

IMPORTANT TO POTTER!

Buffalo & Washington Railroad.

From the Buffalo Daily Courier.

This line of railway extending from Buffalo nearly south one hundred and ten miles to Emporium, a point on the Philadelphia and Erie Railroad, is one of the most important, as it will complete the chain of railway communication directly connecting Buffalo with Washington, Baltimore and Philadelphia. The completion of this short line of road connecting with roads already in successful operation will, by this route, make the distance to Philadelphia via the Philadelphia & Erie Railway 407 miles, to Baltimore via Harrisburg 385 miles, and to Washington 425 miles.

It has for its northwestern terminus the most important commercial city on the great chain of lakes, and for its southwestern terminus Washington and the great commercial cities of Baltimore and Philadelphia connecting the lakes with the ocean at three important points. These connections will give to the Buffalo and Washington Railway superior advantages for both through freight and passengers, either way.

Buffalo is already an important railway center, and the gateway for a large share of the immense commerce of the lakes, as more than fifty per cent. of eastward movement of the surplus products of the Great West and North-West pass through it. These surplus productions are being annually augmented, keeping pace with its increased growth in population, which is equal to fifty-five per cent. in each decade. It is already an important point for iron manufacture, and is destined soon to be one of the most important in this country.

Here the coal, the iron and the limestone can meet each other more economically than in any other city in the Union. These advantages alone should insure the building of the road. In addition to these advantages, this line of railway passes through or near large lumber districts, oil territory, and immense coal fields much greater in extent than the coal fields of Great Britain. Thus in view of the smelting works for smelting iron on copper steel works, cutlery and hardware works, that are springing up like magic all over the West and Northwest and Canada West gives promise of a large freight tonnage, independent of the through freight and passenger business. All these works require coal, which is now supplied from both the East and the West.

The shipments of bituminous coal from Erie and Cleveland to Lake ports, East and West, are nearly six hundred thousand tons annually, and the quantity is being augmented every year. Of the coast-wise shipments of bituminous coal from these cities about 275,000 tons were destined for the ports of Detroit, Milwaukee and Chicago 65,000 to 89,000 tons for Buffalo, and the remainder to other United States ports and Canada. The imports of coal into Buffalo by Canal from the East are now annually about 190,000 tons, of which 35,000 tons are of the bituminous variety, used for blacksmith purposes, besides which the yearly receipts by rail are upwards of 100,000 tons. Of the yearly receipts of bituminous coal from Cleveland and Erie from 30,000 to 40,000 tons are sent eastward by Canal for supplying the Gas Companies in the cities along its line, and 50,000 to 40,000 tons are consumed for domestic and manufacturing purposes at Buffalo.

The coal trade of the lakes has more than doubled during the last ten years, and will be more than trebled by the year 1874. The consumption of bituminous coal in Buffalo by the Gas Company, the Smelting Furnaces and the Rolling Mills is about 70,000 tons annually. The consumption of bituminous coal for gas in the cities of New York Brooklyn, Jersey City, Williamsburg, Hoboken and the cities on the Hudson river and the Erie Canal is about 500,000 tons annually. It is believed that a very considerable portion of the demand for bituminous coal, both for the East and the West, as well as that for anthracite coal for the West, can be more cheaply supplied through the line of the Buffalo and Washington Railway than from any other point.

This road penetrates the coal regions of Pennsylvania. Emporium is about twenty miles within the Northern limits of the great coal basin and all around it, North, South, East and West are worked or workable veins of bituminous coal in generous profusion.

The following letter from Gideon J. Ball Esq., of Erie, Pa., under date of September 13, 1865, to William Wallace Esq., Engineer in Chief of the Buffalo and Washington Railway will show the extent the coal fields of Pennsylvania and their importance to the Buffalo and Washington line of Railway, as well as the city of Buffalo.

I am requested to express an opinion whether in my judgment a reliable supply of Bituminous coal can be found in Pennsylvania at a point or points within easy reach of Buffalo. Practical proof generally settles doubts entertained on any given subject, on this they must exert equal influence. In reply there fore I beg to assure you, that the counties of McKean, Elk and Cameron, abound in bituminous coal: this of a superior quality for gas, for steam generating, for blacksmiths' use, for locomotive fuel, and for the manufacture of iron. It is used exclusively by the Philadelphia and Erie Railroad for locomotive fuel, and is also largely used by the Northern Central Railway for the same purpose. The coal field in question is almost without limit. It is penetrated and made accessible by the Philadelphia and Erie Railroad along which it extends for nearly fifty miles. Perhaps more Buffalo is nearer this coal basin by several miles than Erie.

The nearest coal mine to Buffalo, opened and operating, is that of the Cameron Coal company. It is distant from Buffalo about one hundred and thirteen miles being east of Emporium three miles.

The coal veins already opened and to be opened on the property of this Company, are estimated by their Engineer to contain twenty five millions tons. They are now shipping daily, from their mine, about three hundred tons of coal, and say they can increase it to one thousand tons a day.

The mine of St. Mary's Coal Company, and

the Shawmut coal mine, a Boston company, are both operating, the first named, ship about three thousand tons a month while the Shawmut sends to market, monthly, about seven thousand tons. The companies named have a greater capacity to produce coal than their shipments indicate, but at this time they are not able to procure cars to transport it.

The St. Mary's, Shawmut and Cameron coal mines, have not been opened a year yet. They are new enterprises. In addition to them there are seven other companies organized, and now engaged in opening or preparing to open coal mines. This development may be regarded as remarkable, especially, when we reflect that the Philadelphia and Erie Railroad was only opened in October last, 1864. It is practically certain that many more companies will be formed and mines opened, it cannot be otherwise, as the region is rich in mineral coal, and it invites the investment of capital.

There is no other coal basin so near Buffalo and Rochester, as the one underlying and enriching the counties of McKean, Elk and Cameron; and it is an important fact, not to be overlooked, that this coal can be reached by a railroad not expensive to build, and that will forever hold an advantage by reason of its high grades.

I repeat that these coal deposits occur at different points on the line of the Philadelphia and Erie Railroad, both eastward west of Emporium for fifty miles, and they extend south into the interior of Pennsylvania for an indefinite distance. You will comprehend from the facts I have furnished, why I am justified in assuring you that the supply of coal is abundant enough to last forever, and meet all demands. In support of this assurance I respectfully refer you to vol. 23, page 465 Geology of Pennsylvania, wherein Professor Rogers, State Geologist, says, "all the bituminous coal measures northwest of the Allegheny Mountains, with the north end of the Cumberland Basin, comprises an area of twelve thousand and two hundred and twenty square miles." I will barely add that it is one of the large basins composing this vast area that has been opened by the coal mines I have mentioned.

To the inhabitants of Buffalo the introduction of this coal will be a blessing. Fuel is as necessary as bread. They who shall be instrumental in opening the way for a steady supply will deserve thanks as public benefactors.

The foregoing letter shows conclusively that there is an abundance of coal at or near the terminus of the Buffalo and Washington Railway at Emporium, more than sufficient to supply the wants of all the Lake regions for centuries to come. But as a reserve in case of still greater wants than can be furnished from the coal district indicated by Mr. Ball the following letter to Mr. Wallace, from N.F. Jones, Esq., Civil Engineer, of Philadelphia, under date of Sept. 11, 1865, will show an additional supply, that will be furnished to pass over eighty miles of the Buffalo and Washington Railway. He says:

"I take the first opportunity to reply to your enquiries, relative to the coal trade that can be brought to your road from the mines in McKean county, Pennsylvania.

At Larabee's, a point on your line, eighty miles from Buffalo, you are on the Allegheny River at the mouth of Potato Creek, twenty miles by the valley of that stream from what is known as the Bunker Hill mines, so that the total distance from the coal to Buffalo is one hundred miles.

The twenty miles required to reach it from Larabee's is over ground, on which I have carefully located and prepared for construction a line of railroad to connect the mines with the Genesee Valley Canal. It is seldom that ground can be found in any country better adapted to a railroad line.

The first fifteen miles has an average ascent of one inch to six feet per mile. To save cost in construction, a maximum grade of twenty-one feet per mile is used. None of the curvature exceed three degrees, and sixty-two per cent. of the distance is straight line.

On the remaining five miles the same quality of curvature is maintained, but the grade is increased to ninety-five feet per mile for three miles. All the grades are in favor of the trade, so that the capacity of a locomotive will be limited only by the number of empty cars she can take up to the mines. Over the first fifty miles she can haul 150, 5 ton cars, and over the upper five miles she can take the same number in two trips; so that by doubling the end of the road, a single engine can work down 750 tons of coal in a run of fifty miles.

The graduation will require the removal of 400,000 cubic yards of material an average distance of 400 feet very little of it being rock. The masonry will consist of 800 c. yds. 1st class, 2,200 c. yds. 2d class and 800 c. yds. 3d class.

The Bridging will require but two truss bridges of 80 feet span each—about 1000 feet level or plain tringers and some open trestle work.

From these items you will perceive that the work is all of the very lightest character, and can be constructed at a very moderate cost.

COAL.

The best coal basin in McKean county is penetrated by this line. It surrounds Red Mill Brook, one of the branches of Potato Creek, and embraces an area of 10,000 acres.

In the course of examinations recently made on a track that lays in part within this coal basin, I had opportunity to become intimately acquainted with its character and capacity for coal production.

These examinations consisted of drilling wells down from the tops of the ridges entirely through the coal measures, thus cutting all the veins in succession, in sinking shafts upon them at various points, and opening drifts upon them in the faces of the hills.

One of the wells passed through 21 feet 4 inches of coal in six workable veins, follows:

At 21 feet down, 2 feet, 10 inches coal; at 49 feet, 3 feet 1 inch coal; at 87 feet, 2 feet 2 inches coal; at 114 feet, 3 feet 2 inches coal; at 132 feet, 5 feet 9 inches coal, and at 154 feet, 4 feet 4 inches coal.

Two of the three foot veins were also exposed by shafting on them; and drifts were put on on the 2 feet 10 inch vein and on the 4 feet 4 inch vein. The latter measures in the drift 4 feet 11 inches. This vein has been cut at three different points on a run of about three-fourths of a mile and gives 4' 10", 4' 11", and 4' 4".

The total thickness of coal cut in this basin (7 yds) will give 28,000 tons of coal in each acre, underlain with it. It is therefore evident that, so far as thickness is concerned, it is ample. The only question is as to its extent.

The examinations yet made do not enable me to say with certainty what extent of ground is underlain with all these veins, or even a majority of them; but most of them undoubtedly exist under an area of several thousand acres. Enough is known to prove that there product can be counted by millions of tons, and that for all practical purposes the supply is inexhaustible.

As to the quality of the coal—it can be said that it is of the very best, it is remarkable for

from sulphur and is unsurpassed for blacksmith use.

It has been tested for locomotive fuel on the New York Central Railroad and pronounced superior to the Erie coal. It yields 45.66 cubic feet of gas per pound of very superior quality. Some of the veins take very freely white ovens, especially the largest vein, makes a light open fire, cakes but slightly, it is an admirable coal for domestic use, and would in all probability prove good for the smelting furnace.

With an ample supply of such fuel within 100 miles of Buffalo, it would seem that the citizens of that place should not be long in reaching it. Certainly nothing could be more beneficial to their manufacturing and commercial interests, nor of greater profit to the road that carries it.

At the existing high rates of labor and materials of all kinds, coal from these mines could be placed in the cars at a cost in no event exceeding \$1 50 per ton.

Can there be any doubt, that so long as the mining and freight are at such a figure, the Buffalo market would take 200,000 tons per annum at 65 per ton. This would give a clear profit of \$400,000 per annum on the coal alone, and would also furnish an income to your road from Larabee's to Buffalo of \$480,000 a sum sufficient, after deducting 60 per cent for working expenses to pay over 70 per cent interest on the total cost of those 80 miles even though its cost be as high as two and a half millions.

There is another view of this matter that may be of importance to your enterprise:

A continuation of this branch road beyond the mines 22 miles will reach the Philadelphia and Erie Railroad at Rame, the distance being along an unbroken ridge on which no heavy grades will be required using 16 miles of the P. & E. R. West of Rame, the Tonawanda Creek is reached at Sheffield.

Down the Tonawanda, a very favorable route can be obtained to the Allegheny River, thence down it to the mouth of Pitloch and up to the oil wells, the distance from P. & E. R. 23 miles making the entire line from Buffalo to Pitloch wells 175 miles, with a coal field upon the route."

Buffalo is very little more than one hundred miles from an immense coal field, which will be reached by the Buffalo and Washington Railway. It, in connection with the Philadelphia and Erie Railway penetrates the anthracite coal measures, in the Shamokin Valley, in the vicinity of Sunbury. The distance by this railway from Buffalo to the bituminous coal deposits will not vary much from that of the Pennsylvania coal fields from Erie, or the Ohio coal fields from Cleveland; and by it the anthracite coal beds are brought nearer to Buffalo than by any other route of communication either by rail or water, or both combined.

The course of this line of railway from Buffalo to Emporium is very direct, following the valleys, which all run in nearly the same direction. The grade line are all favorable for the trade. The demand for supplying the gas companies at the East, and that of Buffalo for domestic and manufacturing purposes, can be more cheaply furnished from the mines penetrated by the B. & W. Railway than from Cleveland or Erie, as the margin of lake freight from those ports to Buffalo would be against them. The wants of the West can be supplied from Buffalo at cheaper prices for the anthracite, and at as cheap or cheaper prices than from Cleveland or Erie for the bituminous coal.

Buffalo being the western terminus of the Erie Canal receiving between fifty and sixty per cent of the surplus products of the West and northwest, moved Eastward to market, has an extensive lake commerce, but not an evenly balanced trade as the large fleets of vessels arriving from the West come with fully laden cargoes, and three-fourths of them return with none. The coal will supply this deficiency in the balance of trade.

The Buffalo Board of Trade report for 1864 states: that during the navigation season for that year 6,958 vessels of all classes arrived at Buffalo, having a tonnage of 3,431,767 tons and 7,147 vessels cleared having a tonnage of 3,450,581 tons. For want of return cargoes many of these vessels go to Erie or Cleveland for coal, sailing 100 to 150 miles off their direct course for the upper lakes and by so doing frequently losing a favorable wind and a consequent loss of a trip or more during the season of navigation.

All vessel owners having vessels engaged in the trade between Buffalo and western lake ports would much prefer to take coal cargoes from Buffalo even at a less price than from Erie or Cleveland. Taking these facts into consideration it is evident that the West can be supplied with coal from Buffalo of both varieties on equal if not better terms than from Cleveland or Erie.

The weekly shipments of coal from Cleveland have for several weeks (including July August, and September) averaged ten to twelve thousand tons, and Erie nearly as much more, and this is mainly carried by vessels from Buffalo, bound to western lake ports. Erie and Cleveland are not places of much commercial importance aside from their coal shipments, and vessels on their return only go there for ballast, from necessity, and if that necessity could be supplied at Buffalo they would not go there.

From the facts heretofore set forth, the following conclusions are pertinently deducible:—

1. There is an ample supply of bituminous coal at the terminus of the Buffalo and Washington Railway, at or very near Emporium, only 113 miles from Buffalo.
2. That when the Branch road is built to the Bunker Hill Coal mines, an additional supply of coal will be furnished for market, which will pass over 80 miles of this railway to Buffalo.
3. That the Anthracite Coal near Sunbury, in the Shamokin Valley, is by the Buffalo and Washington and Philadelphia and Erie Railways, nearer to Buffalo either by rail or water, or both combined, than any other anthracite coal deposit.
4. The demand for coal at Buffalo for domestic use and manufacturing purposes, for supplying the commercial steam marine and the railway engines, and for the shipment East and West can be more cheaply furnished than from any other point.
5. The opening up of this region of country by a railway connection with Buffalo, will be of untold benefit to the manufactures, trade and commerce of this city. It will make an

additional market in supplying the mining districts with breadstuffs and provisions, and in return will make a market for the coal mined and the lumber manufactured.

6th. It will form another important link connecting the commerce of the Lakes with that of the Ocean, affording a direct route to Philadelphia, Baltimore and Washington.

With these superior advantages for freight and passengers to and from three large seaboard cities, with an inexhaustible supply of coal, and the ability to furnish it to both the East and the West cheaper than any other point, this road bids fair to be one of the best paying railroads in the country. Had such important considerations been presented to the citizens of Chicago, Cincinnati or Milwaukee affecting the growth and welfare of their respective cities, the means to build the road would have been raised in an evening or at an hours meeting on 'change, Buffalo has waited and continued to "wait for something to turn up." While she has been waiting the Philadelphia and Erie Railroad has been completed to secure a portion of the Western trade for that road. There have been two cargoes of Anthracite coal recently received here from the Shamokin Valley, via Erie while the same coal is considerably nearer to Buffalo than it is to Erie. Buffalo for want of the improvement of the facilities incident to her position is annually paying a bonus in the augmented cost of the fuel consumed, equal to \$400,000, which if continued for five years will amount to a sum equal to the cost of building and equipping this road. Awake thou that sleepest! and have mercy on the poor and thy pockets, and consider what is necessary to enhance thy prosperity, give health to thy pockets and blessing to all, in an abundant supply of cheap fuel.

CAUTION FROM THE AMERICAN WATCH COMPANY.

It having come to our knowledge that imitations of the American Watch have been put upon the market in great number, calculated by their utter want of skill to injure the reputation of our genuine products, to protect our own interests and the public from imposition, we again publish the trade marks by which our Watches may invariably be known.

We manufacture four styles of Watches.

The First has the name "AMERICAN WATCH CO., Waltham, Mass." engraved on the inside plate.

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All the above styles have the name American Watch Co. painted on the dial, and are warranted in every respect.

The Fourth has the name "W. M. ELLERY, Boston, Mass." engraved on the inside plate, and is not named on the dial.

All the above described watches are made of various sizes, and are sold in gold or silver cases, as may be required.

It is hardly possible for us to accurately describe the numerous imitations to which we have alluded. They are usually inscribed with names so nearly approaching our own as to escape the observation of the unaccustomed buyer. Some are represented as made by the "Union Watch Co., of Boston, Mass."—no such company existing. Some are named the "Soldier's Watch," to be sold as our Fourth or Wm. Ellery style, usually known as the "Soldier's Watch." Others are named the "Appleton Watch Co.," others the "P. S. Bartlett," instead of our "P. S. Bartlett," besides many varieties named in such a manner as to convey the idea that they are the veritable productions of the American Watch Company.

We also caution the public, and particularly soldiers, against buying certain articles called watches, so freely advertised in illustrated papers as "Army Watches," "Officer's Watches," "Magie Time Observers," "Arcane Watches," &c. the prices of which are stated to be from seven to sixteen dollars. A good watch, in these times, cannot be afforded for any such money.

A little attention on the part of buyers will protect them from gross imposition.

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Agent for Potter County.

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M. D. BRIGGS, Admr.
Spring Mills, N. Y., Sept. 20, '65.

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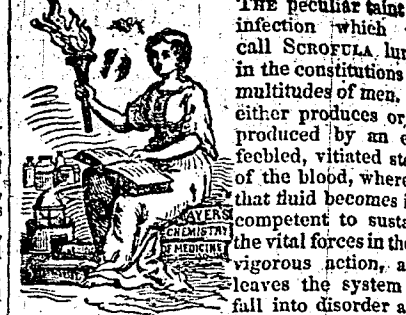
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Ayer's Sarsaparilla

is compounded from the most effectual antidotes that medical science has discovered for this afflicting distemper, and for the cure of the disorders it entails. That it is far superior to any other remedy yet devised, is known by all who have given it a trial. That it does combine virtues truly extraordinary in their effect upon this class of complaints, is indisputably proven by the great multitude of publicly known and remarkable cures it has made of the following diseases: King's Evil, or Glandular Swellings, Tumors, Eruptions, Pimples, Blisters and Sores, Erysipelas, Rose or St. Anthony's Fire, Salt Rheum, Scald Head, Coughs from tuberculous deposits in the lungs, White Swellings, Debility, Dropsy, Neuralgia, Dyspepsia or Indigestion, Syphilis and Syphilitic Infections, Mercurial Diseases, Female Weaknesses, and, indeed, the whole series of complaints that arise from impurity of the blood. Minute reports of individual cases may be found in AYER'S AMERICAN ALMANAC, which is furnished to the druggists for gratuitous distribution, wherein may be learned the directions for its use, and some of the remarkable cures which it has effected when all other remedies had failed to afford relief. Those cases are purposely taken from all sections of the country, in order that every reader may have access to some one who can speak to him of its benefits from personal experience. Scrofula depresses the vital energies, and thus leaves its victims far more subject to disease and its fatal results than are healthy constitutions. Hence it tends to shorten, and does greatly shorten, the average duration of human life. The vast importance of these considerations has led us to spend years in perfecting a remedy which is adequate to its cure. This we now offer to the public under the name of AYER'S SARSAPARILLA, although it is composed of ingredients, some of which exceed the best of Sarsaparilla in alternative power. By its aid you may protect yourself from the suffering and danger of these disorders. Purge out the foul impurities that rot and fester in the blood, purge out the causes of disease, and vigorous health will follow. By its peculiar virtues this remedy stimulates the vital functions, and thus expels the distempers which lurk within the system or burst out on any part of it.

We know the public have been deceived by many compounds of Sarsaparilla, that promised much and did nothing; but they will neither be deceived nor disappointed in this. Its virtues have been proven by abundant trial, and there remains no question of its surpassing excellence for the cure of the afflicting disease it is intended to reach. Although under the same name, it is a very different medicine from any other which has been before the people, and is far more effectual than any other which has ever been available to them.

AYER'S CHERRY PECTORAL,
The World's Great Remedy for Coughs, Colds, Incipient Consumption, and for the relief of Consumptive patients in advanced stages of the disease.

This has been so long used and so universally known, that we need no more than assure the public that its quality is kept up to the best it ever has been, and that it may be relied on to do all it has ever done.

Prepared by
Dr. J. C. AYER & Co.,
Lowell, Mass.
Solely by all druggists every where.

Sold by C. S. A. Jones, Coudersport, Chappel Bros., Ulysses, C. H. Simmes, Oswayo, Mann & Nichols, Millport, Colwell & Co., Roulet, and by Dealers everywhere.

Notice.
GERMANIA, Potter Co., Pa., Aug. 1, 1865.
NOTICE is hereby given that Charles Bushor, now or late of this county, holding the following described property, has not yet paid any consideration whatever for the same, and all persons are hereby warned not to purchase any of said property of the said Bushor before the decision of the Court is given in this case and C. Bushor has paid to me the consideration money therefor.

The following is the property:

1st. A certain tract of land near the Germania Mill, in warrant 5075, Abbott township, Potter county, Pa., containing 100 acres.—Also 25 acres in warrant 5078 and adjoining the above.

2nd. A certain tract of land, with Mill and improvements thereon, near Kettle Creek, in warrant 5819, in Stewart township, Potter county, Pa., containing about 200 acres.

C. Bushor holds also in trust warrant no. 2501, in Games township, Tioga county, Pa., on the road leading from Germania to Gaines, containing 850 acres.

WM. RADDE,
Attorney at Law, for the said C. Bushor.

P. A. STEBBINS & Co. are closing up an old Ledger. All persons indebted to them will please call and settle, before the accounts are led to the proper officer for Collection.—Nov 18, '63

WHEELER & WILSON'S SEWING MACHINES for Potter County
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