Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MAY 2, 1857.

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

OUR ADVERTISING COLUMNS.—Limited space precludes the possibility of noticing separately the new advertisements to be found in our advertising columns this week. We can but direct the attention of the reader to them in a general manner.

THE hog cholera prevails in York county.

TO MESSRS. LEBO AND WAGONSELLER, we are indebted for public documents.

THE recent British Parliament was the fourth in the reign of Queen Victoria.

ADVICES from Havana state that preparations for the invasion of Mexico were still in progress.

"MINER'S" communication, and a Card of Ellwood Morris, Esq., are crowded out by a press of matter.

To the letter of our intelligent and able European correspondent, we ask attention. It contains interesting statements and statistics of the Iron manufacture of Wales.

THE MOVEMENT WESTWARD.—It is remarkable at the present time; in fact the extent which this fever prevails is almost incredible. It is not confined to emigrants from the Old World, and to the enterprizing sons of New England, but it is seen and felt in nearly all the middle States, and particularly in Ohio, Pennsylvania and New Jersey.

IMPROVED ORDER OF RED MEN.—On the 20th ult., Seneca Tribe, No. 41, of this flourishing Order, was duly constituted in our Borough, by the W. G. S., G. T. Zeum, assisted by P. G. S., Andrew J. Baker and P. S., M. H. Gorham. The following Brothers were duly installed into office: —J. D. Rice, S.; S. Frank, Sr. S.; M. D. L. Dodson, Jr. S.; M. Kline, P.; J. M. Miller, C. of R.; G. W. Mortimer, K. of W. We congratulate the new Tribe upon its formal induction into the Order, and trust that it may flourish long and prosperously.

REPORTED INDIAN MASSACRES.—During the week, the papers have published detailed accounts of Indian massacres in Minnesota. A telegraphic despatch from Chicago states that the reports are exaggerated. A letter before us dated, Shakopee, April 14th, from a former resident of Pottsville, speaks of reported Indian massacres in Blue Earth county, and states that the citizens of Shakopee were organizing for a campaign against the red skins. The letter gives no particulars; but states that great excitement existed among the whites. We incline to the opinion that the reports are exaggerated. The Indians of the frontier would hardly have the temerity to slaughter our settlers indiscriminately, for they well know that the retribution would be terrible.

THE COAL TRADE.

Pottsville, May 2, 1857.

The quantity sent by Railroad this week is 43,196 11 tons—by Canal 34,393 16—for the week 77,590 07. Total by Railroad 590,473 13 against 611,867 11 tons. Do. by Canal 122,017 17 against 112,067 02 to same period last year.

The shipments from this Region so far are 11,443 03 tons behind those of last year up to this period. With the first of May upon us, at the rate of decrease which has been experienced, there is but a meagre opportunity to adequately supply the market.

The Miners of this Region are experiencing considerable annoyance and impediment in their operations from water caused by the melting of the heavy bodies of snow which have been lying on our mountains. A number of slopes are "drowned out." Our hills appear completely saturated with water.

Messrs. Van Dusen, Norton & Co., have advanced the price of Lehigh Chestnut Coal 25 cents, and Stove Coal 12½ cents per ton on board. They decline selling any quantity of Coal in the present aspect of the trade.

The impression prevails very generally in New York, that Coal will be at least 50 cents per ton higher in September than now. Shrewd dealers are making contracts, wherever they can effect them for quantities, at an advance on present prices.

The Delaware and Hudson Company will issue their tariff of prices higher than the prices at which Coal is offered by the Pennsylvania Coal Company. All the Coal of the latter Company will be bought up, at their low rates if they continue to sell—and they will have *high tolls* to pay on *low priced Coal*. The stock of the Company is going down rapidly. We warrant that the stockholders will dispose of the Managers next year, for there is, undoubtedly, some room yet in the Lunatic Asylum of New York.

In New England, purchasers are holding back. The low prices at which the Pennsylvania Coal Company has offered Coal, in connection with the circulars of some of the Middle Men of Richmond, offering *our Coal* at less than the cost of production, assisted by the increased array of "runners" as Agents to sell Coal on commission, has created a strong impression that Coal will be still lower this year. The result of such a policy can be easily forseen. It is as clear as the sun at noon-day. The consumer will as he has done repeatedly, again be compelled to pay for the folly of attempting to rob the producer of his just and fair remuneration. We are credibly informed that no less a number than three Agents of one house entered the counting room of a dealer in a New England town, *in one day*, offering to sell Coal. In every instance the price affixed to the product, varied. The fact is, the Agency or "running" system, is rapidly becoming a great annoyance in the Coal Trade, as the "Middle Houses." The sooner the system is expunged from the economy of the Coal Trade, the better it will be for the interests of producers and consumers.

In this Region, notwithstanding the difficulties with which our dealers contend, in placing the organization above the malice of its opponents, they are determined not to succumb—not to sell Coal at less than the cost of production. Who can blame them for taking the position? Now let it be well understood, that if the market fails to be supplied the present season, the responsibility will rest not on the operator, who is contending for his rights—but on those who checked the trade, by a system of forestalling the market, in which our Coal was offered in advance at less than the cost of production, and on those who refused to co-operate with the Trade in the early part of the season, in harmonizing its interests, thereby causing uncertainty and doubt—with regard to prices; checking production, and the starting of the Trade at the opening of Navigation. If the Trade becomes disarranged—which we earnestly hope for the sake of all interested, will not be the case—this season, let the responsibility rest where it belongs. Upon the men and press endeavoring to crush the miner, and rob him of his means.

MINING operations have been resumed at Jessup, Luzerno Co., the men working at the old prices, with some changes among the weigh-masters and other employees.

HIGHLY IMPORTANT DECISION.—A very interesting and important trial occupied the attention of the Court of Common Pleas in New York city, recently, and the decision in the case is one in which the Coal Trade is particularly interested. From the facts elicited, the *United States Mining Journal* understands the case to be as follows:

In 1855, two brothers—partners—were engaged in the retailing of Coal; and in July of that year, one of the brothers sold out his interest to the other, who continued the business and stocked his yard with Coal bought on the usual credit of the trade. In October of that year he made a wholesale disposal of all effects back again to his brother, the former partner, and takes the earliest conveyance to Ireland, of course neglecting to meet his engagements.

The fraud was so apparent, that one of our prominent Coal houses (that of Lewis Audenried & Co.) determined to test the legality of the proceedings; and in pursuance thereof, seized, attached, and sold the Coal yard, boiler; and the suit above alluded to, was one for damages, brought by the brother, who claimed to be the owner.

The Court sustained Lewis Audenried & Co., throughout. Eminent counsel were engaged on both sides, and the suit gives us little gratification to announce this decision, for, had it been otherwise, there would have been no security for those engaged in credit business.—It was understood as the decision of our Courts, that such will not be considered valid, even though it be *carried in the form of law*, if the party purchasing can prove that the property he is buying *has not been paid for*—that it is not only illegal, but, in the eyes of the Court, dishonest for a party to the fraud. It is to be hoped that this decision will check any further attempts of the kind, for it becomes our duty to expose the depravity of any portion of human nature; and it is always a pleasure to announce the triumph of Justice and Right.

[FOR THE MINERS' JOURNAL.]

EUROPEAN CORRESPONDENCE.

Letter No. 26.

THE COLLIERIES AND IRON WORKS OF SOUTH WALES.

Besides "Dowlais," the largest in the world, the other great Iron Works of Merthyr merit a brief allusion. Of these, the first is

Cyfarthfa.

Whose blast furnaces, including those at Hirwain, a short distance off, number 18. This, by all Welchmen, is universally conceded to be the best arranged and most complete establishment "on the hills." The forges are perfect models of beauty; their airy iron roofs and solid foundations, combining in a remarkable degree the light with the heavy, the graceful with the strong. In the foundations and the iron-plated floors, there is said to have been expended 3000 tons of iron!

On a height surmounting the works, and looking down upon them as if frowning at their utilitarian effrontery, stands in old baronial style, Cyfarthfa Castle—the princely residence of the proprietor, William Crawshay. He is called the "Iron King,"—and after beholding his works and the legions who are dependant upon him and obey his behests, you will acknowledge that his power is as impressive, and his subjects as numerous as those of many a German Sovereign, who boasts of his divine right, and from his throne looks without difficulty to the four corners of his realm.

At the Cyfarthfa Works, *steam* is almost entirely eschewed, and water from the Taff Vale, turning six noble wheels—two of which are 40 feet in diameter—furnish the motive power.

The furnaces are all worked by the cold blast. The fuel used is coke, made of a mixture of the free-burning, semi-bituminous or semi-anthracite Coal of Merthyr, with a "binding Coal" brought from the Taff Vale, lower down in the basin.—This mixture, in open piles, barely swells or loses its form, and is then apparently only a charring. When thrown into ovens, it cokes but poorly.

The ovens for this purpose are 50 in number, holding a charge of 4 tons of Coal each, which is burnt 48 hours. There are many excellent contrivances in Wales, for "drawing" the contents of coke ovens, which do not appear to be practiced in our country; probably the most ingenious of these is the one in use here, and invented by a young draughtsman named Thomas, attached to the Cyfarthfa Works. It consists of a sort of battering ram affixed to a diminutive locomotive of 3 horse power, which travels along a line of rails in front of the raw of ovens.—Each oven having a door both front and back, when the coking process is finished, these doors are raised, and the ram, driven by steam, effects the contents in one batch, and in the space of a quarter of a minute. The Lilliputian, whose dimensions are as follows:

Boiler—2 ft. in diameter and 3 ft. high.
Cylinder—5 inches in diameter and 9 inches stroke,

Makes itself useful in a variety of ways—such as dragging up the cars with Coal, taking away those with coke, &c.—when not engaged at its legitimate business of emptying the ovens.

A roll, cast at these works for the manufacture of the patent "Barlow" rail, weighed 6 tons—the usual weight of a roll not exceeding 3½ tons.

Plymouth.

At these, the smallest of the great Merthyr Iron Works, there are 8 furnaces, one of which was out of blast at the time of my visit. The remaining 7 yielded a weekly produce of 900 tons, which being insufficient to meet the capacity of the forge, an expedient not uncommon in Wales, was resorted to, and 150 tons of "Scotch pigs" imported monthly to supply the deficiency. This system, which is also practiced at Cyfarthfa, it was intended soon to alter.

All of these furnaces are worked with the *cold blast*; no one of them Mushet calls the largest in Wales. The fuel used is a mixture of one-third Coal (semi-anthracite) and two-thirds coke. The latter is made in open piles, the Coal for the purpose being brought from a considerable distance down the Taff Vale, where the veins are of a more bituminous character. There are no coking ovens here whatever.

The highest bed of Coal worked, is called the "yard vein," and is nearly Anthracite. The lowest is the "rasha vein," whose analysis is thus given by Mushet:—83 per cent. of carbon, 13.5 of volatile matter, and 3.5 of ash. It is in this valley, a short distance below Plymouth, that the well known "steam coals" for the British Navy are extensively mined. The brother of Mr. Joseph, the manager of Plymouth works, ships 4000 tons per week to Cardiff, for steam purposes. These Coals are now selling, delivered on board vessel at port, 20 miles from the mines, for from $2 00 to $2 50 per ton. Were freights from this coast to the United States, as low as they often are from Liverpool, there might be serious cause to fear the competition in our Eastern markets, of this superior steam Coal of Wales—as may be seen from the following calculation:

	Per gross ton.
Price of Coal in vessels at Cardiff, say	$2 25
Duty—30 per cent'*ad valorem*.	67
Freight to New York or New England,	2 50
Insurance, &c.,	08
Price in our Eastern markets,	$5 50

Less than which, certainly none of our native semi-bituminous Coals can be furnished at New York. But let not the miners in Cumberland and Broad Top take alarm. Cardiff is not Liverpool, and as long as *rails* are made and sold for £8 per ton in Wales, no ships will leave her shores *in ballast*, for America. It is left for the gas-coal interests of the United States, to be affected by a transatlantic competition—which as an instance, rules the New York market, to the exclusion of nearly 200,000 tons, that otherwise would seek, from the mines of Western Pennsylvania and Virginia, customers in her gas works.

At Plymouth, as at Cyfarthfa, *water* is the motive power. There are 4 large wheels, with the finest water-power in the district, there being 100 feet of fall. Two of these wheels are used to drive the blast, one of them being of 200 horse power.

With this unrivalled power, there are also about the works 18 steam engines, 12 being used at the collieries and iron pits. One of these is a genuine Cornish pumping engine—by general report, the finest specimen "out of Cornwall," but I suppose the "one hundred inch cylinder" that drains the Lake of Haarlem is excepted. At all events, it is a very beautiful and powerful piece of machinery, costing $15,000, and surpasses, I presume, anything we have in America. It is single-acting, and pumps from a depth of 485 feet; the dimensions are as follows:

Diam. of Cylinder, 85 inches—No. Strokes per minute, 7: Length of Stroke, 11 feet—Weight of Beam, 30 tons.

Plymouth possesses 6 mills for rails and for merchant iron, 54 puddling furnaces, and 30 balling furnaces. The weekly production of rails alone is about 600 tons. The use of the "refinery furnace" is done away with, by an improvement of the managers, which though invented ten years ago, he has succeeded in keeping a secret. These works turn out a great many rails for the Great Western R. R. Co., who are very particular for their wide gauge.

Ore.

For use here, the red ore from Whitehaven—on the coast of England, North of Liverpool—as also the Staffordshire ore is extensively imported, and mixed with the native Welch "mine," in the proportion of half and half. The Staffordshire ore costs delivered, 20 shillings per ton. The Welch ore is said to cost not less than 16 shillings per ton by the time it reaches the furnaces.

Besides Whitehaven and Staffordshire, a great deal of ore is imported by the Welch Iron Works from the Forest of Dean, Northamptonshire, Lancashire, &c., at Ebbw-Vale, ord is imported from as far off as Elba, at the rate of 100 tons per week. This is a fine specular ore, containing over 70 per cent. of Iron, and costs delivered, 22 shillings or about $5 25 per ton. The Ebbw-Vale works import from various sources, quite as much iron ore as they themselves mine.

The beds or 'pins' of ore are remarkably abundant in the vicinity of Merthyr Tydvil, amounting in all to 30. The composition of the ordinary argillaceous "Welch mine," according to Mr. Parry, chemist at Ebbw Vale, is as follows:

In 100 parts:

Iron,	32.0
Oxygen,	9.2
Carbonic acid,	25.1
Alumina,	4.0
Lime,	1.0
Silica,	20.7
Moisture,	2.0
Total,	100.0 parts.

Blackband.

This apocryphal and delusive substance, so hard to find in America except in the prospectuses of Coal Companies on Wall st., is by no means either delusive or apocryphal in South Wales.—Though it has not yet been found to exist on anything like the scale it does in Scotland, enabling the Scotch Master to rule the market wherever his "pigs" can find an entrance; and its discovery has not worked such a revolution in the iron trade, nor created such enormous personal fortunes, as in the latter country—yet it occurs extensively on the Northeastern outcrop of the basin, and has always lined the pockets of proprietors, when found to exist in any quantity on their lands.

Some ten or fifteen years ago, a seam of Blackband, two to three feet thick, was found on the *Nant-y-Glo* property—the discovery being considered equal to a clear unexpected profit of £15,000. For a long time, thousands of tons were mined as low as 6d per ton. It is not a good quality of iron ore, and requires to be mixed with the "Welch mine" and the imported ores, to be used to advantage—but its incalculable value arises from the cheapness with which it is mined, and the large proportion of *free Coal* in its composition.

This seam of Blackband is exceedingly irregular, the immediate neighbors of Nant-y-Glo having no trace of it; at the Golynos Works, the miners have quite recently discovered it 2 or 3 inches thick; and at Ebbw-Vale, an occasional glimpse of it, is said to be obtained; when it occurs, it is immediately over the bed of Coal called the "old rein," and is mined with it. At the Beaufort Iron Works, of Bailey & Co., adjoining Ebbw-Vale, it occurs from one to two feet in thickness, near the mountain-top, and is quarried openly. As the Coal at these furnaces, is mined and delivered for 75 cents per ton, it may be supposed the manufacture of iron is carried on *very economically*. Pig iron is indeed, produced here somewhat cheaper than at any other works in South Wales.

Utilization of Slag.

The question of converting the waste slag of blast furnaces into blocks for various ornamental purposes, such as tiles and bricks, are now used for, has of late, attracted much attention throughout England. At the invitation of the proprietors of Ebbw-Vale, Dr. Smith of Philadelphia, came to these works to institute a series of experiments, having for their object, the annealing of this slag, and its conversion into ornamental bricks, that were expected to sell for £3 per ton. The process was as follows:—The slag was run out of the furnaces into moulds and after allowing a short time for it to cool, the bricks thus formed, were placed in the annealing furnace.—From some cause, the process did not succeed,—the interior of the slag was annealed without difficulty, but on the exterior, there was always a coat of glass, which frustrated the purposes of the invention; and the Dr. has left Ebbw-Vale.

In former times, so much iron was contained in the slag cast away, that within a few years past, the Ebbw-Vale, British, and other neighboring works have been overhauling their cinder heaps, and refurnacing a great quantity of the slag, some of which contained quite a large proportion of iron.

Utilization of the Furnace Gases.

The mode usually adopted at the Iron Works in this part of South Wales, for utilizing the so-called "waste gases" of the Blast Furnace, and causing them to do service in hot-blast stoves, or under the engine boilers, may be briefly described: The gases are led from the extreme top of the furnace, which is surmounted by a square cage 5 ft. high, protected by what is known as the "cup and cone." The charge is thrown into the "cup," and the "cone" raised by crank at a distance of ten or twelve feet, under the ore sheds, allowing it admission, at regular periods, to the furnace. The stoves, into which the gases are led for heating the blast, are raised above the ground, sometimes on a level with the top of the furnace—sometimes between the ground and the top. The boilers are on the ground, and the gases led down in pipes beneath them. The Ebbw-Vale Company was one of the first in Great Britain, who succeeded in practically realizing the benefits of the principle of the consumption of waste gases. They accomplished it about the year 1851. At their three works in this part of South Wales, Ebbw-Vale, Victoria, and Sirhowjey (possessing 30 furnaces in blast), £10,000 were spent in the attempt to introduce the plan. Having at last succeeded, they estimate it to be now saving them 1000 tons of Coal per week. Few, or none of the Merthyr Iron Works have yet adopted the principle.

The usual *charge* of a blast furnace in this section of Wales, is as follows:

At Ebbw Vale:
Fuel, 10 cwt. { 6½ cwt. of Coal. / 3½ cwt. of Coke.
Ore, 16 cwt. { 6 cwt. "Welch Mine." / 4 cwt. Hematite, imported. / 3 cwt. Cinder. / 3 cwt. "Blackband" and "Welch Mine," mixed. Limestone, 3 cwt. —Calcined.

Forty of these charges, or 10 "rounds" every twelve hours, will produce 170 tons of pig iron per week.

At Rymney. Cwt.
Ore—8 wagons Welch Mine, Cinder and imported rod ore, 40
Fuel—4 wagons raw coal, 50
Limestone—3 wagons, 23

Usually in Wales, the furnaces is conveniently located on a hill-side, where the ore, and coal, and limestone can be brought down from above; but when, in consequence of the lay of the ground, this is not possible, the "water-balance," as used extensively in the Welch coal pits, is adopted to convey the materials to the trunnel head. Such a contrivance is seen at the Ivor works (part of Dowlais,) where the water for this purpose is pumped up by the Blast Engine. W. J. P.

NEW YORK COAL MARKET, April 29.—Domestic has arrived freely; the inquiry is moderate for the local trade, but we notice a good inquiry for cargoes for the coastwise trade and the St. Lawrence River. We notice sales of Lackawanna at $4 40 @ 2,240 lbs.; from yard it is selling at $4 @ $5 25 @ ton for small and large size.

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P.M.

Freights from Richmond to—

Boston,	1 75	Providence,	1 35
New York,	1 05	Stonington,	1 35
West Point,	1 15	Fall River,	1 35
Stony Point,	1 10	Norwich,	1 35
New London,	1 30	Georgetown,	1 00
Roxbury,	1 75	Haverhill,	2 50
East Greenwich,	1 35	Washington,	1 00
Newburyport,	2 00	Charleston,	1 50
New Haven,	1 25	Old Cambridge,	2 00

Schuylkill Coal Trade for 1857.

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

	RAILROAD.	CANAL.
Port Carbon,	12,063 04	8,569 11
Pottsville,	2,467 17	1,384 05
Schuylkill Haven,	20,505 03	22,204 00
Auburn,	817 16	,000 00
Port Clinton,	6,942 11	2,234 00
	43,196 11	34,393 16
Total for the week, tons,		77,590 07
Total by Railroad in 1857,		590,473 13
" Canal "		122,017 17
Total by Canal and Railroad, tons,		712,491 10

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	43,170 00	611,867 11
By Canal,	31,277 00	112,067 02
	74,447 00	723,934 13
		712,491 10
Decrease in 1857, so far, tons,		11,443 03

Schuylkill County Railroads—1857:

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.,	42,949 12	254,612 19
Mt. Carbon "	4,567 03	37,421 15
Schuylkill Valley "	9,057 00	63,553 13
Mt. Carbon & Pt. Carbon "	14,589 11	138,777 07
Mill Creek "	12,281 08	123,550 06
Little Schuylkill "	6,216 06	79,640 02

Rates of Toll and Transportation on RAILROAD FOR THE PRESENT.

	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$1 80	$1 75	$1 55	$1 00
To Philad'a,	1 80	1 75	1 55	1 00
Spring Mills,	1 55	1 50	1 35	1 40
Reading,	1 10	1 05	1 05	1 05

Rates of Toll by Canal for the present.

	From Pt. Carbon.	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philad'a,	65	64	62	50
Spring Mills,	60	59	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 90	1 85	1 80	1 50
To Philad'a,	90	85	80	

Lehigh Coal Trade for 1857 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	1,839 11	8,155 16
Spring Mountain Mines,	1,306 14	3,908 09
East Sugar Loaf do	000 00	75 00
Coleraine do	501 09	1,759 10
Stafford do	146 15	369 08
N. York and Lehigh Coal Co.,	479 05	2,011 13
German Penna. Coal Co.,	126 19	252 16
South Spring Mountain Coal,	185 18	337 05
D. Munn and others,	235 14	215 14
Cranberry Mines,	00 00	73 10
Council Ridge,	418 01	826 07
Buck Mountain Coal Co.,	1,635 18	5,361 09
Wilkesbarre Coal Co.,	0 00	77 16
Hartford Coal Co.,	350 04	410 06
Total,	7,206 03	23,835 08

Lehigh Valley R. R.

Week ending Saturday last:

Spring Mountain Mines,	1,670 10	32,549 14
East Sugar Loaf do	792 10	21,142 17
N. York & Lehigh do	503 15	16,294 14
Council Ridge do	577 10	19,637 03
German Penna. do	77 19	1,178 13
Coleraine & Stafford do	668 00	18,585 04
Dolton & Dehaven do		923 07
Hazleton do	228 06	4,288 11
Total,	4,625 10	113,915 18
		23,835 09
Total for week,		137,751 07

Shipments to same period last year:

	WEEK.	TOTAL.
By Rail Road,	2,348 00	22,916 08
By Canal,	33,128 00	57,204 14
	35,476 00	80,121 02
		137,751 07
Increase in 1857, so far		57,630 05

Rates of Toll and Transportation ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,				2 00
do Elizabethport,				2 43
do Morris Canal Basin at Phillipsburg,				1 00
Toll on Morris Canal for drawing Coal,				Freight
85 cents. On Coal reshipped at Jersey City the toll is only 50 cents.				

☞ Toll and Freight from Wilkesbarre, White Haven, Rockport, Penn Haven and Mauch Chunk to Bristol:

	Wilkes.	R. R.	L. Co.	D. Canal.	Total.
Wilkesbarre, (toll,)	25	64	30	$1 19	
Freight from White Haven to Bristol,				1 08	
From Rockport, (toll,)		51	30	81	
do do (freight,)				1 02	
From Penn Haven, (toll,)		51	30	81	
From do do (freight,)				95	
From Mauch Chunk, (toll,)		51	30	81	
From do do (freight,)				88	
Freight from Mauch Chunk to N. York,				1 86	

Coal for the line passing over the Wilkesbarre R. Road, short of tide, pays 50 instead of 25 cents toll and freight

Scranton Coal Trade for 1857.

Shipments for the last week:

	WEEK.	TOTAL.
	Tons.	Tons.
North,	901 15	51,290 19
South,	4,552 05	79,177 07
	5,454 00	130,468 06

Pinegrove Coal Trade for 1857.

Amount transported during the month of March 1857:

	MONTH.	TOTAL.
Union Canal	10,218 10	23,542 12
Swatara Railroad,	7,925 07	18,983 17

Lykens Valley Coal Trade for 1857.

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1,586	13,792
Short Mountain Co.,	1,152	8,509
Total,	2,738	22,301

Trevorton Coal Trade for 1857.

	WEEK.	TOTAL.
For the week,	3,114 05	10,901 10

Broad Top Coal Trade for 1857.

No report this week.

Cumberland Coal Trade, 1857.

	WEEK.	TOTAL.
For the last week,	13,389	157,589

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

Railroads:		BID.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville		50	40¾	41
Mine Hill and Schuylkill Haven		50	62⅝	62⅝
Mount Carbon		50	50	52
Mount Carbon and Port Carbon		50	50	52
Mill Creek		50	50	52
Schuylkill Valley		50	50	52
Lorberry Creek		50	00	00
Swatara		50	7	8
Canals:				
Schuylkill Navigation		50	14¼	14½
" "	preferred	50	24½	24¾
Union Canal		50	10¾	11
" "	preferred	50	14	15
Del. & Hud'n Coal & Transportat'n Co.		100	121	121¼
Railroad & Coal Companies:				
Little Schuyl. Nav. R. R. & Coal Co.		50	40	40½
Lehigh Coal & Navigation Co.		50	73½	74
Hazleton Coal Co.				
Buck Mountain Coal Co.		50	00	00
Susquehanna Coal & R. R. Co.		100	92½	92¾
Dauphin Coal & R. R. Co.		100	48	50
Lykens Valley Coal Co.		50	25	40
Beaver Meadows Coal & R. R. Co.		50	55½	55½
Lykens Valley Railroad & Coal Co.		20	10	15
Coal Companies:				
Forest Improvement Co		25	25	25
North American Co.,	preferred	25	25	25
" "	common	25	8	9
Delaware Coal Co.		50	00	0
Cumberland Coal Co.		50	18½	19
New Creek Coal Co.		10	¼	⅜
Miscellaneous:				
Miners' Bank		50	56	58
Farmers' Bank		50	55	58
Pottsville Gas Co.		50	29	30
Pottsville Water Co.		25	18	19

☞ The Stock of all Coal Companies will be added to the above list when furnished by those who desire their publication.

CORRECTED WEEKLY BY E. GARRIGUES, BROKER.

	BID.	ASK'D
Schuylkill Navigation 6's, 1858	99	100
Schuylkill Navigation 6's, 1862	90	92
Schuylkill Navigation 6's, 1864	80	85
Schuylkill Navigation 6's, 1874	70	75
Schuylkill Navigation 6's, 1882	60	65
Schuylkill Navigation 6's, 1884	60	65
Schuylkill Navigation 6's, 1885	60	65
Schuylkill Navigation 6's, 1887	60	65
Schuylkill Navigation 6's, 1889	60	65
Schuylkill Navigation 6's, 1892	60	65
Schuylkill Navigation 6's, 1894	60	65
Schuylkill Navigation 6's, 1896	60	65
Schuylkill Navigation 6's, 1897	60	65
Schuylkill Navigation 6's, 1900	60	65
Schuylkill Navigation 6's, 1901	60	65
Schuylkill Navigation 6's, 1902	60	65
Schuylkill Navigation 6's, 1903	60	65
Schuylkill Navigation 6's, 1904	60	65
Schuylkill Navigation 6's, 1905	60	65
Schuylkill Navigation 6's, 1906	60	65
Schuylkill Navigation 6's, 1907	60	65
Schuylkill Navigation 6's, 1908	60	65
Schuylkill Navigation 6's, 1909	60	65
Schuylkill Navigation 6's, 1910	60	65
Schuylkill Navigation 6's, 1911	60	65
Schuylkill Navigation 6's, 1912	60	65
Schuylkill Navigation 6's, 1913	60	65
Schuylkill Navigation 6's, 1914	60	65
Schuylkill Navigation 6's, 1915	60	65
Schuylkill Navigation 6's, 1916	60	65
Schuylkill Navigation 6's, 1917	60	65
Schuylkill Navigation 6's, 1918	60	65
Schuylkill Navigation 6's, 1919	60	65
Schuylkill Navigation 6's, 1920	60	65
Schuylkill Navigation 6's, 1921	60	65
Schuylkill Navigation 6's, 1922	60	65
Schuylkill Navigation 6's, 1923	60	65
Schuylkill Navigation 6's, 1924	60	65
Schuylkill Navigation 6's, 1925	60	65
Schuylkill Navigation 6's, 1926	60	65
Schuylkill Navigation 6's, 1927	60	65
Schuylkill Navigation 6's, 1928	60	65
Schuylkill Navigation 6's, 1929	60	65
Schuylkill Navigation 6's, 1930	60	65
Schuylkill Navigation 6's, 1931	60	65
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Schuylkill Navigation 6's, 1938	60	65
Schuylkill Navigation 6's, 1939	60	65
Schuylkill Navigation 6's, 1940	60	65
Schuylkill Navigation 6's, 1941	60	65
Schuylkill Navigation 6's, 1942	60	65
Schuylkill Navigation 6's, 1943	60	65
Schuylkill Navigation 6's, 1944	60	65
Schuylkill Navigation 6's, 1945	60	65
Schuylkill Navigation 6's, 1946	60	65
Schuylkill Navigation 6's, 1947	60	65
Schuylkill Navigation 6's, 1948	60	65
Schuylkill Navigation 6's, 1949	60	65
Schuylkill Navigation 6's, 1950	60	65
Schuylkill Navigation 6's, 1951	60	65
Schuylkill Navigation 6's, 1952	60	65
Schuylkill Navigation 6's, 1953	60	65
Schuylkill Navigation 6's, 1954	60	65
Schuylkill Navigation 6's, 1955	60	65
Schuylkill Navigation 6's, 1956	60	65
Schuylkill Navigation 6's, 1957	60	65
Schuylkill Navigation 6's, 1958	60	65
Schuylkill Navigation 6's, 1959	60	65
Schuylkill Navigation 6's, 1960	60	65
Schuylkill Navigation 6's, 1961	60	65
Schuylkill Navigation 6's, 1962	60	65
Schuylkill Navigation 6's, 1963	60	65
Schuylkill Navigation 6's, 1964	60	65
Schuylkill Navigation 6's, 1965	60	65
Schuylkill Navigation 6's, 1966	60	65
Schuylkill Navigation 6's, 1967	60	65
Schuylkill Navigation 6's, 1968	60	65
Schuylkill Navigation 6's, 1969	60	65
Schuylkill Navigation 6's, 1970	60	65
Schuylkill Navigation 6's, 1971	60	65
Schuylkill Navigation 6's, 1972	60	65
Schuylkill Navigation 6's, 1973	60	65
Schuylkill Navigation 6's, 1974	60	65
Schuylkill Navigation 6's, 1975	60	65
Schuylkill Navigation 6's, 1976	60	65
Schuylkill Navigation 6's, 1977	60	65
Schuylkill Navigation 6's, 1978	60	65
Schuylkill Navigation 6's, 1979	60	65
Schuylkill Navigation 6's, 1980	60	65
Schuylkill Navigation 6's, 1981	60	65
Schuylkill Navigation 6's, 1982	60	65
Schuylkill Navigation 6's, 1983	60	65
Schuylkill Navigation 6's, 1984	60	65
Schuylkill Navigation 6's, 1985	60	65
Schuylkill Navigation 6's, 1986	60	65
Schuylkill Navigation