# Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 2, 1856.


☞ THE circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as it published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

## THE MINERS' JOURNAL.

## CAMPAIGN SUBSCRIBERS.

As the ensuing Presidential Election is likely to be one of the most exciting ever held in the country on account of the Slavery question and Freedom to Kansas, we will furnish the MINERS' JOURNAL to campaign subscribers, at

**12 1-2 cents per month,**

in advance, to Saturday, November 15th, 1856.

## OUR PRINCIPLES.

FREEDOM OF SPEECH.

FREEDOM TO KANSAS.

NOT ANOTHER INCH OF SLAVE TERRITORY.

*The Union, Now and Forever, and the men who will carry out these Principles.*

The flag upon which those principles are inscribed, we fling to the breeze recently. The men to support them in the coming Presidential contest, have been found. They are JOHN C. FREMONT, of California, and WM. F. DAYTON, of New Jersey. We therefore, add to the folds of our flag,

FREMONT, FREEDOM, THE CONSTITUTION AND THE UNION.

## HARRISBURG CONVENTION!

## FILLMORE & DONELSON ELECTORAL TICKET.

IN accordance with the call of the American State Council, the friends of FILLMORE & DONELSON in the County of Schuylkill will meet at the Public House of DANIEL HILL, in the borough of Pottsville, on Saturday, August 2d, 1856, at 2 o'clock in the afternoon, for the purpose of appointing three delegates to represent Schuylkill county in the State Convention, at Harrisburg, on Tuesday, the 5th day of August next, for the nomination of an Electoral Ticket, and such other business as may be necessary for the preservation of the Presidential Campaign. By order of the Fillmore & Donelson Club of Pottsville.

John Roth:
B. F. Taylor,
Simon Derr,
James M. Beatty,
James Focht,
Executive Committee.

Pottsville, July 17th, 1856.

## RECEIPTS

*For Subscriptions to the Miners' Journal since last publication.*

| | |
|---|---|
| Fowles & Smith, to Feb. 10, 1858, | $2 00 |
| Jas. Ammerman, to July 1, 1857, | 2 00 |
| J. Collins, to July 19, 1857, | 2 00 |
| S. Bollet, to July 19, 1857, | 2 00 |
| E. Sleppy, to Oct. 19, 1856, | 50 |
| P. Mecklebright, to July 14, 1857, | 2 00 |
| John Preston, to Jan. 1, 1857, | 2 00 |
| W. L. Lantz, to Jan. 1, 1857, | 2 00 |
| R. Lord & Co., to Jan. 1, 1857, | 1 65 |
| H. B. Warden, to Jan. 1, 1857, | 3 00 |
| Penna. Coal Co., (Pittston,) to Jan. 1, 1857, | 2 00 |
| Wm. Leysham, to April 28, 1857, | 2 00 |
| J. H. McFarland, to Oct. 21, 1856, | 2 00 |
| Chas. Heidrich, to July 1, 1857, | 1 00 |
| Jno Bunting, to Jan. 26, 1857, | 2 00 |
| Jno Stanton, to Jan. 1, 1857, | 2 00 |
| C. Belford, to Jan. 1 1857, | 2 00 |
| J. Coldwell & Co., to Jan. 1, 1857, | 2 00 |
| F. G. Rinkling, to July 1, 1857, | 2 00 |
| M. Buckman, to Jan. 1, 1857, | 2 00 |
| Ward & Maloney, to Jan. 1, 1857, | 2 00 |
| J. W. Eitch, to Jan. 1, 1857, | 2 00 |
| Thompson & Nephew, to Jan. 1, 1857, | 2 00 |
| R. W. White, to July 1 1857, | 2 00 |
| Pelt & German, to March 29, 1857, | 2 00 |
| Penna. Coal Co., (N. York,) to July 1, 1856, | 1 00 |
| Delaware, Lackawanna and Western R. R. Co., to Jan. 1, 1857, | 2 00 |
| New Jersey Central R. R. Co., to Jan 1, 1857, | 2 25 |
| L. W. Jerome, to Jan. 1, 1857 | 2 00 |
| Newell Sturtevant & Co. (N. York,) to Jan 1, 1857, | 1 80 |
| Jacob Little & Co., to Jan. 1, 1857, | 2 00 |
| John (3 Conrad, Jr., to Jan. 1, 1857, | 2 00 |
| David D. Lewis, to July 1, 1856, | 2 00 |
| Wm. Cooper, to July 1, 1856, | 2 00 |
| John Hoffman, to July 1, 1856, | 2 00 |
| Lucian H. Allen, to July 1, 1856, | 2 00 |
| Barker Woodward, to July 1, 1856, | 2 00 |
| Benj. Harp, to July 1, 1856, | 2 00 |
| Jno. Bond, to July 1, 1856, | 2 00 |
| Thos. Bailey, to July 1, 1856, | 2 00 |
| Dr. W. W. McGuigan, to July 1, 1856, | 2 00 |
| E. J. Fry, to Jan 1, 1857, | 2 00 |
| Stephen Jones, to July 1, 1856, | 2 00 |
| Wm. Donaldson, to July 1, 1856, | 2 00 |
| R. H. Heaton, to July 1, 1856, | 2 00 |
| Thos. Birkbeck, to July 1, 1856, | 2 00 |
| James Tarrant, to July 1, 1856, | 2 00 |
| John Hendrick, to July 1, 1856, | 2 00 |
| John Spiece, to July 1, 1856, | 2 00 |
| Richard Carter, to Jan. 1, 1857, | 2 00 |
| Benj. Hellner, to July 1, 1856, | 2 00 |
| Little Schuylkill Co., to July 1, 1856, | 2 00 |
| Parker, Carter & Co., to Jan 1, 1857, | 2 00 |
| Geo. H. McCabe, to July 1, 1856, | 2 00 |
| Saml. Weir, to July 1, 1857, | 2 00 |
| H. F. Bass, to Jan. 1, 1857, | 2 00 |
| Leith Kline, to July 1, 1856, | 2 00 |
| Richard Stephens, to Aug. 1, 1856, | 2 00 |
| Chas. Bensinger, to July 1, 1856, | 2 00 |
| Daniel Koch, to July 1, 1856, | 2 00 |
| J. Fritch, to Jan. 1, 1857, | 1 50 |
| W. F. Gries, to July 1, 1856, | 2 00 |
| Chas. Knittle, to Jan. 1, 1857, | 1 75 |
| Daniel Shipe, to Jan. 1, 1857, | 1 75 |
| Wm. Major, to July 1, 1856, | 1 90 |
| Wm. Genvie, to July 1, 1856, | 1 90 |
| Chas. Tanner, to July 1, 1856, | 2 00 |
| Mr. Ellis, to July 1, 1856, | 2 00 |
| J. O. Woods, to July 1, 1856, | 2 00 |
| A. Shedley, to July 1, 1856, | 2 65 |
| J. L. G. Hasler, to July 1, 1856, | 1 85 |
| John H. Lime, to Jan. 1, 1857, | 1 40 |
| Chas. Holder, to Jan. 1, 1857, | 2 00 |
| Henry Shisler, to July 1, 1856, | 2 00 |
| Henry Gulterman, to July 1, 1856, | 2 00 |
| Chas. Baker, to July 1, 1856, | 2 00 |
| A. Bolton, to July 1, 1856, | 2 00 |
| Eli Thompson, to July 1, 1856, | 2 00 |
| Geo. Heck, to July 1, 1856, | 2 00 |
| Wm. Davis, to July 1, 1856, | 2 00 |
| Wm. Long, to July 28, 1857, | 2 00 |
| James Craik, to April 5, 1857, | 3 10 |
| A. J. Bentooth, to Aug. 1, 1856, | 2 00 |
| J. Van Emberch, to Aug. 1, 1857, | 2 00 |

## BUSINESS NOTICES.

SEE Notice of Ayer's Cathartic Pills.

SEE Executor's Notice of John Seltzinger.

SEE Notice of School Directors of New Castle township, this County.

SEE Notice of promptness of Wm. Matthews, Collector of Taxes for Minersville.

CANAL BOAT "William Penn," of Reading, is offered for sale. See advertisement.

A DEC on Mahantongo street is for sale. See advertisement signed James Craik & Banks.

MORTIMER & CO., in the livery business, have dissolved partnership. See advertisement.

THIRTEEN SCHOOL TEACHERS are wanted for Lykens Township, this County. See advertisement.

SEE ADVERTISEMENT of L. Angele, of this Borough, in relation to Weiss & Raus' patent portable flour mill.

YOUNG LADIES' SCHOOL.—Miss A. M. Presby, of New Hampshire, will open a school here on the 1st of next month. See Card.

COAL LAND FOR SALE.—Situate on the banks of the Ohio below Pittsburg. See advertisement signed D. McDonald, Branchdale, Schuylkill County.

SUPERIOR SPERMACETI OIL.—See advertisement. Sold by Allen & Nendine, 23 S. Wharves and 35 S. Water street, Philadelphia. See advertisement.

SCHUYLKILL COUNTY AGRICULTURAL SOCIETY.—The Fifth Annual Exhibition of this Society will be held on the 7th of October next, at Orwigsburg. A list of Premiums will be found in another column.

PATENT WIRE ROPE.—See advertisement of Morris, Jones & Co., Market and Sixteenth streets, Philadelphia, agents for the sale of Roebling's Patent Wire Rope.—This rope is said to be admirably adapted for mining purposes.

THE PHILADA. DAILY NEWS reiterates the charge that Fremont is a Catholic. Knowing the falsity of the allegation, we are surprised at the *News'* persistance in the assertion.

THE Old Line Whigs have a new name now.—Those who support Buchanan, are valued at a "Jimmy," and are called "Ten Cent Whigs," in consequence. They are dear at that.

THE WASHINGTON (Pa.) AMERICAN—an American paper—has hoisted the Fremont and Dayton banner. There are now in Pennsylvania some 66 papers for Fremont, and about 20 for Fillmore.

ELECTIONS NEXT WEEK.—State elections will be held on Monday next, 4th inst., in Kentucky, Missouri, Alabama, Arkansas and Texas; and on Thursday, the 7th, there will be State elections in North Carolina and Tennessee.

Now that Pierce has removed the drunken vagabond, Gov. Shannon, the next move will be on the part of the people to remove his masters, Pierce, Douglas & Co., and block the game of the accessory after the fact, James Buchanan.

THE ARMY APPROPRIATION BILL.—This bill passed the House on Tuesday, after being amended so that no part of the military force of the United States shall be used to enforce the illegal laws of the Territory; but that the force shall be used only to preserve the peace of the Territory, and keep out armed bodies of men.

WASHINGTON PRICE CURRENT.—Killing a white waiter, nothing—especially when put out of the way by a California gambler. Beating a Senator in the Senate Chamber, and possibly destroying one of the most brilliant intellects in the world—$300. We shall continue our quotations, as the prices are pronounced.

THE NEW GOVERNOR OF KANSAS.—President Pierce has removed Gov. Shannon, and appointed John W. Geary of this State, in his place. Unfortunately for Kansas, there is nothing in Mr. Geary's public career so far, to warrant the belief that he will administer the government of that territory, in a less obnoxious manner than his predecessor.

MASSACHUSETTS.—Gov Gardner, recently renominated for the position, accepts. He endorses the Fremont ticket. Our readers will recollect that when he ran last he was the candidate of the American party alone. He is now the candidate of a portion of the American and the whole of the Republican party, and his re-election is certain by at least fifty thousand majority.

ACKNOWLEDGMENTS.—To the Hon. James H. Campbell, the Hon. G. A. Grow, and other gentlemen whose autographs we found it utterly impossible to decipher, we are indebted for public documents. The gentlemen who have favored us, and whose names we cannot state in returning a suitable acknowledgment, will we hope, appreciate our dilemma.

THE "CAYUGA CHIEF".—This spirited sheet, which occupies a prominent position in the ranks of Temperance and Freedom, has been removed from Auburn, N. Y., to Fort Atkinson, Jefferson county, Wisconsin. T. W. & Emma Brown will make their mark wherever they locate. They are as fearless and independent as they are warm and earnest in the right. We wish them success in their new place of residence.

THE GAZETTE.—We noticed last week that this paper had been sold out. An attempt, we learn, will be made to swindle the creditors of the establishment by those who have the means to pay. We will wait until it is ascertained whether the parties succeed or not in this attempt. If they do, we will be careful to hold up the actors to the public. Some of them we learn are seeking office—and the public will be able to judge of their character.

THE OLD LINE WHIGS of this County who made a stampede over to the Sham Democracy, in an office seeking mood, are received coldly and suspiciously. The fact is, the *Dimmocrats* want voters, not office seekers—the latter body has been full some time. The "old line" office seekers of the Patent Democracy, besides, do not want their peculiar rights infringed upon by eleventh hour interlopers. The newly fledged Democrats are hardly able to walk yet—they are *so weak*.

READING AND ALLENTOWN RAILROAD.—We understand that Mr. Lyons has resigned his office as Assistant Engineer on the Lebanon Valley Railroad. This is rather *significant*, and shows that we were right in the position we took in our article two weeks ago. We would not give much *now* for the prospects of the Reading and Allentown Railroad, unless the citizens of Reading make it themselves. Capitalists abroad will not put money in roads of doubtful expediency, when they come in conflict with other roads of large capital, possessing controlling powers.

WM. B. REED.—The prosecuting Attorney of Philadelphia publishes a letter announcing his intention to support Mr. Buchanan for the Presidency. The consistency and honesty of this convert to the odious principles of the Sham Democracy, can be more readily appreciated, when it is stated that in 1855, Mr. Reed resigned his membership of the Whig State Central Committee, for the reason that the committee would not adopt certain resolutions, containing anti-slavery sentiments, which Mr. Reed desired to have embodied in an address to the people of the State. Those resolutions contained the following:

That the restoration of the Missouri Compromise line ought to be insisted on as a matter of right.

Consistency, thou *art* a jewel.

## THE COAL TRADE.

**Pottsville, August 2, 1856.**

The quantity sent by Railroad this week is 49,336 tons—by Canal 29,489 11—for the week 78,819 16 tons. Total by Railroad 1,235,510 16 tons against 1,350,354 00 tons—Do. by Canal 555,874 17 against 561,693 02 tons to same period last year.

The shipments have fallen off a little this week, and are less by 9,747 tons than the quantity sent to market for the corresponding week last year.

The demand for Coal continues dull, and prices low. Taking the aggregate of shipments from all the regions this week, there has been no gain on the shipments for the corresponding week last year.

Last year at this period the Anthracite trade stood as follows, compared with the previous year:

| | *Increase tons.* |
|---|---|
| From the Schuylkill, | 239,296 |
| From the Lehigh, | 48,352 |
| Lack. and Penn. Coal Cos. (about), | 60,000 |
| | 347,648 |

Ahead nearly 350,000 tons.

This year the trade stands as follows:

| | *Decrease tons.* |
|---|---|
| From the Schuylkill, | 126,624 |
| Del. and Hudson Co., | 48,969 |
| Penna. Coal Co., | 7,535 |
| Wilkesbarre down river (about), | 30,000 |
| | 213,168 |
| Deduct increase so far: | |
| Lehigh, 21,539 | |
| Scranton (about), 20,000 | |
| | 41,539 |
| Decrease so far this year, | 171,629 |
| Add to the above, | 347,648 |
| | 519,277 |

Making a difference in the trade this year of 519,277 tons, with only *four months* of the season to the first of December remaining. Last year the increase was 685,735 tons over the previous year, and all the markets were generally bare of Coal last Spring, except at two or three points; we see no good reason why there should not be a similar increase in the consumption this year—business is in as flourishing a condition now as it was last year—provisions are lower, and the price of Coal is also lower in the principal markets.—We are now shipping in the aggregate per week from all the regions, no more Coal than we did last year—and we doubt exceedingly if we can for the next eight weeks—extending to the first of October—ship 10,000 per week more than we did last year for the same period, which would not more than equal one half the deficiency, leaving less than two months to make up the whole increase of 5 or 600,000 tons, which it is believed the market will require this year. It is an utter impossibility to furnish that increase, and the price of Coal must rule high during the winter season, when columns of abuse will be heaped on the heads of the poor Coal Operators for not supplying the market with fuel,—while they are absolutely begging for purchasers and can hardly give it away at any price.

To add to these difficulties, the dealers in the New England States have limited the price of freight to such an extent from Port Richmond, that the owners of many vessels have been driven off disgusted with the trade, and all connected with it,—vessels are consequently scarce, and freights will go up higher this Fall than usual, which will greatly enhance the value of Coal in the Eastern markets to the consumers. The carrying Companies have all suffered in their revenue by the dullness of the trade—and we learn that they will in all probability take advantage of the present short supply of Coal in the market, and increase the rates of transportation from 15 to 25 cents per ton on and after the first day of September next—and a similar advance will take place on the price of Coal which is mined and sold by the companies at their shipping ports. In view of the diminished remuneration received by the consumers holding back and refusing to take Coal at the present rates, we think the Companies would be perfectly justifiable in doing so, and the consumers would then be satisfied that Coal will not be any lower this year. It is one of the unalterable laws of trade that purchasers always hold back in a falling market, while everybody buys in a rising market. All the necessary articles they require, if they have the means to do so.

Under these circumstances we firmly believe that Coal can be laid in now from 50 to 75 cents per ton less than it can be in September, in all the markets East of New York; and we would advise those consumers who have the means to take their supplies *now*, if they desire to save the advance. We are aware that Coal, for the last two years, sold rather lower at the close of the season than at the opening—this was caused by the supply proving larger than was anticipated—but every reflecting person, who closely examines the above figures, and the present state of the trade, must be satisfied that such cannot, nor will not be the case the ensuing fall and winter.

The increase of Anthracite thrown into the market for the last five years reached 3,196,443 tons—5 divided into this, would give the annual increase 639,286 tons. During two of these five years, the markets were completely cleaned out of coal, and prices ruled very high. For the last five years the increase of Bituminous and Semi-Anthracite, including the Foreign importations, destined for the Atlantic markets, reached 601,538 tons, which divided by 5 gives the annual increase at 138,307 tons. We doubt whether the increase this year from all sources, will exceed 80,000 tons, so that the deficiency in the Anthracite trade cannot be supplied with these kinds of fuel.

Such is the state of the trade now, and we think the press, particularly in the Eastern markets, that cannot be reached in the winter season with Coal, would greatly benefit the consumers by calling their attention to the present state of the Coal trade, and the probability of a material rise of price in the fall, if they delay making their purchases any longer. We will freely risk our reputation on the assertion, that Coal cannot and will not be sold any lower this season.

DELAWARE AND HUDSON COAL TRADE.—A letter from a subscriber at Rondout, furnishes us with the following statement of the Coal Trade at that point, in comparison with last year. We will be under obligations if he will furnish us with similar monthly statements, together with prices.

Our receipts of Coal at Tide water, up to Saturday evening last, July 26, were:

| | |
|---|---|
| Del. and Hud. Canal Co., | 189,095 tons. |
| Penna. Coal Co., | 221,153 " |
| | 410,749 " |
| To July 28th, '55 (both Co's.) | 510,892 " |
| Decrease this year. | 100,643 " |

We applied to our correspondent at Port Richmond for similar information, but were informed that the dealers there refused to furnish it. No reasons are given why this information, so important to the Trade, is refused. We will not make any further comments on this subject until we make inquiry, for the purpose of ascertaining whether there are any good and substantial reasons for the withholding of it.

PURIFYING MINE WATER—*A Great Desideratum.*—We have received the following communication on a subject spoken of in our columns last week, which is of vast importance to this Region, and will be the means of saving thousands of dollars to our Operators. In many instances where they are forced to use the Mine Water in the condition in which it comes out of the mines, it is necessary to overhaul or repair the boilers annually. A demi-john of Mine Water purified is now at our office, where it can be inspected by those interested:

*Dear Sir:*—The apparatus for "Purifying Mine Water" has now been in operation at J. B. McCreary's Works at Audenreid, near Jeanville, for upwards of a fortnight. It works admirably—purifies the water perfectly and renders the same very soft. The expense per annum for ingredients, &c., will not, I believe, exceed $50, while it more than supplies six large boilers at work night and day. The expense of Tanks will depend on the quantity of water required, say from $50 to $150. I have taken the liberty of sending you to day by J. B. McCreary, Esq., a Demi-John of *purified water* taken from the Tank. If I can possibly find time I will make you a drawing of the "Tracks & Maingay" mine water purifying apparatus, the early part of the week.

Your Obt. Servant.

ROBT. A. MAINGAY, *Mining Engineer.*

AUBURN AND ALLENTOWN R. ROAD.—The route of this Railroad has been located, and we learn that every thing is ready to commence the work as soon as $100,000 is subscribed to the stock in Schuylkill County. This is but a small sum for the landed, the Coal and business interests of Schuylkill County to take. By this it would appear that it now depends entirely on Schuylkill County when this road is to be commenced.

The communication from Wilkesbarre on the Coal Trade, together with another letter from our Foreign Mining Correspondent, will appear next week.

**The Past and Present Condition of the British Mines and Miners.**

BY H. READER LACK, OF THE BOARD OF TRADE.

The chief mineral productions of this country are those of coal, iron, copper, lead, and tin, which are raised in very large quantities. The United Kingdom is, moreover, noted as being the most favored country in the world for the development of mineral industry. Fuel, the indispensable agent in the treatment of metalliferous ores, and the most powerful element in the production of motive force, is distributed unequally throughout the three countries of England, Scotland and Ireland. The coal formation in these three divisions of the British empire occupies rich and widely spread basins. The copper, tin, abundantly distributed in several of the coal basins, add greatly to the value of these; and each one so circumstanced has become the centre of a metalliferous district, where numerous works produce iron at a price so moderate that no nation can compete with this manufacture with any chance of success. In addition to these advantages, the insular position of Great Britain, which allows the coal to be conveyed at a moderate expense wherever it is wanted, is equally important in enabling the iron to be conveyed by its ships throughout the world.

COAL AND IRON.—The quantity of coal and iron produced in the United Kingdom has, until the publication of the volume above alluded to, been only approximately known and variously estimated from time to time by different engineers, and it is not, therefore, possible to give any comparative accounts of the present production with that of former years. Some idea of the progress of these mines may, however, be obtained by contrasting the number of miners employed at different periods; thus, for instance, the population census for 1841 gives the total number engaged in the coal and iron mines as

| | 1841. | 1854. |
|---|---|---|
| In coal mines, | 118,233 | 219,995 |
| In iron mines, | 10,949 | 26,109 |

Or an increase of 94 per cent. in the coal, and 139 per cent. in the iron mines in 1854 over '41.

Coal and iron rank foremost in the list of minerals, on account of their extensive production and value. The area of the British coal fields is estimated at 4,250,000 acres; and no less than 64,661,000 tons of coal were raised in the United Kingdom in the year 1854, valued at 16,975,000£. Of this sum 47,422,000 tons were raised in England, 9,643,000 in Wales, 7,448,000 in Scotland, and 148,000 in Ireland.

The area of the French coal fields is about six times less than that of Great Britain, whilst their production is 16 times less.

The total number of collieries in the United Kingdom in 1854 was 2327; of these 1704 were situated in England, 306 in Wales, 388 in Scotland, and 19 in Ireland. The average number of tons raised to each workman employed in the United Kingdom in 1854 was 293; in France, in 1852, the average was only 436 tons to each workman engaged.

PIG IRON.—The production of pig iron in the United Kingdom exceeds that of the principal, and in fact, of the whole European nations put together; and even if the produce of the United States, which ranks next in amount to that of our own, were thrown into the scale, the balance would still turn in favor of this country.

The counties in which the manufacture of pig iron is carried on to the greatest extent are those of Staffordshire, Northumberland, Durham, North Yorkshire and Shropshire. Scotland and Wales also furnish large supplies; but the total make in Scotland or Wales, taken separately, falls short of that produced annually in the county of Stafford alone.

The following table shows the increase in this branch of the iron industry in 1854, as compared with 1825:

| Districts. | No. Iron Furnaces in Work. 1825. | 1854. | Tons pig iron produced. 1825. | 1854. |
|---|---|---|---|---|
| Staffordshire, | 54 | 72 | 81 166 | 171,755 847,000 |
| Shropshire, | 21 | 13 | 36 28 | 86,320 124,800 |
| Yorkshire, | 14 | 14 | 22 21 | 35,308 78,444 |
| Derbyshire, | 9 | 13 | 14 25 | 19,984 127,500 |
| North Wales, | 9 | 7 | 8 13 | 13,000 32,500 |
| South Wales, | 37 | 48 | 82 121 | 222,620 760,000 |
| Northumberland, Durham and N. Yorkshire, | — | 23 | — 59 | — 275,000 |
| Cumberland and Lancashire, | 13 | 2 | 2 3 | 3,000 20,000 |
| Gloucestershire, | — | 4 | 9 12 | — 29,000 |
| Scotland, | 0 | 32 | 17 118 | 22,200 796,604 |
| Total, | 168 | 228 | 262 555 | 581,367 2,939,848 |

From this table, it appears that the quantity of pig iron made in this kingdom in 1854, increased by no less than 328 per cent. over the amount produced in the year 1825.

The quantity of iron ore required to make a ton of pig iron varies according to quality in the different counties; thus, for instance, in Northumberland and Durham, 4 tons is stated to be about the average proportion; in Yorkshire and Derbyshire, 3 to 3½ tons; and in Shropshire and Staffordshire, only 3 tons.

Let us now glance at this branch of our mining industry as contrasted with that of like nature in other countries. In the year 1851, the production of pig-iron in the United States amounted to 564,755 tons, and in 1854 to 700,000 tons. In France, in the year 1852, the total produce of pig iron was 429,677 tons. The next in importance stands that of Prussia, which is however, considerably less than that of France, and therefore, not worth including here. The production of Russia, Sweden, Belgium and Austria, are in each instance, less than that of France. A remarkable fact is the great difference in the average price of this article in these countries. In the United Kingdom in 1854, the average price was 3£ 1s 9d per ton; in the United States in 1851, 4£ 12s; and in France in 1852, no less than 5£ 6s.

The great drawback to the cheap and extensive production of iron in France, arises from the dearness of fuel, and to its existence in parts of the country remote from the iron districts, and thereby necessitating, in most instances, the conveyance of the ore for the distance of many miles to the foundries and smelting-works, which involves a considerable outlay, and tends greatly to enhance the price of the manufactured article. This expense is saved in this country by the proximity of the coal and iron, as mentioned at the beginning of this paper.

In Silesia, in Prussia, coal and iron are found similarly situated to the like strata in Great Britain, but the coal is said to be of an inferior quality to English coal, and two-thirds of the iron are there made in charcoal fires. The prosperity of the iron manufacture in this country dates from the introduction of the process of "puddling," by Mr. Cort, in 1783, by which process coal was substituted for its more costly predecessor—charcoal. Previous to that date Great Britain obtained most of her manufactured iron from abroad, chiefly from Russia and Sweden. It is estimated that the consumption of timber in the year 1782, for the purpose of making bar iron in this country, amounted to no less than 60,000 loads, rendering the price of iron more than double that produced by pit coal. So great indeed was the destruction of woods, &c., that in many counties the use of timber for charcoal fuel was prohibited by Act of Parliament, and consequently the production of pig-iron was comparatively trifling in amount at that period to what it afterwards became, under Mr. Cort's system.

In consequence of the want of uniform general information in the several divisions of the subject, for earlier years, the following table of the production and value of minerals in the United Kingdom in the year 1854, has been extracted from the "Mining Survey." It affords the best insight that can be obtained on this subject, and will also serve as a summary of the production and value already stated for the year 1854:

| Minerals etc. | Quantities produced in 1854. | Value at place of production. |
|---|---|---|
| Tin, tons | 5753 | £600,000 |
| Copper " | 13,042 | 1,229,807 |
| Lead " | 64,005 | 1,472,115 |
| Silver, ounces | 700,000 | 192,500 |
| Iron (pig) tons | 3,069,838 | 9,500,000 |
| Coal (at pits) " | 64,661,401 | 14,975,000 |
| Zinc | | 16,500 |
| Arsenic &c. | | 500,000 |
| Total | | £28,575,922 |

With regard to the facts contained in this table, it is only necessary to remark, that the quantities of coal and pig-iron, which it states to have been produced, far exceeds the estimates previously formed. It was supposed that the produce of coal in the United Kingdom, was about eight times greater than that of France, but from the above figures it must be nearly 16 times as much. The total value of the mineral production of the United Kingdom is about double that of France.

**The Coal Markets.**

PORT RICHMOND, Aug. 1, 1856.—Prices remain without change. Vessels are scarce, and the stock not diminishing much.

NEW YORK, July 30, 1856.—The Coal market is quite dull. There are no arrivals of Foreign Coal. Liverpool is scarce and wanted. Anthracite ranges from $5 50 @ $6 25 from Boat and Yard.

BOSTON, July 30, 1856.—We have no change to note in prices this week.

BALTIMORE, July 30, 1856.—There is a steady demand and fair supply. Sales are generally made allowing 2,240 lbs. to the ton. We quote various grades of Anthracite, retail Baltimore Co., $6 25; other grades, Lump and Nut, $5 75 @ $6; Lime do $2 25; other qualities $4 75 @ $6. We quote Cumberland, delivered on board vessels, at $4 25 for Lump; Run of Mine $3, 75, and fine $3 50 ⅌ ton of 2,240 lbs. Sales also by retail of Lump at $5 50; Run of Mine $5; Smith's $4 75 ⅌ ton.

**Boston Coal Trade—1856.**

[*Corrected from the Boston Courier, of July 31st.*]

No transactions of importance to report.

WHOLESALE PRICES—PER TON OF 2000 POUNDS.

| | |
|---|---|
| Schuylkill, white ash, | $5 75 @ 5 87 |
| do red ash, | 5 87 @ 6 00 |
| do lump, | 6 00 @ 6 12 |
| Lehigh, lump, | 6 00 @ 6 12 |
| Lackawanna, | — @ — |

RETAIL PRICES—PER TON OF 2,000 POUNDS.

| | |
|---|---|
| Cannel, | per ton. 14 00 @ — |
| Newcastle, coarse, | do — @ — |
| do fine, | do — @ — |
| Orrel | do — @ — |
| Scotch | do — @ — |
| Welsh | do — @ — |
| Cumberland, run of pit | do 7 50 @ 8 00 |
| do fine | do — @ — |
| do coarse lump | do — @ — |
| Sydney | do 8 00 @ — |
| Pictou, coarse | do 6 00 @ 6 50 |
| do fine | do 5 00 @ — |
| Lackawanna, lump | do 7 00 @ — |
| Lehigh, lump | do 7 00 @ — |
| John's Lump, (Schuylkill) | do 7 00 @ — |
| Schuylkill, lump | do 7 00 @ — |
| Prepared white and red ash, | do 6 50 @ — |

## BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

| *Freights from Richmond to—* | |
|---|---|
| New York, | 1 00 |
| Boston, | 1 50 |
| Providence, | 1 30 |
| Albany, | 1 20 |
| Hartford, | 1 00 |
| Washington, | 1 00 |
| Baltimore, | 75 |
| Troy, | 1 35 |
| New Haven, | 1 20 |

**Shipments by Canal.**

| For the week ending Thursday last: | TONS. CWT. |
|---|---|
| INTERVENE. | 3,602 12 |
| On the Line, | 9,674 05 |
| Philadelphia, | 748 00 |
| Chester, | 311 10 |
| Wilmington, | 495 00 |
| Port Morris, N. Y., | 166 00 |
| Mott Haven, | 472 00 |
| Jersey City, | 626 10 |
| Brooklyn, | 14,889 06 |
| New York, | 163 00 |
| Albany, | 169 00 |
| Staten Island, | 175 00 |
| Hoboken, | 337 00 |
| Baltimore, | 166 00 |
| Flushing, | 165 10 |
| Williamsburg, | 160 00 |
| Astoria, L. I. | 166 00 |
| Haverstraw, | |
| Total for week, | 29,489 11 |

**By Rail Road and Canal.**

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

| | RAILROAD. | CANAL. |
|---|---|---|
| Port Carbon, | 16,140 10 | 8,349 10 |
| Pottsville, | 3,310 11 | 1,326 11 |
| Schuylkill Haven, | 21,595 11 | 18,211 00 |
| Auburn, | 854 01 | 000 00 |
| Port Clinton, | 7,498 12 | 1,934 10 |
| | 49,359 05 | 29,489 11 |
| | | 49,359 05 |
| Total for the week, | tons, | 78,819 16 |
| Total by Railroad in 1856, | | 1,235,510 16 |
| " Canal " | | 555,874 17 |
| Total by Canal and Railroad, | tons, | 1,791,382 13 |
| Shipments to same period last year: | WEEK. | TOTAL. |
| By Railroad, | 57,911 12 | 1,356,354 00 |
| By Canal, | 30,654 13 | 561,693 02 |
| | 88,566 05 | 1,918,047 02 |
| | | 1,791,382 13 |
| Decrease in 1856, so far, | tons. | 126,664 09 |

**Schuylkill County Railroads—1856:**

The following is the quantity of Coal transported over the different Railroads in Schuylkill County, for the week ending on Thursday evening last:

| | WEEK. | TOTAL. |
|---|---|---|
| Mine Hill and S. Haven R. R., | 40,077 14 | 324,804 02 |
| Mt. Carbon " | 5,339 04 | 112,102 12 |
| Schuylkill Valley " | 9,903 05 | 227,148 13 |
| Mt. Carbon & Pt. Carbon " | 17,923 17 | 365,426 10 |
| Mill Creek " | 15,137 00 | 329,796 12 |
| Little Schuylkill " | 9,644 14 | 247,990 07 |

**Rates of Toll and Transportation on** RAIL ROAD FOR THE PRESENT.

| | *From Mt. Carbon.* | *From S. Haven.* | *From Pt. Clinton.* | *From Auburn.* |
|---|---|---|---|---|
| To Richmond, | $1 85 | $1 80 | $1 65 | $1 60 |
| To Philad'a, | 1 75 | 1 70 | 1 55 | 1 50 |
| Spring Mills, | 1 55 | 1 50 | 1 35 | 1 30 |
| Reading, | 1 10 | 1 05 | 95 | 90 |

**Rates of Toll by Canal for the present.**

| | *From Pt. Carbon.* | *Mt. Carbon.* | *S. Haven.* | *Pt. Clinton.* | *Auburn.* |
|---|---|---|---|---|---|
| To Philad'a, | 75 | 74 | 72 | 60 | 59 |
| Spring Mills, | 69 | 69 | 57 | 50 | |
| Norristown, | 55 | 54 | 52 | 45 | |
| Reading, | 38 | 37 | 35 | 31 | |

**Rates of Freight by Canal:**

| | *From Pt. C. & Mt. C.* | *S. Haven.* | *Pt. Clinton.* |
|---|---|---|---|
| To New York, | $1 00 | $1 85 | $1 80 |
| To Philad'a, | 90 | 85 | 80 |

**Delaware and Hudson Co's Coal Trade:**

| | WEEK. | TOTAL. |
|---|---|---|
| For the last week, | 20,849 | 214,508 |
| To same time last year, | | 203,477 |
| Decrease so far. | | 48,969 |

**Penna. Coal Co's Coal Trade.**

| | WEEK. | TOTAL. |
|---|---|---|
| For the last week, | 26,388 | 226,301 |
| To same time last year, | | 233,836 |
| ☞ Decrease so far. | | 7,535 |

**Scranton Coal Trade for June.**

| | |
|---|---|
| East towards New York, | 7,443 17 |
| West towards Pittston, | 13,212 19 |
| Total, | 20,656 16 |

**Lehigh Coal Trade for 1856 by Canal.**

For the week ending on Saturday last:

| | WEEK. Tons. Cwt. | TOTAL. Tons. Cwt. |
|---|---|---|
| Lehigh Coal and Nav. Co: | 12,249 14 | 140,695 01 |
| Summit Mines, | 2,853 09 | 29,778 05 |
| East Lehigh Mines, | 2,050 03 | 12,786 06 |
| A. Lathrop's Pea Coal, | | 1,135 17 |
| Spring Mountain Mines, | 3,590 09 | 47,253 00 |
| East Sugar Loaf do. | 2,530 17 | 34,740 10 |
| Colerain, | 2,567 13 | 33,357 09 |
| Stafford, | 142 18 | 6,661 17 |
| S. Y. Lehigh Coal Co., | 1,407 17 | 19,018 08 |
| German Pa. do. do. | 583 14 | 12,313 15 |
| South Mt. Mountain Ridge, | 1,449 12 | 7,064 01 |
| Council Ridge, | 886 16 | 21,247 17 |
| Hazleton Coal Co. | 3,996 12 | 59,742 11 |
| Cranberry Mines, | 2,501 02 | 33,534 06 |
| Diamond " | 1,756 12 | 19,784 11 |
| Buck Mountain Co., | 3,433 13 | 47,850 15 |
| Wilkesbarre Coal Co., | 1,585 00 | 11,259 13 |
| Wyoming Coal, | 576 15 | 4,662 01 |
| Hartford Coal Co., | 746 10 | 2,280 14 |
| Total, | 44,335 09 | 547,628 17 |
| **Lehigh Valley R. R.** | | |
| Week ending Saturday last. | | |
| Wm. Mines & Co., | 2,338 01 | 44,702 19 |
| Ratcliff & Johnson, | | 479 04 |
| Parker, Carter & Co., | 1,274 12 | 7,100 08 |
| N. Y. & Lehigh, | | 892 00 |
| James Tagart, | 560 19 | 5,716 07 |
| Sharpe, Leisenring & Co., | | 80,000 00 |
| German Penna. Coal Co. | 453 13 | 1,312 15 |
| Total, | 4,627 08 | 60,203 07 |
| By Canal, | 44,335 09 | 547,628 17 |
| Total for the week, | 48,962 17 | 613,832 04 |
| Same time last year, (Canal) | 41,998 07 | 592,293 07 |
| Increase in 1856, so far, | | 21,538 17 |
| The decrease by Canal is | | 44,064 10 |

☞ We are not quite certain whether these figures are correct.

**Union Canal R. R. Coal Transportation**

Amount transported during the month of June, 1856:

| | MONTH | TOTAL. |
|---|---|---|
| Union Canal | 19,566 03 | 73,948 03 |
| Swatara