Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MAY 23, 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 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 if published in all the three other papers. In our cities the rates of advertising are graded according to the circulation of the paper.

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

Woodward & Schmidt, to Aug. 4, 1858,	$2 00
W. J. McGrade, to April 1, 1858,	2 00
A. J. Gillett, to April 11, 1858,	2 30
Henry Lumsden, to Jan. 1, 1858,	2 00
Henry L. Terry, to April 4, 1858,	2 00
Henry Meyer, to July 1, 1857,	3 00
Edward Jones, to Jan. 1, 1858,	1 00
T. F. Newcommer, to Oct. 1857,	3 00
Jacob Minnich, Esq., to July 1, 1857,	5 00
David Conner, to July 1, 1857,	4 00
R. & G. D. Coleman, to Jan. 1, 1857,	10 50
John Hipple, to April 1, 1857,	2 00
Charles Leib, to April 14, 1858,	2 00
Charles Moser, to July 1, 1857,	2 00
Felt & German, to March 20, 1858,	2 00
W. A. Wiegate, to June 3, 1858,	1 00
Charles Adrock, to June 21, 1857,	2 00
Smith Codrington, to April 11, 1858,	2 00
Thomas Bittle, to Jan. 1, 1857,	2 00
John Shoemaker, to July 1, 1857,	2 00
Bellamy, Meeker & Co., to April 1, 1858,	1 00
Yates & Rockwell, to Oct. 20, 1858,	2 00
R. L. Hollins, to April 1, 1858,	2 00
Sharpe, Leisenring & Co., to March 20, 1858,	2 00
F. S. Perkins, to April 22, 1858,	2 00
F. A. Fairbanks, to June 9, 1858,	4 00
Gustavus Leslie, to March 8, 1858,	2 00
Geo. Elkin, to April 25, 1858,	2 00
J. P. Montalius, Esq.,	5 00
Taylor & Chaplin, to April 12, 1858,	2 00
Charles W. Faust, to Feb. 1, 1858,	2 00
E. S. Davis, to Feb. 17, 1858,	2 00
Ed. Chappell, Esq., to April 28, 1858,	2 00
Wm. Horter, to Jan. 1, 1858,	2 00
Hatch & Rust, to April 17, 1858,	2 00
Hitchcock & Williams, to April 12, 1858,	2 00
W. Dodson, to Jan. 1, 1858,	2 00
Frank Waters, to May 2, 1858,	4 00
Ellwood Morris, Esq., to July 1, 1858,	2 00
Lewis Hellner, to Jan. 1, 1858,	2 00
Derilla J. Schollenberger, to May 17, 1857,	2 00
A. J. Davis, to April 1, 1858,	2 00
John L. Butler, to April 1, 1858,	2 00
M. C. Mordecai, to April 1, 1858,	2 00
S. E. Van Buren, to Jan. 1, 1858,	2 00
Thomas Cassedy, to Jan. 1, 1858,	2 00
Wm. Brown, to Jan. 1, 1858,	2 00
J. L. Osler, to Jan. 1, 1858,	2 00
Aaron Guild, to May 20, 1857,	2 00
Michael Rooney, to March 24, 1858,	2 00
W. D. Wilde, to July 1, 1858,	2 00
Josiah Parkin, to July 1, 1858,	2 00
Washington Reifsnyder, to July 1, 1857,	2 00
G. W. Farquhar, to Feb. 7, 1858,	2 00
Wm. Patton, to July 1, 1857,	2 00
W. L. Lance, to Jan. 1, 1858,	3 00
James Lyons, to Jan. 1, 1858,	5 00
Thomas Lander, to Jan. 1, 1858,	2 00
Lackawanna & Bloomsburg R. R., to Jan. 1, 1858,	2 00
John Preston, to Jan. 1, 1858,	2 00
Forsten, Slack & Browne, to May 9, 1858,	2 00
George T. Young, to May 9, 1858,	2 00
Tubbs & Stephenson, to May 9, 1858,	2 00
James Forrest, to May 16, 1858,	1 00
John Adams, to Nov. 16, 1858,	2 00
Thomas Bittle, to Jan. 1, 1858,	2 00
E. Macdonald, to Jan. 1, 1858,	2 00
J. W. Bridges, to Aug. 18, 1857,	2 00
John Stanton & Co., to Jan. 1, 1858,	1 00
Wm. E. Pearson, to July 1, 1857,	4 00
James Pinkman, to Jan. 1, 1858,	2 00
H. Worden, to Jan. 1, 1858,	2 00
L. P. Longstreet, to Jan. 1, 1858,	2 00
L. D. Shoemaker, to Jan. 1, 1858,	2 00
A. D. McClintock, to July 17, 1857,	2 00
Steele's Hotel, Wilkesbarre, to Jan. 1, 1858,	2 38
B. Balsbridge, to Jan. 1, 1858,	2 00
Charles Parrish, to Jan. 1, 1858,	2 00
H. B. Hillman, to Jan. 1, 1858,	1 63
Baltimore Coal Co., to Jan. 1, 1858,	2 00
Thomas Smiles, to Jan. 1, 1858,	2 00
Henry Evans, to July 1, 1857,	1 30
Wm. Leyshon, to Jan. 1, 1858,	2 15
Abm. Price, to Jan. 1, 1858,	2 00
R. Gotschall, to July 1, 1858,	2 00
J. W. Brock, to April 28, 1857,	3 00
Hon. John Brisben, to Jan. 1, 1858,	2 75
Peckens & Philips, to Jan. 1, 1858,	2 00
E. Snyder, to Jan. 1, 1858,	2 00
Andrew Nichol, to Jan. 1, 1858,	2 00
Del. & Hud. Canal Co., Carbondale, to Jan. 1, 1858,	2 00
J. C. Davis, to July 1, 1857,	2 00
H. A. Chambers, to Jan. 1, 1858,	2 53
Lehigh Coal Co., Manch Chunk, to Jan. 1, 1858,	2 00
Thomas Thomas, to July 3, 1857,	4 00
O. H. Wheeler, Esq., to Jan. 1, 1858,	2 00
Lucien Ashley, to Jan. 1, 1858,	2 00
Wolff, Trehorn & Co., to Jan. 1, 1858,	2 00
Mansion House, Manch Chunk, to Jan. 1, 1858,	2 00
F. Hazard, to Jan. 1, 1858,	2 00
Edward Willouer, to Sept. 3, 1857,	2 00
Wm. Kendrick, to Feb. 22, 1857,	2 00
John Byers, Nova Scotia, to Dec. 13, 1857,	1 00
J. P. Cumming, to Nov. 8, 1857,	1 00

BUSINESS NOTICES.

SEE AUDITOR'S NOTICE signed Thos. R. Bannan.

SEE NOTICE of dissolution signed William Davis, Ringtown.

MINERSVILLE WATER COMPANY.—See Advertisement for Proposals.

COAL MERCHANTS.—See Card of Meyer, Smith & Co., No. 107 Walnut street, Philadelphia.

A RESIDENCE on Schuylkill Avenue is offered for sale. See advertisement signed M. Weaver.

A FRESH STOCK of Plants and Flowers has just received at Bannan's store. Call and see them.

DWELLING HOUSES on Centre street are for sale or rent. See advertisement signed Robert M. Palmer.

PHILADELPHIA AND READING RAILROAD COMMUTATION.—See Notice, signed Rodney Fisher, Treasurer.

A HOUSE AND LOT in Port Carbon are offered at public sale. See advertisement signed Mrs. C. Kelper.

TERRA COTTA Chimney Tops, Garden Statuary, etc., unique and beautiful, can be obtained at Bannan's store.

RAZORS and Pocket Cutlery of superior quality, can be obtained at Bright & Lorch's Hardware store, this Borough.

VITRICISED STONE WATER AND DRAINAGE PIPE—just the thing for Schuylkill County—is for sale at Bannan's store.

EVANS & WATSON'S SAFES.—They have a world wide reputation. See Report upon their merits in our advertising columns.

VULCANIZED RUBBER HOSE, for Hydrants, Locomotives, Fire Engines, and other purposes, can be obtained at Bannan's store.

MINING ENGINEER.—See Card of Edward O. Hegeler, who during the past year, visited the Coal Mines of England, Germany, and Belgium.

YOUNG MENS' CHRISTIAN ASSOCIATION.—A meeting will be held on Monday evening next at Russel's Office Building, this Borough.

BLESSINGS.—The fine weather yesterday, and the Legislature's *sine die* adjournment.

A BILL has passed the Legislature, enlarging the fees of District Attorneys throughout the State.

ACKNOWLEDGMENTS.—To Messrs. Lebo and Wagoneller, we are indebted for public documents.

DAVID STRINGER McKIM, convicted of the murder of Samuel T. Norcross, near Altoona, on the 16th of January last, will be executed on Friday, the 21st of next August. The Governor has appointed that day.

THE MAIN LINE.—The Governor has signed the bill for the sale of the Main Line. It is advertised to be sold in Philadelphia on the 25th proximo. The lowest price for which it may be purchased is $7,500,000.

THE CHESTER COUNTY TRAGEDY.—Charles B. Phillips, who shot and killed his first cousin, Cleaver Bartholomew, alleges that he had no intention of shooting Mr. Bartholomew, but that it was purely accidental.

SCHUYLKILL COUNTY INSTITUTE.—We have received too late for publication in full this week, a report of the proceedings of this Institute. Not wishing to divide it, we have decided to defer its publication until next week, when we will give it *in extenso*.

THE ADMINISTRATION has determined upon decisive measures in regard to Utah. An army will concentrate on the Government reserve grounds, south of Salt Lake City, and await further orders from our Government. It is rumored that Brigham Young's army will be reinforced by hostile Indians.

A GRAND testimonial benefit to Mr. Gough, the celebrated temperance orator, took place at the Philada. Academy of Music Thursday evening. Mr. Gough delivered an address on the occasion. The friends and admirers of the eloquent speaker thronged the Academy. Cannot Mr. Gough spare time to pay our Borough a visit? Thousands here would be delighted to hear him?

FROM Mexico, we begin to get some particulars of the disasters which preceded the final annihilation of the California fillibusters in Sonora, under Col. Crabb. That expedition was a reckless, and wholly unprovoked, armed invasion of Mexico (under the stale pretence of peaceful colonization); and, as such, we apprahend but little sympathy will be felt anywhere for the dreadful retribution which has overtaken it.

BUCHANAN'S DARLING PROJECT.—The Administration is said to be maturing a plan for purchasing the "Gem of the Antilles." It is well known that this is a darling project of President Buchanan. He has expressed himself unequivocally upon the subject, and made an offer of a hundred millions of dollars for the coveted island during the administration of President Polk.—Well, it is much better than seizing it. Either way, we can get along without it.

THE difficulty between England and China has aroused the national antipathies of the Chinese to such an extent, that it will require the whole disposable force of England at home and in India, to bring the war to a speedy close. The "little war," says the Dublin *Journal*, "which Sir John Bowring once thought to quell with a handful of soldiers and marines, is no longer confined to the refractory Cantonese, but has spread wherever Chinese hate and vengeance exist—and that is in every part of the globe where they are located, and where by their numbers, by open or secret means, by insurrection, poison, or assassination, they can hope to compass the ruin of their enemies. There is no conspiracy in the popular sense of the term. The Chinese are animated, from the highest Mandarin to the lowest mendicant—followers of Tea Ping as well as of the Tartar Emperor—with the most deadly and unappeasable animosity to England. It is a national affection, spreading ever afire of that immense empire and spreading far beyond its confines."

SMALL BUSINESS.—The Vermont *Watchman* of the 15th inst. says:

"Shortly after the induction of the present P. M. General, the Barre Post Office was taken from *a lady* and given to Ephram E. French, Esq. This ungallant and ungenerous act produced universal dissatisfaction, and every voter in town, eighteen (out of about four hundred) excepted, petitioned for a restoration of the lady to the office—but in vain! N. B.—The President is a crusty old bach.

OUR TAXES TO BE REDUCED.—In the General Appropriation Bill, which has just passed the Legislature, it is provided that the State Tax, this year, shall be two and a half mills on the dollar, instead of three, as formerly. This is a good beginning; and it is anticipated that, should the Pennsylvania Railroad Company become the purchasers of the "Main Line," this will be again reduced next year at least one mill. If so, it will show beyond dispute, whether or not the disposal of this line is or is not a judicious measure.

SOUTHERN REMEDIES.—The New Orleans *Crescent* suggests as the best means for the security and safety of the South, in view of the progress of the anti-slavery sentiment, is the passage of laws by the legislatures of the cotton states, prohibiting the sale and emigration southward of slaves from the slave states north. The *Union* of Louisiana concurs with the *Crescent* as to this remedy, and also suggests another—the introduction of Coolie labor to supply the deficiency of slaves, and thus to extend Southern interests and institutions. The New Orleans *Delta* insists upon re-opening the slave trade.

JAMES VEECH, Esq.—The *Genius of Liberty*, a Democratic paper published at Uniontown, Fayette county, the home of Mr. Veech, in its issue of April 9th, in a review of the characters of the nominees of the Union Convention, thus speaks of Mr. Veech:

"James Veech, Esq., one of the opposition candidates for the Supreme Bench, our readers all know. Against him personally, we have no word to utter.—*He is an able lawyer, and has the qualification to make a good Supreme Judge in every respect except his politics. If he were the Democratic* instead of the Black Republican nominee, *he would be elected*, and would do no discredit to the Supreme Bench."

"THE ISLAND PRINCESS."—This is the title of Mrs. Southworth's new and powerfully written story, commenced in this week's New York *Ledger*. It is considered the best tale she ever wrote, exceeding in interest even "The Deserted Wife," and "The Lost Heiress," heretofore considered her most popular works. Among the new features of the *Ledger* is a humorous department, edited by George D. Prentice, Esq., the well-known and universally-popular editor of the Louisville *Journal*. The *Ledger* now stands unrivalled and unapproachable, for no other paper can produce such a powerful array of contributors. The names are—Fanny Fern, Geo. D. Prentice, Mrs. Southworth, Sylvanus Cobb, Jr., Mrs. Sigourney, Emerson Bennett, Alice Cary, Mary Stanley Gibson, Mrs. Vaughan, and a host of others.

LATE LETTERS from Utah state that the United States Courts in that Territory have been forcibly broken up, at the instance, it is believed, of Brigham Young. The United States Government cannot move too promptly or too vigorously, in relation to the condition of affairs among the Mormons. Whoever may be appointed Governor, an adequate military force should be immediately despatched in that direction. A correspondent of the New York Tribune, writing from Utah, under date of February 2d, gives this terrible picture:—

Shut in, as we are, from the world at large by the snows of Winter, and unprotected even by the show of a judiciary, the heads of the Church have been enabled to perpetrate against us every species of crime and cruelty. Gentiles have been robbed of valuable property; dissenting Mormons, who have been acquainted with the fiendish rites of the "Saints," have been outraged or murdered; and even women, who have presumed to rebel against the commands of the misnamed Church, have been mercilessly persecuted, and driven from house to house, until they were compelled to yield to the brutal demands of their tyrants or seek refuge from them in suicide. On Christmas night a young woman cut her throat, as the only way in which she could escape from the more terrible fate that plainly awaited her. Self-destruction by the less violent means of laudanum is very common. There is a class of young girls who, too timid to resort to extreme measures, are driven to become the concubines of the loathsome vipers who pretend to be the "Saints" of God. Their hopes and happiness are forever blasted, and the consciousness of their degradation is continually gnawing into their hearts.

Of this the following is a melancholy instance. A man named Nash came to this territory last Fall, bringing with him his daughter, a lively and beautiful girl of seventeen summers. He settled at Provo, a town sixty miles south of this city, and in consequence of her great beauty, his daughter was much desired by many of the Mormon leaders in his new home. The gentle girl, left friendless, and seeing no place where she could take refuge and escape a condition so much dreaded, was obliged to yield, and now doomed to a life of sorrow and dishonor. She is Carter's seventh victim. What an sum of blood and tears of agony will call for judgment against a powerful government, which has knowingly permitted such villainy and outrage to continue four years unchecked within its jurisdiction.

PEN, PASTE AND SCISSORS.

☞ Deaths in Baltimore last week, 96.

☞ Deaths in New York last week, 427.

☞ Deaths in Philadelphia last week, 203.

☞ Total area of Illinois, 34,819,200 acres.

☞ Burton, the Comedian, is reported insane.

☞ Lady Ashburton died in Paris on 4th instant.

☞ The French general elections fixed for June 21.

☞ Strawberries are selling in Baltimore at $1 per quart.

☞ Thomas J. Perkins, a Philadelphia merchant, is dead.

☞ The prohibition is removed to export of gold from Russia.

☞ Sir R. Peel has resigned his seat as Lord of the British Admiralty.

☞ Death by strychnine is of the most painful description imaginable.

☞ *A nolle prosequi* in the case of Nickel will be entered at the October term of the New York court.

☞ A man must possess fire himself before he can kindle up electricity that will fire the great popular heart.

☞ M. Alfred de Musset, one most celebrated poets of this century, Paris on the 3d, aged 45.

☞ Lord Elgin embarked at Liverpool on the 1st inst., in the packet ship Ocean Monarch for Malta, on his way to China.

☞ Little Louisa Parker, performance of Esq., in "Uncle Tom's Cabin," remembered, died last week in Baltimore.

☞ It is stated that J. Leander Director of the Mint in place of Col. Snowden.

☞ *A nolle prosequi* has been entered by the District Attorney of Kansas, case of ex-Gov. Robinson, indicted for

☞ A vein of coal and the city of Steubenville, Ohio, has been found to be over six feet thick and of good quality.

☞ Lady Franklin had a steam yacht for another Arctic expedition, under the command of Clintock.

☞ Great preparations made for the Manchester exhibition of pictures. Prince Albert has consented to be present at the opening.

☞ The Little Schuylkill Company's Machine Shop, which was destroyed by fire at Tamaqua, several months ago, has been rebuilt upon a larger scale.

☞ The mail was received at St. Louis on the 13th instant, from Cincinnati *fifteen hours and eighteen minutes*, by the Mississippi Railroad.

☞ The Reading has its Adams Express, with a steam engine horse power.—Preferable to whiskey, eh? We have found it so.

☞ Vienna letters announce that the Archduke Maximillian of Austria will visit to Queen Victoria before his marriage to her cousin, the Princess Charlotte of Belgium.

☞ The mysterious Newburg of about two weeks ago, has thus far baffled the efforts of the officers of the law to discover the perpetrator.

☞ There is some suffering in Michigan for want of food. Several families in the neighborhood of Pine River, Tuscola county, have furnished aid.

☞ The anticipated child of the Duchess of Gloucester, the last grandson of George III., and aunt to Queen Victoria, turned on the 30th of April. She has upon her eighty-second year.

☞ Eleven of the jurors upon the Burdell inquest have subscribed affidavit fully exonerating Coroner from any improper conduct in the commission of the suspected parties during the investigation.

☞ Brigham Young, in the Company's forces, from Utah Territory, had at last accounts left Fort Bridger, with a chosen body of two hundred men, for Washington or Oregon. The accounts are conflicting.

☞ Advices from Salt Lake City, in the City of Mexico state that all the Sonora forces, numbering, including Col. Crabb, only 100 in number, were shot on the 3d, captured at Loboree, in accordance with their sentences. The reported quiet.

☞ A decayed tooth will cause a man who has for many years been subject to creditors, to devise means by which he can be left unmolested.

☞ The Montreal water works, the raising a postage stamp during the night. The distribution, have already cost, numbers, £100,000, and required to complete the works, making expenditure of £200,000.

☞ J. M. B. Perkins, a representative from Lycoming county, is dead. He is a victim of the National Hotel disease.

THE COAL TRADE.

Pottsville, May 23, 1857.

The quantity sent by Railroad this week is 31,600 05—by Canal 29,285 07—for the week 60,885 12 tons. Total by Rail Road 696,591 15 against 746,112 12 tons—do. by Canal 210,700 03 against 212,527 13 tons to same period last year.

The quantity sent from Schuylkill County this week is 18,800 tons less than the shipments of last week, and 22,451 tons less than for the corresponding week last year. We do not think the shipments for the ensuing week will much exceed those of last week. We should judge there will be a similar falling off from the other Regions also, compared with the shipments for the corresponding period last year, from the same causes which effect the trade in Schuylkill County.

Our impression is that the shipments of Coal for the ensuing two weeks will be considerably short of the shipments for the same period last year, and that the present increase in the market, will be reduced down to about 50,000 tons. About six weeks ago, the increase in the market was about 200,000 tons—a rapid falling off.

We give the aggregate shipments for the week, and also the total from the following principal Anthracite Regions which shows the state of the trade compared with last year:

	Week.	Total.	Inc.	Dec.
SCHUYLKILL—R. R.,	31,600	696,592		49,521
Canal,	29,285	210,700		1,828
LEHIGH—Canal,	29,285	78,113		41,000
R. R.,	9,255	140,241	99,000	
Penna. Coal Co.,	7,985	7,985		149
Del. & Hudson Co.,				about 10,000
Scranton South,	8,975	102,168	2,168	
	115,965	1,235,902	1,168	102,498
				2,498
Making the increase only 108,670				1,670

from all the Regions since January last, including the whole supply from the Lehigh and Scranton Regions sent by Railroad during the winter season, three-fourths of which was consumed above tide.—The shipments this week, are at 40,000 tons short of the shipments for the corresponding week last year from the above Regions.

Snow fell to the depth of 6 and 9 inches on the Broad Mountain, eight miles above Danville, on Tuesday last—and on Wednesday many portions of the Mountain was still covered with snow. This is an unusual occurrence in our Mountain home.

The heavy and continued rain in thirty part of the week, has been disastrous against this Region in "drowning out" Collieries by the water level. Many Operators, who had cleared their Collieries from the water which accumulated during the last rains, are again similarly and some in a worse condition. At a few points we learn it will take from two to four weeks to pump out the water. The porous character of our soil absorbs the water very rapidly and the continuous rains prove very disastrous to mining operations in all the Regions where the work below water level, particularly with Slope.

There was also a considerable freshet in the Schuylkill, but no damage done, so far as we could learn. The water commenced rising on Thursday, and boats began to leave yesterday.—The high water prevented boats from coming up, which together with the stoppage of series, caused almost a total cessation of the trade for a day or so. On Thursday, not a single navigation or "Yellow Car" was despatched from Schuylkill Haven for the Mines, save a few "Black Cars." So far, it has been an ordinary season;—nothing but a succession of interruptions have taken place to the trade, which has been embarrassing, perplexing and expensive.—Owing to these frequent interruptions, not much has been made in the limited business done—and nothing but a considerable advance in the price of Coal will remunerate the producers.

Boats have been scarce on the Canal in many instances premiums have been paid to boatmen to induce them to load, and quick despatch promised. If the shipments by Canal continue heavy, it is believed the price of Coal will advance to $1 85 @ $1 90, whatever sum was the basis on which the adjustments, &c., between the two companies waied. The reduction to $1 80 has given the Coal by Canal an advantage over that of the Road, *particularly while the demand for Coal* remains limited. The demand for Coal however, is the increase, and we expect shortly to see boom-panics employed to their full capacity, or at a demand for all the Coal the Region can produce. We have a demand now, it is true, for more than we can supply, but the production is limited in causes noticed above.

DELAWARE & HUDSON COAL CO.—The owning are the prices for Coal fixed by the Delaware & Hudson Company, on board at Rondout:

	To Aug. 1.	To Oct. 1. Apl. 1.
	For Ton of 2240	
Furnace Lump, - - -	$3 80	$4 00
Steamer Lump, - - -	3 80	4 00
Grate, (or broken,) - -	4 00	4 10
Egg, - - - - -	4 15	4 30
Stove, - - - - -	4 25	4 45
Chestnut, - - - -	3 25	3 40

☞ *The above Prices are CASH.*

The Coal is carefully weighed, at tide water Fairbanks' Patent Scales.

The Company are well provided with barges ranging from 100 to 600 tons, built purposely for navigation of the Hudson River, and cargoes can be delivered in New York and vicinity on the shortest notice.

Freights to New York by the Company's barges during the season, will be at the rate of Fifty-six per gross ton. Furnace Lump Coal, delivered at ports in New York to contractors will be at the following prices per *Net Ton*, viz.: up to Aug. 1st, $4 80; up to Oct. 1st, $4 60; after Oct. 1st, $4 70.

DELAWARE, LACKAWANNA & SCRANTON—*South.*—The following are the prices fixed for Coal delivered on board vessels at Elizabethport:

	To Aug. 1st.	To 1st Oct.	For 1st Oct.
Lump, - - - - -	$3 90	$4 00	$4 20
Steamboat, - - - -	4 10	4 20	4 25
Large Egg, - - - -	4 00	4 10	4 30
Small Egg, - - - -	4 35	4 50	4 65
Stove or Nut, - - -	4 45	4 60	4 75
Chestnut, - - - -	3 70	3 85	4 00

☞ *The above Prices are for CASH.*

The Chestnut Coal furnished by this Company is of a *larger size* and *better cleaned* than usual.

Freight on Coal, in the Company's barges, from Elizabethport to New York, and the neighboring cities, will be charged at a fair and reasonable rate, not to exceed 40 cents per gross ton. For Coal, delivered to Contractors, above the city, in Carts, the same price, per *net ton* will be charged, as for a gross ton, on board of Boats, at the wharf—the difference in weight being considered as compensation for the cartage.

PENNSYLVANIA COAL CO.—The following are the prices at which the Pennsylvania Coal Company offered their Coal in the circular issued in April, for Coal on board at Port Eyon:

	To July 1.	July to Sept.	After Sept.
Lump, - - - - -	$3 80	$3 90	$4 00
Steam, - - - - -	3 90	4 00	4 10
Broken, - - - - -	3 95	4 05	4 15
Egg & Stove, - - -	4 05	4 15	4 25
Nut, - - - - -	4 05	4 15	4 25
Chesnut, - - - - -	3 35	3 45	3 55
Pea, - - - - -	2 35	2 45	2 55

The reader will observe a considerable difference in the above prices. The Delaware & Hudson Company's rates for all Coal except Lump and Steamboat Lump, (the latter of which they make but a very small quantity,) range from 10 to 30 cents per ton higher than the rates of the Pennsylvania Coal Company. All admit that Coal will be high in the fall—*and with high tolls and low prices for Coal*, there is not much prospect for fat dividends for the Pennsylvania Coal Company. If the management should persist in their present insane policy, we should not be surprised to see the stock go down to $60 or $70 per share before the year closes.

The Delaware & Hudson, the Pennsylvania, and the Scranton Companies, have some difficulty in selling their Lump Coal, there being but few Iron Works on the line to consume it—and the prices are considerably lower than they ask for prepared Coal.

On the Lehigh, the Lump Coal is nearly all consumed on the line at the Iron Works, and such is the case in the Schuylkill Region. At least three-fourths of the Lump Coal is consumed between this and Philadelphia, and both Lehigh and Schuylkill White Ash Lump Coal commands either higher or the same prices as prepared Coal. Frequently, there is so good a demand for Lump, that in order to supply it, they are compelled to force the prepared Coal made in mining it, into the market at reduced rates, or pile it up. Some of the consumers in New York, Boston, and other markets, insist on their giving them Lehigh Lump Coal, believing that it is better than Schuylkill—and the consequence is, that at least one-half of the Lump Coal sold in these markets as Lehigh, is Schuylkill Lump Coal, and the consumers of course don't know the difference—because in reality, there is but little difference in the harder kinds of Coal of both Regions.

EDITOR OF MINERS' JOURNAL:—I expected to have seen in your last number some reply to the very "*plausible*" communication from a person connected with the Pennsylvania Coal Company.

It is well known that the Delaware and Hudson Company had kept over a large stock of Coal from last year, while the Pennsylvania Company had but comparatively a small quantity on hand. The circular of the Delaware and Hudson Company, of 19th March, fixed the price of this old stock at $4 00. The next day the Pennsylvania Company adopted the same price. On the 31st of March the Agent of the Delaware and Hudson Company offered their Furnace Lump, "now (then) on hand," at $4 00, with a drawback on *shipments*, prior to July 1st, of 20 cts., from July 1st to Sept. 1st, of 10 cts.; after which the price was to be $4 00. It must be remembered that this drawback applied only to shipments of Furnace Lump then on hand to Eastern markets, while for New York and adjacent ports, the price was maintained at $4 00. On the 6th of April, (five days after,) the Pennsylvania Company's circular announced the prices of their Coal for the year, new and old, for all markets, at $3 80 for Furnace Lump, to July 1st, &c.

These are the admitted facts.

Your correspondent ingeniously states "up to the receipt of this circular the Pennsylvania Company had not demanded less than $4 00 for their old stock, &c."—By confining this remark to their "old" stock, the statement may be, and no doubt is, quite correct, and in this consists the plausibility of the article. But will your correspondent aver that the Pennsylvania Company, through its Officers or Agents, did not offer their Coal, new or old, at less than $4 00 prior to March 31st last. If so I have a question of veracity to settle between him and some of the most prominent buyers and dealers in Coal in New England.

Your correspondent would seem to wish to maintain in *Schuylkill County* that it is the Delaware and Hudson Company that established for the season the low quotation of $3 80, while in the selling markets, the Company with which he is connected, claim that credit.

The simple facts are that the Delaware and Hudson Company, for very proper reasons, were desirous of disposing of their old stock. The Officers of that Company in their usual straight forward, manly course, avowed it—with equal sincerity and without any double dealing, they as candidly avowed their readiness and desire to unite in any and all proper measures to insure the business of mining and transporting Coal without giving the consumer any cause of complaint. Any one acquainted with the gentlemanly Officers of that Company will well know, that while they avowed their readiness to unite in such a policy, it is absurd to charge them with any *opposite* policy.

FACTS.

From the most reliable information that we can obtain, the Pennsylvania Coal Company offered their Coal, and absolutely sold *privately* at $3 80, in New England, before the Delaware & Hudson Company issued their circular offering their Lump Coal in the New England market at $4 00, with a drawback of 20 cents per ton for their old stock on hand.

Freights to the East are coming down a shade—we hope however, that dealers in that quarter will not pursue the unwise policy practiced heretofore in many instances, in limiting the rates of freight below a fair living price, and thus drive colliers off, and create a scarcity of vessels at a time when they are wanted. The trade is in a state that will require quick despatch at all points for the balance of the season, in order to insure any thing like a supply in the market. If there is any person to be found in the East, who continues to be so deluded as to suppose that Coal will be lower this year than it now is, the sooner his mind is disabused of such an erroneous idea the better.

LYKENS VALLEY COAL TRADE.—The distance from Millersburg, the termination of the Lykens Valley Railroad, to Baltimore, is 110 miles. The toll and transportation on Coal to Baltimore, from that port is $2 10.

From Pinegrove to Baltimore is 127 miles, and the toll and transportation is $2 10, provided the cars are unloaded within 24 hours after arrival. If delayed longer, the rates are $2 22 per ton.

The Freights on the Delaware and Hudson Co.'s Canal are 95 cents from Honesdale to Rondout, and 23 cents additional to New York.

The freight from Hawley to Port Ewen is $1 00 per ton, and 25 cents from that Port to New York. Both Companies unload the boats at fixed prices, from 6 to 7 cents per ton, and deduct it from the freight,—and both Companies charge 50 cents per ton for Coal delivered from the shipping points to New York City.

[FOR THE MINERS' JOURNAL.]

ON VENTILATION OF COAL MINES, AND UNDERGROUND WORKS.

No. 3.

[Continued.]

The most expensive shafts which have been sunk in any Coal Field has been near a Dyke or Fault. In the Newcastle Coal Field the sinking of shafts is generally expensive, but their expense I should think is doubled when they are sunk near a Fault, on account of the numerous feeders of water which will be cut and intersected by the shaft. We may here be allowed to state that it is mostly by Faults that water finds its way from the surface into the secluded depths of the earth's crust. Where the action of its pressure, and of its solvent power which is increased by the pressure, can be pretty accurately determined on several substances, which become exposed to the vertical column of water, such as the edges of all the different strata to the depth it has penetrated from the surface. When we take into consideration that the pressure of a column of water measuring twelve hundred feet, reaches the enormous pressure of little above 520 lbs. ton—each square inch of surface on which it acts at that depth, we may readily conceive its solvent power on certain substances at this depth and its effects at this pressure. It is possible that it may work its way to a very considerable distance from the Fault in some of the layers which are incapable of resisting its dissolving power; and, acting in this way, forward in advance, it is descending to account for feeders of water which have been cut by shafts located at some distance from a Fault. Some perhaps, would ask how can water penetrate into a solid substance for any considerable distance? The water will become of the dissolved material? In answer to this we would say that there is no substance in existence perfectly solid. Gold is proven to contain, in its ground a number of minute pores, and water has been forced into those pores under a sufficient pressure. Water itself is easily pressed to be porous, for if we dissolve a certain portion of loaf sugar or table salt in water, we find that the bulk of water is in no way increased, but its specific gravity increases in proportion to the quantity of those articles dissolved. If water was not porous it would increase in bulk instead of increasing in specific gravity. We may here add that we have found by actual test on various layers in the earth's crust in a similar manner, and as we have seen that water is conveyed into the bosom of the earth by the Fault, so the nearer a shaft is sunk to a Fault the greater and more numerous are the infusions of water into the shaft, which will sometimes extend the iron tubing or some other reliable substance to the surface, but such is the case only in a very rarely and often by chance that shafts are sunk near to Faults in any Coal Field. When such is the case there is always a difficulty in the sinking, the cost of sinking them, and when shafts are generally easily sunk, or when the cost is reasonable and moderate in any particular Coal Field the contrasting difference in cost in a greater between a shaft sunk near a Fault and another sunk a safe distance from any Fault. She cost of sinking a shaft in the Lancashire Coal Field is generally moderate. When a shaft is sunk near a Fault in this Coal Field, the contrast is more striking. We will draw an example from the Lancashire Coal Field in order to show the almost incredible difference of cost in sinking two shafts at a distance apart of one half mile.

The first shaft was sunk at Laffak Colliery to the Bushy Park Vein, at a depth of 700 feet from the surface. The cost of the sinking was nearly 6,000 dollars. The improvements I should think, from their appearance, would cost a like sum, making a total cost of about 12,000 dollars before the mine was put in working order.

The second shaft was sunk at a distance of about half a mile from Laffak Colliery, but feeder upon feeder burst into all parts of the shaft as it was being sunk. Sometimes the work was suspended for several months together, until auxiliary engines were erected and set to work to pump the extra quantities of water which were flowing into the shaft. These were kept working until the quantity of water increased so as to overpower the best effort of the combined steam power. The work was several times suspended, and as many more additions made to the steam engines and pumps, before the shaft had been sunk 400 feet. The total expenses for sinking nearly four hundred feet in depth—that is for erecting pumping machinery and steam engines, and other necessary apparatus, with manual labor, &c., reached to 200,000 dollars. The quantity of water constantly pumped from the shaft amounted to from seven hundred to two hundred gallons of water per minute. In some Coal Fields this quantity of water would not be considered an uncommon circumstance, but in Lancashire, and at this specified shaft, such a quantity of water was quite unexpected, and no means were provided to overcome it when the shaft was first commenced, and when the unexpected feeders were cut, the means applied to pump it were barely sufficient to overcome them at their first influx; but as the shaft was sunk deeper the first means used failed to produce the desired effect. Then by a series of such failures, a rise was given to a quantity of "labor in vain," and the building and re-building of pumping machinery and gearing, steam engines and boilers, was the consequence. Here it was that "labor in vain" system which increased the expense of this shaft more than the extra material which was used in the operation. After the Coal beds were reached it was then seen that the shaft had been sunk close by a Fault, and that the water in the shaft sunk the water out from the shaft to those cases in hopes of getting entirely rid of it, because the water is then always thrown into the bottom of the shaft and the sump, as a continuous one, it being supplied from one common source, and when it is stopped out from the upper part of the shaft it will burst into the bottom with an increased impetus, leaving the upper part quite dry and free from water.

Faults should always be avoided in sinking a shaft, and it is by a careful examination of the nature of the ground by a series of borings, that to sink the shaft being sunk in a Fault, or in close connection with a Fault. It is not to be credit of the Engineer who obstinately sinks a shaft through difficulties which he could have easily noticed, for in many cases they can be avoided. His obstinacy should not be mistaken for prudent perseverance, and when we hear or read of certain shafts containing upwards of two, three or four hundred feet of iron tubing, costing immense sums, it cannot always be credited as a mirror reflecting the talents of their author. Although iron tubing is invaluable in its place, when out of place, it is much like a donkey in a pulpit braying to a congregation. The only difference is, the use of the "tubing" is not so much exposed as the donkey would be if by accident placed in that peculiar situation.

[To be Continued.]