $30 of the value of property would give either too large or too small a volume of currency, and it may be changed accordingly, either the issue raised to $1 for $25, or lowered to $1 for $45. We are not wedded to the exact figures; it is only the principle that we contend for of issuing currency, so as not to enhance or depress the value of property in a greater proportion in its relation to currency, which always brings about periodical contractions and expansions, so destructive to the business interests of the country.

We would modify the tariff in the interest of protection to our home industry wherever required, and all the duties make specific wherever it can be done. We would then add a section to the bill, giving the Secretary of the Treasury power to increase the duties 10 per cent. whenever, at the end of a fiscal quarter, the importation of the country exceeded the exportations, exclusive of coin, but not bullion, 10 per cent. until an equilibrium was established by giving ten days notice at all the ports of entry. If the exportations are excessive, also to decrease the duties a certain percentage until an equilibrium is established. Such a sliding scale would operate the same as increasing the rates of interest by the banks of England and France, to check excessive importations, which they always do. While gold is constantly changing in value, such a sliding scale becomes absolutely necessary, as when it rises or falls, the duties are either increased or lowered.

With our bonds funded on this principle, our volume of currency issued in proportion to the wealth and business of the country, expanding as wealth and business expand, without disturbing legislation. And with our foreign commerce so equalized as not to drain us of our coin and bonds, the banks could then in less than a year resume without contracting the currency or crippling the business of the country. Such legislation would dispose of these three questions so intimately connected with each other; and on the intelligent adjustment of which the future of our country in progress, wealth and power greatly depends.

A CONTEMPORARY observes that, according to a recent statistical calculation, the average number of homicides in Italy is 11 in 100,000 inhabitants, compared with 8 in Spain, 2 in Sweden, 2 in England, and in that model little State, Belgium, only 1 in four years. In all France, during the year 1867, there were 307 cases of criminal homicide compared with 2,626 in Italy; or nearly as many murders as in France there were offences of all kinds against the person and against property. As M. Erdan remarks, this comparison is simply appalling. The South of Italy is but a few removes from savagery.

AMERICAN COMMERCE.

Distribution of our Foreign Trade.

Gen. Walker, Chief of the Bureau of Statistics, furnishes the following statement of our exports and re-exports to each foreign country during the last fiscal year. A detailed account of our foreign trade for the same year, stating the quantities and values of imports, exports and re-exports by articles, was published in Monthly Report No. 28. The following table serves to show how the export part of this trade was distributed among different countries:

Countries.	Exports.	Re-exports.
England	$190,456,095	$3,229,109
Scotland	4,612,943	180,868
Ireland	6,499,117	2,98
Gibraltar	2,851,118	42,948
Dominion of Canada	15,180,613	2,868,783
All other British Possessions in N. America	2,703,172	448,661
British West Indies	9,143,844	101,164
British Possessions in Africa	1,633,823	4,864
British East Indies	411,019	11,436
Australia, New Zealand, &c.	4,619,318	56,483
Spain	2,098,294	4,836
Cuba	15,641,966	7,064,747
Porto Rico	2,669,944	114,697
All other Spanish Possessions	165,993	19,973
Hamburg	19,261,465	1,047,712
Bremen	24,747,259	237,495
Prussia and all other	2,175,633	
France	49,450,139	1,471,557
French Possessions in America	1,114,946	44,314
All other French Possessions	431,872	12,853
Brazil	5,910,665	778,314
China	10,529,175	2,217,555
Argentine Republic	2,135,098	273,473
Holland	3,963,161	88,330
Dutch East Indies	132,502	828
Dutch West Indies and Dutch Guiana	999,651	29,196
Mexico	3,858,650	1,047,406
Hayti	2,640,931	42,246
Venezuela	1,191,565	24,175
Italy	4,640,291	1,000
Japan	2,856,720	1,119,24
United States of Columbia	4,990,073	180,857
Sandwich Islands	700,641	56,666
Uruguay	534,19	68,170
Russia on the Baltic and White Seas	4,904,187	23,836
Russia on the Black Sea	58,722	
Hayti and San Domingo	1,749,658	159,672
Peru	1,158,634	119,918
Central American States	1,254,324	14,146
Chili	1,962,550	118,946
Denmark and Danish West Indies	1,676,415	29,101
Portugal	2,216,609	41,248
All other Portuguese Possessions	191,630	7,680
Sweden and Norway	164,976	
Asiatic Turkey	631,781	79
Turkey	653,165	101,890
Egypt	1,170,448	10,964
All other countries and ports	937,652	19,000
Total	$413,954,633	$23,114,414

Proportion shipped in American vessels $118,801,404 $18,221,724
In foreign vessels 275,153,229 9,981,711

We publish the following in connection with the above, which ought to attract the serious attention of our farmers, who will find that their principal markets for flour are in South America and not in Europe.

Our Foreign Exports.—Those who are in the habit of reading the reports of the market, know that the staple flour, will probably be our, and wheat we will then that the bulk of our exports will go to the West Indies and contiguous countries. In truth, England does little more than fix the price at which we set the quantities it is to receive. The exports for the year of January of this year have been exported of 8-10, from the ports of New York, 1,110,000 bbls. of which but 242,000 bbls. were sent to Great Britain, France, Holland, Belgium and Germany, while the 194 bbls. were sent to the West Indies, South America, Cuba, Texas, Spain, and other small contiguous ports.

VICE AND CORRUPTION IN NEW YORK CITY.

"In yesterday's daily we had a lengthy telegram from New York in reference to the arrest of a gang who had been largely engaged in manufacturing and selling counterfeit tobacco stamps, etc. The detectives also captured a large quantity of counterfeit stamps, etc., plates, presses, paper, and other material and machinery used in the fraudulent business. It is also stated that many parties heretofore of good standing and reputation in that city, are compromised.

This is another phase of the vice, iniquity, and corruption which seem to have steeped New York into the lowest depths of crime, and even involved those who have heretofore been considered respectable. The gambling hells abound in that city, and lure to their ruin scores of thousands of young clerks anxious to live above the incomes from their salaries. Many merchants and men in business, considered heretofore upright, do not hesitate to commit perjury in making their income returns, while they cheat the government by frauds at the Custom House. Through all society in that city vice and corruption permeate, until it has become a positive disgrace to the State. So in politics, nothing but corruption. Take, for instance, the Sixth ward. The population of the ward has for years been steadily crowded out to make room for stores, manufactories, workshops, public buildings, etc. In 1855 the population was 25,562, and at the Presidential election the following year 2,880 votes were polled. The population now is less than 20,000, a positive decrease, yet the vote at the late election on Secretary of State was 6,274! Just think of the growth of corruption in that modern Sodom, when six thousand votes are counted where there are not four thousand white males of legal age to cast a ballot. It is sickening to contemplate. And New York will become worse, for with the Democrats in possession of the Legislature they will repeal the Metropolitan Police Bill, and no man's life will be safe in any part of the city.

We know of but one effectual way to put a stop to corruption, and that is, to become inoperative, and that is, cut it off from the State, and let it wallow in its iniquity, until the respectable inhabitants rise in self-defence and convert every lamp post into an extemporaneous gallows. Call the new State what they may, let it be known as the American Botany Bay, the home and resort of the thieves and rogues of the country.

When we contemplate the fraud and corruption which exist in every grade of society in New York, we console ourselves with the reflection that it is not really an American city. A large majority of the population is composed of foreigners, many of them the very dregs of European society. Americans are not responsible for the terrible condition of affairs in New York, while those who live in that city suffer from the effects.

POST OFFICE DEPARTMENT.

The annual report of the Postmaster General for the fiscal year ending June 30, 1869, will show the following interesting facts prepared by Gen. Terrell, Third Assistant Postmaster General:

The business of the department during the year was 481,047,469, the value of its work was $14,000,000. The number of stamped envelopes issued was 78,979,980, and stamped envelopes, 3,856,500; postal cards issued, 3,299,250; and mailing so $71,900. Total number of money orders issued, 2,000,000, and they were fully contracted for, and to be issued, $18,179,041.

The receipts and expenditures for the year ending June 30, 1869, are compared with the year 1868 as follows: Receipts 1868, $18,344,010 73. 1869, $16,292,670 for decrease 1869 over 1868, $2,051,340 03. Expenditures 1869, $32,696,151 54; 1868, $28,730,692 65; increase 1869 over 1868, $3,965,458 89.

This shows a large percentage in increased revenue with a very small percentage increase in expenditures. As this only embraces four months under the present Administration, the next year's report will show a much greater increase in revenue in proportion to the expenses. Gen. Randolph's best of agents he were put in purely to reward them for services rendered to the Administration, and to defeat the Republicans at the last Presidential election, have been cleaned out.

The money order system was commenced in Nov., 1864, at 144 Post Offices. During the period of eight months the issues of the offices amounted to $1,360,122 59, and the payments to $1,313,677 06. The gross receipts from fees, &c., were $11 536 40, and the expenses $18,584 37; showing a deficit of $7,047 97. In the following year, 1865, there was a profit of $7,139 79; and for the year ending June 30, 1866, the value of the issues were $24,848,038 93. Receipts, $176,947 27, and the expenses $110,094, giving a net revenue to the department of $65,553 87, which shows a great increase from $7,138 79 to $65,553 87, in a period of three years. There are now 1835 Post Offices that issue money orders, an increase of 397 over last year.

The report from the Dead Letter Office will show the following interesting facts: The number of letters sent to the Dead Letter Office during the year was as follows: ordinary letters, 2,931,412; dropletters, 450,000; unmailable, 541,984; foreign letters, 98,815; fictitious letters, 17,417; registered letters, 35,629; returned from foreign countries, 61,645; foreign letters, 128,196; total, 3,963,168, of the above number 16,497 were found to contain money amounting to $94,710 95, in sums of $1 and upward, of which number 16,161, containing $93,570 95, were delivered to the writers or persons addressed; and 336, conts nine $1,140 00, were filed for reclamation by the owners or were outstanding. Dead letters are sold, and of forty years for reclamation, and the money deposited in the Treasury. The number sold at prices less than $1 was 14,525, containing $8,479 17, of which amount $6,748 29 was delivered to the writers, and $664 45 was filed for reclamation. The amount taken from dead letters and deposited in the Treasury was $14,583 63. The number of letters containing bank checks, drafts, money letters of exchange, &c., received and recorded, was 16,978; nominal value of paper, $40,394 71, of which 16,966 the nominal value of which was $2,799,114 31; were delivered to owners, and 16,639 were returned or filed for reclamation. Of the remaining 336, of which 307 were detained for postage, not being prepaid as required by law. The 7 were either who it appeared, not prepaid one full rate, or were a stamp with illegal or fraudulent stamps, and 22 were misdirected—the Post Office, State, or some necessary place in the address being omitted; 9,678 had no address whatever, and 11,000 were addressed to places which no there was no mail service.

The amount realized by the sale of waste paper was $8,007 03. This was formerly a perquisite of the Third Assistant Postmaster General, but has been cut off by Congress.

IRON WORKS IN THE WEST.

The western people are daily becoming more convinced of the great advantage of locating factories of all kinds in their midst, and thousands of those who have heretofore been operatives for free trade and a European market for their produce, find that it is much more advantageous to them to create markets at home near their farms instead of sending their produce almost 4000 miles to Europe after a market the expense of transportation on which comes out of their own pockets. Recently several large iron establishments have been created, and we observe that last week the operations of the Union Coal, Iron and Transportation Company, of Joliet, Ill., were inaugurated by the pouring of the corner stone of their rolling mill. This Company was originated by Mr. A. B. Meeker, to whom the iron interests of the West are so greatly indebted. With him, Mr. J. S. Adams, formerly connected with the Chicago Mills, and Mr. J. H. Wrenn, of Tyler, Wrenn & Co., constitute the incorporated body and we the above title. In May last, the citizens of Joliet, by popular vote, decided that they would appropriate the sum of $75,000 to this company, provided it would be worth that amount that city, and, accepting the liberal offer, the company a few weeks ago began the erection of their mills, and on the 19th inst., the ceremonies connected with the laying of the corner stone were performed according to Masonic usages. The President, Mr. A. B. Meeker, and others, made very interesting speeches on the occasion.

Local Affairs.

Weekly Almanac.

Nov.—1869.	Sun Rises	Sun Sets	Moon's Change.
6 Saturday	6 32	4 51	
7 Sunday	6 33	4 50	New M. 8 0 29 Ev.
8 Monday	6 34	4 49	First Q. 10 9 10 Ev.
9 Tuesday	6 40	4 49	Full M. 18 1 18 Mo.
10 Wednesday	6 41	4 48	Last Q. 25 1 18 Mo.
11 Thursday	6 42	4 47	
12 Friday	6 43	4 45	

METEOROLOGICAL TABLE.

Temperature for the Week.

State of the Thermometer for the week ending Thursday. Kept for the MINERS' JOURNAL by W. S. Lather.

Oct.—1869.	6 A. M.	Noon.	6 P. M.
22 Friday	54°	54°	45°
23 Saturday	41	48	54
24 Sunday	40	48	54
25 Monday	42	53	51
26 Tuesday	44	55	51
27 Wednesday	18	38	34
28 Thursday	31	39	36

Coal Yard for sale. See Advertisement.

Gorgetings cheap at Fochs's, 261 Centre street.

To-morrow.—Forty fifth Sunday of the year and twenty-fourth Sunday after Trinity. Day's length, 10 hours and 12 minutes.

Be sure to call on the Agent of the Continental Life Insurance Company of New York, 117 Broadway, if you want a good Agent or Manager.

Not professional Politicians—that is the man, who seeks a place or office in order to enrich himself instead of the people, who have elected him to a place of trust, and who, instead of being a faithful servant of the people, turns out to be a thief and a villain. Such a man is not a fit person to be entrusted to accomplish our object.

By order of the State League.

G. B. MCCARTHY,
F. E. BOYER,
MICHAEL COURTER,
JAS. MCCARTHY,
JAS. LAWLER,
FREDERICK LAUER,
Committee.

THE GERMAN DEMOCRATS.—the New York German Democrats are leaving the so-called Democratic party by thousands and uniting with the Republicans. In New York city seven of clubs have resolved to support the Republican ticket at the ensuing election. They are getting tired of the Irish rule in the so-called Democratic party. This is the feeling that is beginning to "pervail everywhere." They declare that all the vital principles of the old Democratic party are embodied in Republicanism—while the Democracy is now controlled everywhere by the Irish element only—and many intelligent and honest Irishmen are also leaving the party because it is "arrayed against universal suffrage and supports English industry in opposition to American industry. In an address of German Democrats published in New York the following truths are promulgated:

"The rings" in the Democratic party of New York have grown so bold, that forgeries in receipts, bonds, bonds, street openings, contracts of all kinds, and swindles of all kinds, have since spread thus that they are now the rule and not the exception, without whose votes, the party never would have achieved power. Democratic politicians have lately boasted their political influence, aggregated millions of money. They can build brown-stone fronts, own railroads and bank houses, and yet they do not, forsooth, but not one of them has ever originated or promoted any humanitarian work likely to mitigate the hard lot of the workingman and his family, who live in tenement barracks, and yet pay all the taxes in the shape of rent, and share the increased cost of the necessaries of life."

This is true to the letter everywhere, and the observing workingmen are finding it out daily.

Applications for Life Insurance in the Mutual Insurance Company of New York are prepared fully solicited by James Wooly, New Philadelphia, Schuylkill County, Pa. Assets of the company, over $22,000,000.

The Dedicatory Services of the Methodist E. Church of Auburndale, will be held at Auburndale, Carbon County, Pa., on Sunday Nov. 14th, commencing at 10½ A. M.

The following Divines will be present: Rev. B. H. Greaver, Williamsport, (Presiding Elder,) Rev. James Neill, of Philadelphia, and others.

All friends of the house are invited to be present.

By order of the Committee. 2t

Hendwood Cologne Toilet Soap, &c., suitable for wedding and other gifts, just received, for sale cheap, at Trotzally China and Glassware store, 256, Centre st. 1f

Sold Throughout Very Cheap.—It has lately leaked out, that two certain receipts Syphilis cures, (Washington) of this County, sold out to Packer, Bradley & Company, for the sum of five hundred dollars. William Mutcher, Chairman of Democratic State Central Committee, was the purchaser, and it came, of course, out of the well fed money bag of Ass Packer. Small, indeed, was this their price of treachery. They sold themselves dog cheap!

The best cook stove in the market, the Iron Sides, can be had at Solomon Hoover's home furnishing store, No. 293 Centre street. 22-1d

Miners' Lodge, No. 20, I. O. of O. F., have appointed the following Committee:—Chairman, J. J. Davis; Secretary, Benjamin Rogers, James Glen, Sylvester Rogers, and A. L. Bonhner; for the purpose of having a fence to erect a monument and railing around Siddons' Lodge Odd Fellows' Cemetery. The Committee are anxious to push this too long neglected affair through at once. This is the only Cemetery in the District, that has not aside a lot purposely for the use of Soldiers'. Our citizens will no doubt be called on to assist in this praiseworthy undertaking.

The Continental Life Insurance Company of New York, is not in any way connected with any other company either life or fire. It is the most successful Life Insurance Company of the age. 13-4f

Bank Dividends.—On the 21 instant the Miners' National Bank declared a semi-annual dividend of 5 per cent.

On the 1st instant the Government National Bank declared a semi-annual dividend of 5 per cent.

On the 4th instant the Miners' Life Insurance and Trust Company declared a semi-annual dividend of 50 per cent.

Other Savings Institutions in the County will send in their declarations of dividends, and we will publish them.

Insure your life in the North American Mutual Life Insurance Company of Philadelphia. It possesses substantially GOVERNMENT SECURITY, GUARANTEED by the Government Bonds, is deposited with the Auditor General of Pennsylvania, as security for policy holders. Rates low and dividends large. Call or send for Pamphlets and Circulars, and further information, apply to Luther S. Kantner, General Agent, Minersville, Pa. 26-1d

A SECRET PRIVATE meeting of some trades people will take place on the Mountain, and one member of each trade is requested to be present. Work quoting, as our prices are low. Rent is high. Gas is cheap. Let the good of the cause be uppermost in every mind, and we will succeed in accomplishing our object.

By order of the Committee.

Oil Cloth cheap at Fochs's, 261 Centre street.

Oil Cloth cheap at Fochs's, 261 Centre street.

There will be a Union Prayer Meeting held every night for one week, in the First Church between Market and Norwegian streets, commencing on Monday evening next. Exercises to open at 7½ o'clock. All Christians are most cordially invited to attend and participate in the same. UNION.

Insure in the PENN MUTUAL Life Insurance Company, of Philadelphia. PURELY MUTUAL. Assets, $2,500,000, all the profits divided among the policy holders every year. Dividends 75 per cent. Every information furnished on application, personally or by letter to B. Richards, Art., Minersville, Pa. 1f

County Institute Lecture.—Tuesday evening—Prof. A. N. Raub. Subject, "Life and Living." Wednesday—Hon. Chas. H. Hoyt, of Pottsville. Subject, "Tom Brown at Oxford." Thursday evening—Wm. L. Dennis, Esq., of Philadelphia. Subject, "Ancient Greece." Pottsville. Friday evening—Prof. Shoemaker, of Philadelphia, will give a series of Readings, serious and comic, in the department of Tragedy and Comedy.

Temperance.—The following officers were on Thursday evening installed for the ensuing term in Broad Mountain Lodge, Gordon, I. O. of G. T.:

W. C. T., Miss Nettie Wilson; W. V., Miss Emma Dreher; W. S., Albert Ammerman; W. F. S., W. D. Bachman; W. T., Miss Susie Angus; W. A. S., Fred. Dreher; N. M., H. Wenner; W. A. M., L. James; W. R. S., Mary Kopenhefer; W. D. S., Hannah Harper; P. W. C. T., Mary Miller.

Grand Army of the Republic.—Gowen Post, No. 13, is in its new room, and the comrades have now a neat, convenient and comfortable place to meet.

We would suggest to old comrades who have not yet taken the new work that they have up to the first of December to come in without additional cost to them, except 10 cents. The Post meets on each Thursday evening. Every old comrade should come in. Many new recruits are coming in.

Disaster to a Train of Coal Cars.—On Thursday evening last about 8 o'clock, as a train of 25 loaded coal cars was coming in to the Gordon Plane, the wheels on one side of the train broke, and wheel broke and threw about 60 cars from the track and were in embankment, which is very high and which is behind the Odd Fellows' Hall. The engineer is front pulled out and broke a coupling, taking with him about 40 cars. One of the brakesman, named Charles A. Wilson, had one of his arms broken. Fortunately, he was the only person injured.

If you want a fine American Lever Watch, with Forge' Patent Regulator, dust and water proof, go to A. E. Savage, Watchmaker and Jeweler, Girardville, Pa. He will sell them cheaper than any other house elsewhere in the country, and will warrant them for two years. Hartford and Eilsen years experience in the trade, first watches will be carefully repaired. A supply of clocks always on hand. Special attention paid to engraving. 45 3m

Stoves cheap at Foore's, 281 Centre street. 42-1f

At this season when colds and coughs are so prevalent, it is well to have something in the house to soothe a cough, allay tickling in the throat, to relieve hoarseness, catarrh, sore throat, and bronchial affections. Such is Dr. Wistar's Pharmaceutical Cordials, 139 Centre street, the Cordials, a pleasant medicine for the purpose, and having tried it for a season and experienced no hospital effects, we cheerfully recommend it.

The following is a list of letters remaining in the Pottsville Post Office, Nov. 6, 1869:

Gentlemen's Names.	Ladies Names.
Jno Kemp	Mrs Ann Eliza Davis
Rev Wm J M	Miss Ann Eliza Davis
Thos Jenkins	Mrs Ann Eliza Davis
Jesse B Daniel	Jennet B Davis
Geo Adams	Mrs Ann Davis
Owen P	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Adams	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
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Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann Davis
Jno Jones	Mrs Ann