Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 18, 1857.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate circulation of THREE other English papers published in the County, and is twice that of any other paper in the County. It circulates among the best portion of the reading community, and as much more than any other paper as the number of its subscribers is greater than the number of any other paper in the County. In our cities the rates of advertising are always regulated in price according to the circulation of the paper.

OUR POLITICAL CREED.

Determined opposition to the extension of Slavery into the Territories of the United States—and opposition to the acquisition of any Territory, either by annexation, purchase or conquest, for the extension of the area of Slavery.

Opposition to any interference with the rights of Slaveholders in the States in which Slavery exists by State Laws—while, at the same time, we desire a change in the Fugitive Slave Law, giving the right of trial by jury, to establish the claim to a slave, which will bring the law within the limits of the Constitution.

The appropriation of the proceeds of the sales of the Public Lands for the purchase of the Slaves at a fixed valuation, according to age and sex, and the gradual abolition of Slavery in the United States, which is a foul blot on our National Escutcheon and contrary to the principles of the Declaration of Independence. This measure is the more important, because recent events have fully shown that no question of Governmental policy, in all its various departments, and even the question of Religion itself, cannot be discussed without the "nigger question" being forced into the arena, and the whole country distracted and convulsed, causing alienation and hostile positions in various sections. Good Government, a Union among the States, and Harmony among the whole people, demand that this great and growing evil should be removed by all lawful and just means, as speedily as possible.

The improvement of our Rivers and Harbors, for the promotion of the Internal Commerce of the Country; together with such aid as may be prudently extended by the General Government, to the construction of Railroads and Telegraph Lines to the Pacific Ocean, to facilitate quick communication throughout the country, which is the only means by which such an extended Territory can be bound together in one Union.

A Revenue System of duties levied on Foreign Merchandize, sufficient for the support of the General Government, and so arranged as to discriminate in favor of, and also to protect the Domestic Industry of this country.

While we accord to every man the right to worship his Creator according to the dictates of his own conscience—without fear or molestation, and will proscribe no man on account of his birthplace, who is a good citizen, and cordially supports our Institutions—yet we are decidedly opposed to Roman Catholic, Jesuitical, and all other Foreign Influence, not in accordance with our Institutions, and the best good of the masses—and lastly, political opposition to men who give or offer to Roman Catholics office, to influence their votes, as a means of political advancement of themselves and others.

The total prohibition of the Liquor traffic as a beverage, and the awarding of the same punishment to those who violate such a law as is awarded to other poisoners and murderers of the human race.

The above is an outline or main feature of the leading principles this paper will endeavor to advocate and establish in our Governmental policy.

THE attention of the reader is directed to the new advertisements to be found in our columns this week. Want of space precludes the possibility of noticing each in detail.

A NUMBER of articles prepared for this paper have been unavoidably crowded out, including a notice of the Locust Gap Coal property. They will appear next week.

SEVERAL of the Philadelphia papers are said to be almost wound up.

PASSENGER RAILWAYS it is thought, are at last to become a fixed fact in the Quaker city.

MCKIM the murderer, strongly asserts his innocence. He is well, but a little pale. He will be executed on Friday, the 21st proximo, in the jail yard at Hollidaysburg.

HUMBLE VIRTUE.—Flowers have bloomed on our prairies, and passed away, from age to age, unseen by man, and multitudes of virtues have been acted out in obscure places, without note or admiration. The sweetness of both has gone up to heaven.

DESECRATION OF THE SACREDNESS OF THE DAY.—The convicts of the Indiana State Prison were permitted to celebrate the 4th of July with an oration from one of their number, and other exercises, after which the State treated them to a sumptuous dinner!

"THE WHOLE OR NONE."—Such is Mr. Getz's demand, in regard to our paper. Rather than part company with the Reading *Gazette* with which we have jogged along quite comfortably for more than a score of years, and at the same really desirous to "do as we are done by," we will endeavor to give Mr. Getz no cause for complaint in regard to "printers' copies" in the future. Satisfactory?

NO TICKET.—The suggestion we made a few weeks ago, that the Opposition take up no ticket in Schuylkill County this Fall, meets with a general response from all parts of the County—and we therefore feel authorized to state that no ticket will be formed this year, leaving every man belonging to the Opposition, free to vote for the best candidates for the County offices who may present themselves.

BE CAREFUL ABOUT PORK.—The Hog cholera is raging throughout the country among the still-fed Hogs. They are dying off by hundreds with the Cholera, caused by the poisonous stuff they eat—and the Liquor Manufacturers would just as soon sell dead poisoned hogs for food to eat, as poisoned Liquor to drink. A distiller out West says, that a little *Arsenic* mixed with the slop will check the cholera. That is, one poison is to counteract the other—a pretty dose, to eat arsenic and rum-poisoned pork. The only security for the people is to refuse to purchase any Pork, unless the seller can satisfy them, that it is not *still-fed*.

ATMOSPHERIC PHENOMENON.—On the afternoon of the 27th ult., a singular and alarming occurrence was experienced at Carbon Run, Northumberland County. A large body of water fell in a little ravine at that place, from an overhanging cloud. It fell in a solid mass, and is described by those who witnessed it as rolling down the ravine like a huge wave of the ocean, sweeping bridges, timber, and even carrying from the railroad track at that place two cars loaded with Coal. For a few moments quite a consternation existed among the inhabitants, they coming to the conclusion that the comet was switching his tail in that locality. No further damage was done by this singular visiter.

POTTSVILLE MINING AND MANUFACTURING COMPANY.—A pamphlet containing the act of incorporation and by-laws of this Company, and the introductory Report of the Board of Managers, is before us. This Company which was incorporated May 8th, 1857, embraces the following officers:—*President*, Richard Jones; *Vice President*, Francis Spencer; *Directors*, Richard Jones, T. C. Zulick, George Spencer, C. M. Straub, Daniel Edwards, John Edwards, Francis Spencer; *Treasurer*, George Spencer; *Secretary*, S. Morton Zulick.

The lands proposed to be opened by this Company are those well known as the property of the North American Coal Company, which for a series of years have remained unimproved. They are very valuable, embracing as they do eleven of the most valuable and productive working veins in the Southern and Central portions of the Coal Basin. Maps in the pamphlet before us, give cross sections of the veins of Coal, which exhibit clearly, their magnitude and value. The Company proposes by shafts to open two or three first class collieries on their lands from a point east of Port Carbon in a direct line to west of Pottsville. As a means of developing the Mammoth and other veins in this Basin, beyond the reach of individual enterprise, and rendering property heretofore unproductive, valuable, we welcome to the field of enterprise in this Region, the Pottsville Mining and Manufacturing Company.

JOHN W. FORNEY'S NEW PAPER.—On the 1st proximo, "The Press" will be issued in Philadelphia. It will be Democratic in politics; support the Buchanan Administration, and cost two cents a copy. The pith of the matter embracing the cause of the establishment of the *Press*, is this. The *Pennsylvanian* is now enjoying all the government and city patronage. The proprietor, Wm. Rice, is as keen as a thistle, and advocated the sale of the Main Line of the Public Works.—With a portion of the party this measure is unpopular. It deprives them of the pickings and stealings, which are enormous; and therefore they determined, if possible, to read Rice out of the paper. The latter magnanimously offered to sell out for $40,000. The offer was declined, as the Forneyites concluded that sum to be just twenty-five thousand dollars more than the *Pennsylvanian* was worth. They then tried to buy a share, with the proviso that Forney was to be sole editor.—This, however, was not quite to Rice's liking, so he "backed down." Another new paper is the consequence. As it is stated that Forney has embarked all his personal fortune in the enterprise, he will undoubtedly, ascertain the exact time it takes to sink fifty thousand dollars in such an enterprise, and that is, about as hazardous as the manufacture of gunpowder by a raw Irishman.—It is said by those who profess to be in the secret, that Mr. Forney will conduct the *Press* in person only for about six months; and that, leaving it in charge of some faithful adherent, he will then accept the consulate to Liverpool, and reside abroad.

BLASTING PAPER.—This article for which B. Bannan of this Borough, is the Agent in this County, enjoys an enviable reputation as a superior article. It will hold water without injury to it, for a fortnight. Last week Mr. Bannan received an order from Mr. Canard of the European steamers, to send some of it to Nova Scotia. That was after a sample of it had been sent and its merits fully tested. The mill manufacturing it, has unfortunately, been burned down, but will shortly be in operation again, when Mr. Bannan will be prepared to supply orders.

THE RESURRECTION OF THE DRY BONES.—Hinton Rowan Helper of North Carolina, son of a slaveholder, has published a book on the impending crisis of the South, and how to meet it. The language and statements are stronger, much stronger than we have yet seen published at the North by the so called Abolition journals, or heard from Free Soil speakers on the rostrum. Next week we will commence the publication from it of some interesting extracts. A great book. One that will cause a shaking among the dry bones of the slaveholding portion of the South.

TO THE DYSPEPTIC.—Many remedies have been brought before the public claiming to be *specifics* for the cure of *Dyspepsia*; but the many sufferers by this most painful disease have tried them in vain. We have now a remedy before us, that not only *promises* but actually *performs* cures, which are not confined to cases of recent date, but in those of long standing and chronic character which had defied all previous efforts of medical men.—All diseases of the stomach are cured by this preparation, as well as the Debility and lassitude incident to the warm weather. They contain wonderful tonic properties although entirely *free from alcohol*. No medicine of the day has ever attained so great a popularity, if we except the great cough preparation by Dr. Wistar, known as the Balsam of Wild Cherry, which has done more for the relief and cure of Consumption than all other preparations combined. Many leading physicians use both these medicines in their practice, although some of them have not the firmness to avow it.—*Exchange Paper.*

JAMES B. CLAY.—The Louisville *Journal* thus comments upon the present position of this gentleman, who has accepted a candidacy for Congress, at the hands of the enemies of his illustrious father. There is a natural instinct in the bosom of every right minded man that tells him the stricture is just:

"Mr. James B. Clay, as the public are aware, is the regularly nominated Democratic candidate for Congress, in the Lexington district, so long represented by his illustrious father. This is, indeed, a most deplorable spectacle for the eyes of the civilized world. The son's acceptance of the nomination of a party, that for twenty-five years pursued and persecuted the great father with a fiend-like hate and diabolical malice, is a thing too shameful to be thought of without unutterable loathing. Most certainly, no other politician or statesman in this country was ever assailed with such bitter, remorseless, accursed and persevering slander and calumny as Henry Clay; and it was the Democratic party, and the Democratic party alone, that thus assailed him. From 1825 up to the time when he could no longer be thought of as a candidate for the higher honors of the country, he was stigmatized by the whole Democracy of the nation, as the foulest, most corrupted, and most infamous public man known in the annals of mankind. We all remember the occasion, when having been pursued for years by all the blood-hounds and hell-hounds of Democracy, he retired to his home at Ashland, and there worn and wearied by relentless Democratic persecution, stood up in the presence of his old friends and neighbors, and described himself as a bleeding old stag at bay. And now, (Oh shame to human nature!) his own son comes before the world as the candidate, and sustainer, and encourager of a party that for a quarter of a century, thirsted for the blood of his father! The spectacle has, so far as we are informed, no parallel in history; and God, in his mercy, grant that it may never have. It is truly sickening. We would gladly obey the impulses of the deep loathing that bids us turn away from it forever."

FASHION'S FOLLIES.—It is indeed true that the present rage for dress in this country has reached that point, beyond which it would cease to be a vanity, and merge into an outrage on patience—a crime against common sense. For instance at Saratoga last season, the editor of the New York *Sunday Dispatch* witnessed a remarkably spirited contest in dress, between two ladies struggling for fashionable precedence. Both ladies had been elevated from obscure positions by a lucky marriage with rich husbands, and were by nature rather vulgar than refined, rather showy than beautiful or graceful. It was not known how the quarrel arose, but the desperate virulence with which it was carried on, created quite a sensation at that crowded summer resort, and bets to a heavy amount were made on its issue. The fair contestants daily wore dresses and jewelry of the most incensing description to each other—dresses that married men of moderate means trembled to look upon! Three new dresses per day Mrs. T—— flouted before the eyes of her rival, and in three new dresses per day Mrs. M—— sallied forth to meet her! For several days no advantage had been gained on either side, and the excitement among the spectators became intense. At length, on the evening of the twenty-first day, it was observed that Mrs. M—— wore a dress which she had once worn before; Mrs. T—— won by one dress! Her sixty-third satin conquered, and her discomfited rival, in the mortification of defeat, left the place next morning. It was, adds the editor, the most interesting contest he ever witnessed, and was waged with an amusing valor regardless of expense and good taste, that made the beholders admire the courage of the fair rivals, without envying their husbands. On a less extravagant scale the same principle is carried out in every branch of society. Rivalry induces extravagant dressing, and from that too often, crime. It is time that these follies cease.

CURTAIL YOUR LIABILITIES.—The *Tribune* tells the money borrowers and speculators in Western Lands, some sober truths, that all business men would do well to act upon. It is not an easy time to pay debts now; but we do not believe it will be any easier twelve months hence, than it is now. A promissory note is "a metallic contract", and men who promise glibly to pay thousands of dollars, would do well to ask themselves how long it is, since they have *seen* a thousand dollars worth of specie, subject to their order? We are too apt to forget all about the true nature of a promissory note, which is an unconditional engagement to pay so many ounces of pure gold or silver, at the time and place specified. If men were to provide the actual specie to meet every business engagement, there would be a dearth of gold and silver instantly felt and acknowledged. But, pure gold and silver is what they contract to pay, and they have no right to complain if creditors hold them to their contracts. Says the *Tribune*:—

If your lands are paid for, and you "owe no man anything," it is all right, and you are at perfect liberty to value your quarter sections at $50 per acre and your corner lots at $5,000 each.—Possibly, there may command these prices in time, if you hold on; and if they don't the loss is your own affair, not ours. But to those who are holding on to more lands than they mean ever to cultivate, while owing upon these lands and borrowing at usurious rate to buy more, we say, Gentlemen, there is great danger of a financial crash; and, if there be one, you will have produced it; if it be avoided, you deserve no credit for the escape. If the money market grows tighter and tighter, bear in mind that you, and such as you have caused and are causing the stringency. If the Banks are impelled to rigorous contraction, the fault will be yours; if they should be driven to suspension, it will be because you have borrowed their money, invested it where Bank loans should never be invested, and cannot return it now that it is wanted. If you hear blockheads cursing European capitalists for drawing away our specie, remember that they could not do it if you had not run us in debt abroad. Banks never curtail their loans when they can avoid it; they never break unless some one has borrowed their funds who can't or won't repay them; they never suspend when solvent unless their solvent customers have preceded them in the same course. And if a fresh Commercial Revulsion should soon overtake us—and we write in the hope of averting it by drawing reasonable attention to the danger—its main causes will be an excessive importation of Foreign Fabrics and Inordinate Speculations in Western Lands. These causes are twins. Our successive Tariff reductions have discouraged and depressed Home Manufactures, compelling thousands of Eastern citizens and laborers to seek new homes in the West; and the land speculations thus stimulated have in turn impelled larger Importations, so that our debt to Europe has rapidly increased and is every hour increasing. How this will end, we do not predict; but we feel sure that it cannot go on forever.—Meantime, out of debt is out of danger; and while few of us can free ourselves at once, we entreat all to consider whether this is or can be a proper time for going in deeper and deeper. Individuals will each act on his own judgment; but we tell those who are expecting to buy lands or build Railroads with money borrowed in our Atlantic cities, that they are doomed to disappointment. The money is not here; and, even if it were here, it is needed to pay our debts. Money is relatively more abundant to-day in St. Louis, Dubuque or St. Paul than it is in New York; and it is not likely to be more plentiful here until the West sends us more grain and meat and fewer bonds and applications for credit.

☞ Adam Smith, a miner, was instantly killed last Friday at Hanging Rock, Allegheny county, Pa., by the coal falling on him while digging.

☞ G. W. Leslie, of the firm of G. P. Putnam & Co., his niece Miss Palmer, and Mr. Porter of the firm of Lane & Porter, dry goods dealers in Canal street, all of New York, were drowned in Roconkin Lake, Long Island, while taking a pleasure sail on the 4th.

☞ The "Dead Rabbits" have full swing in New York. When burying one of their number at Calvary Cemetery, they entered an eating house, eat and drank what they wanted, and then refused to pay, telling the owner they were "Dead Rabbits" and he might get his pay as he could.—These are the voters that rule New York!

ADVERTISING A MORAL DUTY.—Some years ago it was proposed by an American Physician that members of the Faculty should advertise their remedies and modes of treating diseases in the newspapers. It was a bold and manly idea. It was resented, however, by the profession generally, as *infra dig.* But is there any degradation in publicity? Is it not rather the great touchstone that ties pretension and universalizes the practical benefits of all valuable inventions and discoveries? Should not a profession that aims at the mitigation of suffering and the preservation of life, make the means of obtaining these grand objects known through the channel of information most accessible to all classes and conditions, the columns of the public press? If it declines to do so, the natural inference is either that the desire of secrecy arises from a sordid, monopolizing, egotistic spirit, or from a lack of faith in its own prescriptions?

Viewing the subject in this light, we may presume Professor Holloway some twenty years ago, overleaped the barriers which the profession had erected between itself and the public, and plunged fearlessly into the newspaper arena. He had discovered or rather invented, after years of research and experiments, two preparations which he believed to be specifics for nearly all the diseases of mankind; and as an indication of his confidence in them, and a proof of his philanthropic wish that, if really valuable, they should be accessible to the whole world, he advertised them wherever advertising media existed. This was the severest ordeal to which he could have submitted them—the *experimentum crucis*. He threw them at once, as it were, before the sick of all regions. He stated their properties, proclaimed what they would do, and staked reputation and fortune upon the issue. That issue has been all that he or the world could have desired. The rich and the poor, the learned and the ignorant, physicians, statesmen, monarchs, a nation of enlightened freemen, have sanctioned, used, extolled them. They are *fixed facts* in medical history!

Is not this better than hiding light under a bushel? Is it not better than writing prescriptions in a dead language, and putting weights and quantities into hieroglyphics.

If anything is worth knowing it is worthy of being universally known. So thinking, Holloway proclaimed the virtues of his medicines through the press; and fortune, fame and the gratitude of millions have been his reward.—*N. Y. Sun.*

From the Boston Post.

NEW MEDICAL SALT; *A Perfect Substitute for the Lancet, Leeches and Blisters!*—We commend the fortunate and enterprising proprietor, Dr. P. Coggswell, for his wisdom in sending forth his new discovery without *certificates*—so common with the nostrums of the day—and with no other backer than its real value and his own reputation. As he may be unknown to the community abroad, we take great pleasure in stating that he has long occupied a prominent position in the profession, and received (about thirty years ago) his collegiate and medical education at two popular colleges in New England.

It will be seen that the Doctor has recently refused a liberal proposition for an equal partnership in his discovery, from a medical gentleman who has experimentally proved its efficacy.

Providence Advertiser (R. I.,) says: "Dr. Coggswell's reputation as a physician and chemist is sufficient guarantee of the genuineness of the preparation which he now offers to the afflicted.

Jonesboro' Vindicator, (Tenn.,)—"We place more confidence in the virtue of this Medicine than we ordinarily do in Patent Medicines, from the consideration of the plain, unvarnished statement of the proprietor, and the character he sustains wherever known."

Niagara Democrat (N. Y.)—"The greatest discovery made in Medicine for the last thousand years."

Old Colony Memorial, (Mass.)—"It is for the public to see that no ancient and long-honored theories crush out a TRUTH in its infancy."

Boston Times—"A medical discovery equal in importance to the application of the great antisthetic agents, Ether and Chloroform."

Kingston Advertiser, (Canada.)—"When we recollect the virulent opposition to the introduction of vaccination, and the fatuous manner in which even the most eminent medical men shut their eyes to its wonderful life-saving operation, we ought to be careful how we reject Dr. C's NEW DISCOVERY without a fair trial."

Washington Bee, (Ind.)—"The modesty with which its discovery is heralded to the world, so unlike other medicinal discoveries, must ensure it a favorable reception."

Westfield Republican, (N. Y.)—"The physicians of this town are favorably impressed with its claims."

Berkley American, (Va.)—"Some of the press speak in the *highest terms* of this SALT."

Liberty Advocate, (Miss.)—"Among the recent discoveries in medical science, none promise more to the afflicted, than that made by Dr. Coggswell, of Boston."

Boston Herald,—"There is a deep interest felt by the community in regard to this extraordinary medicine, whose operation is as mysterious as that of vaccine matter."

Lynn News, (Mass.)—"Over 400 Newspapers have published Dr. C's discovery, and he is flooded with orders by mail and express, for his Salt."

N. B.—To protect the community from imposition by *counterfeits*, the proprietor will employ NO AGENT, and has made such arrangements, that he can send the Antiphlogistic Salt in any quantity by MAIL OR EXPRESS, to any part of the U. S. or foreign countries, free of expense to purchasers. It is put up in drachm packages for acute diseases, at $2—chronic packages, $5—and family do., $8—to be had only at his Office, No. 25 WINTER STREET, or by mail, through Box 322, Post Office, Boston, Mass.

☞ We refer our readers to another column for abundant proof of the extraordinary virtues of this new and popular medicine.

THE COAL TRADE.

Pottsville, July 18, 1857.

The quantity sent by Railroad this week is 40,630 00—by Canal 41,746 00 tons—for the week 82,376 tons. Total by Rail Road, 1,036,043 02 against 1,137,332 01 tons. Do. by Canal 517,507-19 against 495,148 06 tons to same period last year.

The Canal has beaten the Rail Road this week in a fair field, without any interruption occuring to either. The causes for this state of affairs will be found in the continuation of our Coal trade remarks.

The demand for the best quality of Coal is fair—second quality is dull and prices below the cost of production.

The trade for the week sums up as follows, compared with last year:

	1856.	1857.	Loss.	Gain.
Schuylkill—Railroad,	49,282	40,630	8,652	
" Canal,	32,103	41,746		9,643
Lehigh—Canal,	43,186	36,207	6,979	
" Railroad,	3,172	11,505		8,333
Del. & Hudson Co.,	21,095	20,216	879	
Penna. Coal Co.,	28,312	28,823		
Scranton,	964	6,588		5,624
	178,112	185,413	16,510	23,811
		178,112		16,510
Gain for the week,		7,301		7,301

Making the total gain this year so far, from the above regions, including the winter supply by all the Railroads, only 61,792 tons, with only about four months of the shipping season by Canal remaining.

Prices of Coal remain without change in this region. Freight has advanced to $1 70, and vessels continue scarce at Port Richmond to the East—while at the same time there is more shipping lying idle at New York, than has occurred since 1840, when the commerce of the country was to flourish under the beautiful system of *free trade*, inaugurated by the *sapient* rulers at Washington. Limiting freights below a paying point has done the business.

THE Wilkesbarre *Spirit of the Times* states that the Coal trade from that Region has increased down the river this season. How did he find it out? We have applied frequently, within the last two years for this information, but the Collector and Weigh Master, stated that it would require the employment of a clerk in the office, to send us the monthly returns of the aggregate Coal shipped, making about fifteen figures in all, and wanted the *moderate* sum of only $5 for each letter containing these figures, to pay the clerk. The books must have been kept very badly, or else there was a strong disposition to *fleece us* for information which belongs to the people. We applied also to the present Collector and Weigh Master in the spring—but we had unfortunately defended the people of Bradford county from the charge of ignorance made against them, and hinted pretty strongly at the ignorance of the Democracy in Berks and other places—and these returns were refused in the *gentlemanly* letter appended below, even after our offering to pay all necessary expenses. No wonder the people demand the sale of all the Public Works, when the Canal Commissioners employ such miserable, stupid, political hacks, on these works, as the writer of this letter proves himself to be:

BEACH HAVEN, *April 6th*, 1857.

MR. EDITOR—*Sir*:—In reply to your communication of the 11th of March, I beg leave to be excused from the professional engagement you desire—offering as an apology "the dense ignorance existing in this Democratic stronghold" (referred to in your paper of the 28th ult.) —having claims infinitely superior to the "labors of those claiming the *lion* share of the crumbs of Public Office."

I have the honor to be with the most distinguished consideration your humble servant,

J. S. FOLLMER,
per D. W. MONTGOMERY.

CARBON AND SCHUYLKILL COUNTY.—Another article appeared in the Philadelphia *Ledger* on Tuesday last, signed "Schuylkill County." The writer professes to be acquainted with the Coal Trade, denounces the positions of Carbon, defends the "Middle Interest," and casts a fling at the *Miners' Journal*. If the writer is in the mining business (which we do not believe,) the sooner he gets out of it the better—because, if he does not leave the business, the business will unquestionably leave him for the lack of the necessary knowledge on his part to carry it on. The positions of this writer are untrue in fact in almost every particular—his whole object seems to be to heap abuse on the management of the Reading Railroad Company, and screen the middle interest at Richmond.

Now, it is well known that we are no apologists for high prices of freight—nor have we ever failed to condemn these high rates—but this was not the cause of the evil this year. It was caused entirely by the "middle interest" at Richmond, as we will endeavor to show by commenting on a few of the positions taken by the writer of the article in question. He says:

"The middle interest does not influence the Reading Railroad Co. Proof—The unreasonably high rate of tolls which the shipper not the miner has to pay."

The middle interest does not monopolize the Richmond wharves. Proof—There have been for the greater part of this season, two wharves remaining idle, which the R. R. Co. would gladly have given to any responsible parties, miners or middle men.

"It has become very much the fashion of late years, with some people who ought to know, and a great many who do know better, to visit upon the heads of the 'middle interest,' all the opprobrium and blame which should justly fall upon the Reading Railroad Co.

"Even the thoughtless men among the small miners, who depend for their market upon the 'middle interest,' and who have had opportunities (if not from their own experience, from their observations of the experience of others) of seeing the fallacy of any arrangement of shipping their own coal from Richmond. Even some of these join the hue and cry; following the direction of that very unsafe and badly magnetized compass which guides the course of the *Miners' Journal*. The cry has been sounded until they who really *know* better almost believe it themselves."

To the first we reply—no person charged the "middle interest" with controlling the Reading Railroad with regard to tolls, because they have been arranged for several years past between the Railroad and Canal, based on the rates promulgated by other regions—but the "middle interest" have heretofore controlled the Reading Railroad by compelling them to give them their wharves to the exclusion of others who wanted them, by threatening to throw their business on their rival, the Canal. The miner who sells his Coal at Port Richmond pays the freight on his Coal the same as the "middle interest."

To the second, we will reply, that so long as the middle men hold Wharves at Richmond, it is utterly impossible for a Miner here to take a Wharf and do business, unless he has a very large capital to invest. Several took Wharves with a view of selling their own Coal, two or three years ago. They had a prime article of Coal, and always had a demand for it, consequently they felt like pocketing the commission paid to the middle men themselves. After their arrangements were all made, they soon found out on entering the market that they could not sell their prime Coal—why—because the middle men knew who the purchasers of this Coal were, and they immediately offered them the same Coal from other veins at a less price, on say six months' credit, with a renewal from 2 to 6 months longer if necessary, by paying the interest. The Miners could not sell at such unusual long credits, and several who took wharves and hold them at Richmond were forced to pay commissions to middle men for selling their Coal, or have the price reduced on them—although every pound of the Coal is ordered before it is mined. Only last Spring, a firm here having a heavy investment in Collieries, found that they would inevitably be ruined, if they were forced to pay heavy commissions to the middle interest below—took a wharf, and they were nearly swamped in the contest to get a market for their Coal, in opposition to the "middle interest"—but having a choice article, and having friends who assisted them, they have finally established themselves in selling their own Coal, without the interposition of this middle interest, and they save at least 25 cents a ton. If half the Wharves were idle at Richmond, would it not be madness for any of our Operators to attempt to take a Wharf there, unless he had all the capital required for *his whole business completely at his command*,—particularly after some of the heaviest Operators, who are wealthy, have been compelled to succumb to the middle interest.

To the third we will reply—Although the rates of toll and transportation are about 25 cents too high for the trade, in comparison with the prices at some other points—still those high rates would not have effected the trade materially—if it had not been for the conduct of some of the middle men at Richmond, as we will show:

It was well known that those engaged in Mining in Schuylkill county, had engaged Mr. Tucker to organize the trade, with a view of preventing Coal falling to the same ruinous rates that prevailed last year, which broke up about one-fourth of those engaged in mining. These low rates, (which were caused in a great measure, by the middle interest forcing prices down to the lowest point, they being only buyers of Coal and not miners, consequently feeling no interest with the Miner who held Wharves and mined his own Coal,) effected the business in all the other regions—and the Companies abroad were either forced to stack their Coal or sell at the same low rates. Many of these Companies had entered into contracts with purchasers, containing a provision that if they lowered the price at any time during the season, they were to lower the price on the whole supply.

Towards the close of the season, when prices became ruinous, these Companies found it would be a saving to pile their overstock and limit the shipments, in preference to reducing the prices, and they did pile considerable Coal.

In the Spring the Companies with large piles on hand, held back and were determined not to be caught in a similar predicament again—and did not promulgate their prices until the prices were fixed in the Schuylkill Region. Mr. Tucker had personally conferred with the companies abroad and obtained their consent to co-operate with the dealers in the Schuylkill Region in fixing a fair price for Coal on board vessels at the shipping points. As soon as the rates of toll and freight had been adjusted between the Reading Rail Road and Schuylkill Canal, those engaged in mining in Schuylkill County held a meeting, and they agreed on $2 85 @ $2 95 per ton for White Ash Coal on board at Port Richmond, according to quality, and circulars were issued accordingly. No price was named for Red Ash, because no other region furnishes Red Ash Coal. This was about 25 cents less than the opening prices of the previous year, and but nearly remunerated those engaged in mining. These prices were communicated to the other regions by Mr. Tucker, and they all agreed to conform, except the Pennsylvania Coal Company, who gave no decided answer—but *their* rates were not yet promulgated. A few sales had been effected at these rates, when a couple of "middle firms" at Port Richmond commenced offering Coal on board as low as $3 65 @ $3 70, being from 20 to 30 cents per ton less than the rates agreed upon. This was followed by the circular of the Pennsylvania Coal Company offering Coal at $3 80, 20 cents less than usual on board at Port Ewen—and the Scranton Company, who had conformed to the Philadelphia rates, were forced to lower their prices 20 cents a ton to correspond. Other middle houses, and some who mine a portion and buy the balance, followed, sooner than lose their customers, and offered their Coal also at ruinous rates to the producing interest in this County. A few firms engaged in mining, who had choice Coal, preferred reducing their business, to lowering their prices, and they, by saving commissions paid to the "middle interest," are doing a fair business—and the Coal note them at Port Richmond from $2 00 @ $2 10 per ton—at $3 90 on board.

These are the *facts*, and show conclusively to every business and thinking man where the real difficulty lies, yet this sap-head, who signs himself "Schuylkill County" declares that it is the Reading Rail Road *only*, and not the "middle interest" that is ruining the miners and operators of Schuylkill Co. and curtailing our trade—that the Coal operators, who have no wharf facilities, and are forced to sell at any price to the "middle interest," (and some of those engaged in mining who buy the largest portion of their Coal, are not free from censure;) are very *perverse*, and instead of censuring them, they ought to applaud their conduct and consider them their *best friends*. The author must either consider the Coal operators of Schuylkill County a set of arrant fools, ready to swallow any nonsense, or else he places himself in a similar position before the public.

Let us see how the system of selling Coal at $3 65 on board at Richmond works:

Freight and tolls to Port Richmond for the East,	$1 60 per ton.
Shipping expenses,	15 "
Profit, *which is small for a middle man*,	15 "
	$1 90.

Which deducted from $3 65, leaves to the miner here only $1 75 per ton for his Coal, which is less than the cost of delivering it into the cars of the Rail Road Company, in nine instances out of ten.

When the miner, who is a wharf holder, sells his own Coal at Port Richmond at $3 90, it will stand as follows:

Freight and tolls to Port Richmond for the East,	$1 60
Shipping expenses,	15
	$1 75

Which deducted from $3.85, price agreed on for second quality Coal by the trade in April last, leaving $2 10, to the miner, which would barely pay him a profit on his business. The policy of the "middle interest" therefore is to depress prices to the lowest point—even below the cost of mining, if they think it necessary—it does not effect *their interest*—the policy of those engaged in mining is to keep up the prices to a remunerative rate—and no consumer has a right to expect his fuel below the cost of production. The "middle interest" is antagonistic to the mining interest—and depresses the miner of Coal—the other interest is the opposite, and fosters the production, by which means only can the consumer depend on a regular supply of fuel—and by which means only can the Rail Road Company expect to increase their trade. And besides the wharves properly belong to the producer of Coal, and not to the intruding "middle interest" which is not required at that point any more than it would be at the shipping ports of Schuylkill Haven, Port Carbon or Port Clinton.

The "middle interest" at Port Richmond effects the trade in other respects—it destroys the character of Schuylkill Coal—these men are nearly all engaged as Agents in selling Coal from other regions for operators who have their own wharves, and who ship their own Coal. This business is done in connection with the business at Port Richmond—but the miners here who sell the Coal to the "middle men," cannot ship their own Coal at Port Richmond, nor is it kept separate—it is all mixed together from a half dozen different mines, and in many instances they buy a portion of good Coal at fair prices, to mix with the trash brought from a half dozen sources at very low rates; and this is sold as Schuylkill Coal. A purchaser receives a cargo—he condemns it—wants better Coal—If you don't like the Coal, we will send you a cargo of Lehigh, Hazleton, Spring Mountain or some other Coal; the price is higher, but we guarantee the Coal—this is shipped by the miner to their order in good condition—the Coal may suit, and without making any farther trial of Schuylkill Coal, it is all discarded as bad. The miners of course must sell or stop—it is sink or swim with them—and if the price is very low the Coal is prepared very poor—and thus the character of Schuylkill Coal is constantly assailed by this "middle interest," which is hostile to production in Schuylkill County.

Those few who have wharves at Port Richmond, who sell and ship their own Coal, find no difficulty in selling it even at higher prices than the "middle interest" can get, (except when they have the control of choice kinds and ship it separate,) they not only sustain themselves at Richmond, but they can sustain their Collieries in Schuylkill County also—but those who are forced to sell to the "middle interest at Richmond, under the present system, are bound to be ruined—or seek other outlets.

In addition to these difficulties, as soon as it is known that any of our operators, of limited means, are forced entirely into the hands of the "middle interest," he is looked upon, to use a common expression, "as a goner," his paper is suspected, usual facilities cut off, and he is turned over to the tender mercies of those preying hyenas, yclept Shavers, who, Shylock-like, get not only the remaining flesh, but the life's blood also.

These are some of the reasons why the Port Richmond Coal trade is suffering, and causes ruin to stare thousands in the face in Schuylkill County—for every interest dependent on the Coal trade is equally involved with the miner.

There are other reasons why the Coal trade is suffering at Port Richmond. The rates by Railroad to Philadelphia, New York, and all places that boats can reach by Canal, are higher than by Canal—they ought to be sufficiently lower to secure a full proportion of trade. Dealers abroad who are judges of Coal, prefer paying the freight themselves, and will pay from 5 to 10 cents a ton higher for Coal by Canal than by Railroad, because they stand a better chance of receiving the Coal they buy direct from the mine.—(they are afraid of the mixing business at Port Richmond)—consequently any miner who can sell his Coal by Canal seeks that avenue. It is also the interest of the Coal miner here, who holds his wharf at Richmond, to seek the Canal for that business reached by boats, because it takes less capital to do business by that avenue—an important feature now a-days. The tolls and transportation to Port Richmond are $1 80 per ton, cash every week, with a drawback of 40 cents to New York and 20 cents to New England. This sum of $1 80 has to be paid weekly by dealers at Pt. Richmond, and the drawback is only paid back when the Coal is shipped;—when freights are limited the Coal lays for weeks and months,—the sellers risks, in case of loss are largely increased, besides the large increase of capital, in shipping by Canal the miner here only pays about 63 cents toll on the Schuylkill Canal, instead of $1.80, and the purchaser pays the freight and other tolls to its place of destination, giving great advantage to the seller here, both in point of capital and risk. So long as the Canal has facilities to carry Coal, the Railroad must be content to be beaten by the Canal, and take only such Coal as the Canal cannot take. The Canal has always been considered a slow team in this region,—but she has caught up to the Railroad, and has again beaten her this week in a fair field. The same system is beginning to be engrafted on the Canal by the "middle interest," and if successful, the same difficulties will have to be encountered there also. See to it miners in time. *One of the great advantages of the Canal is, that the miner sells direct to the dealer, without the intervention of the "middle interest," with a less investment of capital, with less risk, and at higher prices, on account of the preference given to unmixed Coal.*

With the increased facilities from other Regions, and the greater competition in the trade, the time has arrived when a change in the policy of the Reading Rail Road Company must take place—in future arrangements—it is cannot conveniently be done now—they must remove the "middle interests," or the "middle interests" will not only destroy the trade of Schuylkill County, decrease the tonnage of the carrying Companies, but it will remove the management of the Reading Railroad Company also,—and that is their object—either to compel the management to come into their terms—or drive them out by crippling their trade, destroying their revenue—and "Schuylkill county" is one of the instruments used to accomplish their object, whoever he may be.

We think therefore, that every reader will agree with us that the "middle interest" at Richmond, is the *foundation* of nearly all the evils in the trade that have spring up and which are eating out the very vitals of every producer. All the other evils, more or less spring from this great evil, and like every good physician, who understands his business and desires the recovery of his patient, he will not tamper with the lesser sores, but will proceed at once to remove the great ulcer first, and the minor ones will heal up of their own accord.

We thank "Schuylkill County," even if he is the dupe of others, for the opportunity he has given us to point out the evils that exist in the Coal Trade, and the causes of the decline of the trade at Port Richmond, and also the reasons why it is increasing by Canal. In conclusion we will take this occasion to remark, that a portion of this article we have penned with regret—we are acquainted with a number of the middle dealers at Port Richmond, and know them to be honorable business men—they conduct their business on correct principles, and we have no hesitation in stating that if we were in the same position they are, we would in all probability do just as they are doing. We don't think however, our conscience would permit us to *cut quite as deep* as some of these men do. We do not object to them as business men—