Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 22, 1857.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other Mining 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 as three advertisements published in any three other papers. Advertisers will bear this in mind.

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 Law—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 most 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 Merchandise, 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.

State Measures.

We will contend for a general Banking Law, based on good stocks, well guarded in its issues for the security of note-holders.

A law prohibiting the sale of notes, drafts or any paper that is the representative of money, for more than six per cent. discount, under the penalty of being sent to the penitentiary, the same as any other person who robs the producer of his property.

The sale of every foot of the Public Works belonging to the State, as speedily as possible.

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

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

E. S. Foote, to Aug. 1st, 1858	$1 00
Joseph G. Brackett, to June 9, 1858	2 00
John Glover, to June 10, 1858	4 00
J. M. Huntsinger & Co. to May 17, 1858,	2 00
John Wagner, to July 1, 1857	5 00
J. A. Filbert, to Jan. 1, 1858	2 00
Rev. J. S. Graeff, to Jan. 1, 1858	2 00
Morris & Murray, to April 1, 1858	2 00
John Coryell, Esq., to July 1, 1857	2 00
Henry K. Strong, Esq., to July 1, 1858	2 00
Wm. Koch, to July 1, 1858	2 00
Jonas Kauffman, to Jan. 1, 1858	2 00
Hiester Clymer, to Jan. 1, 1858	2 00
Corbelius Stevenson, to Jan. 1, 1860	6 00
Jas. Lloyd, to Jan. 1, 1858	2 00
Rev. Samuel Edwards, to Aug. 15, 1858,	1 00
Daniel Marts, to Jan. 1, 1858,	2 00
J. R. Bailey, to Aug. 22, 1858	2 00
John Sitzer, to Jan. 1, 1858	2 00
Peter Allison, to Jan. 1, 1858	2 00
Buck Mt. Coal Co. to Jan. 1, 1858	2 00
E. A. Packer & Co. to Jan. 1, 1858	3 00
Sinnickson & Yorke, to May 27, 1858	2 00
Joseph Matthews, to July 1, 1857	2 00
B. Tyson & Co. to July 1, 1858,	2 00
Jas. Beebe & Co. to July 1, 1858	2 00
New Creek Co. to Jan. 1, 1858	4 00
Loutrel & Son, to July 1, 1858	2 00
C. M. Atkins, to July 1, 1857	2 00
J. H. Addams, to July 1, 1857	2 00
D. Beveridge, to July 1, 1857	2 00
L. P. Brooke, to July 1, 1857	5 00
D. P. Brown, to July 1, 1857	2 00
W. P. Brown, to July 1, 1857	2 00
Peter Brown, to July 1, 1857	2 00
John Burnish & Co. to July 1, 1857	2 00
Bright & Leech, to July 1, 1857	2 00
C. H. Boyer, to July 1, 1857	2 00
W. J. Bowen, to July 1, 1857	2 00
Wm. Carter, to July 1, 1857	4 00
Jas. G. Cochran, to July 1, 1857	2 00
Nathan Evans, to July 1, 1857	2 00
John Rank, to July 1, 1857	2 00
Jos. S. Elliott, to July 1, 1857	4 00
Nicholas Fox, to July 1, 1857	2 00
F. D. Farmiler, to July 1, 1857	2 00
Farmers' Bank, to July 1, 1857	2 00
Hon. S. Foster, to July 1, 1857	2 00
M. B. Bell, to July 1, 1857	2 00
Irvin Gallagher, to July 1, 1857	2 00
Samuel Garret, Esq., to July 1, 1857	2 00
Daniel Henry, to July 1, 1857	2 00
John H. Hill, to July 1, 1857	2 00
Wm. Hetherington, to Jan. 1, 1858	2 00
John Hughes, to July 1, 1857	2 00
H. P. Bay & Co. to Jan. 1, 1858	2 00
B. M. Reeves, to Jan. 1, 1858	2 00
Jacob Weeks, to Jan. 1, 1858	2 00
N. Thurston, to Jan. 1, 1858	2 00
B. Haywood, to July 1, 1857,	1 20
Haywood, Lee & Co. to July 1, 1857	2 00
John G. Hewes, to July 1, 1857	2 00
Jas. A. Inness, to July 1, 1857	1 00
F. H. Kaercher, to July 1, 1857	2 00
Isaac Shipman, to July 1, 1857	2 00
Miners' Bank, to July 1, 1857	1 00
Wm. Maitz, Esq., to July 1, 1858	2 00
E. Morris, to Jan. 1, 1858	2 00
Wm. Mortimer, Jr., to July 1, 1857	2 00
M. Mortimer & Bro., to July 1, 1857	2 00
A. Mortimer, to July 1, 1857	2 00
Samuel Morris, to Jan. 1, 1858	2 00
John S. Morris, to Jan. 1, 1858	2 00
A. Moorhead, to Jan. 1, 1858	2 00
Franklin P. Myers, to July 1, 1857	2 00
A. Melsse, to July 1, 1857	2 00
Geo. Marts, to July 1, 1857	5 00
Wm. Milnes, Jr. & Co. to July 1, 1857	2 00
Benj. Milnes, to July 1, 1857	2 00
Edw. Morrison, to July 1, 1857	2 00
M. R. Nicholls, to Jan. 1, 1858	2 00
D. E. Nice, to July 1, 1857	2 00
J. F. Potsey, to July 1, 1857	2 00
Thos. Haven, to Jan. 1, 1858	2 00
John Gibson, Son & Co. to Jan. 1, 1858	2 00
Newell, Sturtevant & Co., New York, to Jan. 1, 1858	2 00
Geo. Boldin, to Jan. 1, 1858	2 00
John Pinkerton, to July 1, 1857	2 00
Capt. Frank Pott: to July 1, 1857	2 00
Geo. H. Potts, to Jan. 1, 1858	6 00
Lewis Reeser, Esq., to July 1 1857	3 00
Jere. Reed, to July 1, 1857	2 00
J. W. Roseberry, Esq., to July 1, 1857	2 00
Hannah Lewis, to Jan. 1, 1858	2 00
Henry Strauch, to July 1, 1857	2 00
Henry Shelly, to July 1, 1857	2 00
D. B. Seidel, to July 1, 1857	2 00
John Strauch, to July 1, 1857	2 00
W. J. Sigfried, to March 25, 1858	1 00
Jasper Snell, to Nov. 8 1857	2 00
Walter Sedgwick, to Jan. 1, 1858	2 00
Dr. J. G. Shippen, to July 1, 1857	2 00
C. Miller & Co. to Jan. 1, 1858	2 00
F. Lampe, to Feb. 11, 1858	2 00
Stillman Perkins, to June 6, 1858	2 00
Jos. S. Silver, to Jan. 1, 1858	2 00
W. H. Prentice & Son, to Jan. 1, 1858	4 00
F. A. Benson, to Jan. 1, 1858	2 00
Henry Reese, to Jan. 1, 1858	2 00
C. Tower, Esq., to Jan. 1, 1858	2 00
H. Van Dissen, to Jan. 1, 1858	2 00
Wm. Webber, to July 1, 1857	2 00
L. F. Whitney, to July 1, 1857	2 00
Henry Webber, to July 1, 1857	2 00
Joseph Wood, to Jan. 1, 1858	2 00
J. W. Webberday, to July 1, 1857	2 00
David Rowe, to Aug. 22, 1858	2 00
Alexander Leib, to Nov. 17, 1857	2 00
J. Lincoln, Jr., to Jan. 1, 1858	2 00
John S. Pryor, to July 1, 1857	5 00

PERSONAL.—We have made out a large number of bills and forwarded them to the subscribers of the JOURNAL in arrears. They are scattered all over the country, and we will be happy in receiving a response to every missive, forwarded by mail or otherwise. The calls of the paper-maker, and for labor, renders it absolutely necessary that we should collect the respective amounts due us as speedily as possible.

To those who have honored our calls, we return our thanks—and those who are in arrears for a number of years and paying no attention to our repeated requests to settle up, we will be under the necessity of striking their names off our list, and publish the respective amounts due us. We should regret the necessity of this course, but justice to ourselves will require its adoption if no attention is paid to their accounts. The publication of our paper is expensive in order to make it useful—each number costing upwards of eighty dollars to issue it—and it is unreasonable to suppose that we can afford to furnish it for years without receiving a cent in payment. Scattered as many of the bills are, it is impossible to call on them personally—and we therefore, sincerely hope that this notice will not be disregarded by those in arrears.

HON. JAMES H. CAMPBELL will accept our thanks for an interesting public document.

To the new advertisements in the Journal to-day, we invite attention. To notice each in detail is impossible, in consequence of limited space.

NEBRASKA.—Hon. B. B. Chapman has been re-elected as delegate to Congress from that Territory.

THE Submarine telegraphic cable is now being laid. In a few days we shall know with what success.

JAS. E. MURDOCH, the actor, will reach this country from Europe, early next winter. He will play an engagement in New York.

THE case of Charles D. Phillips, arraigned at West Chester for killing Jonathan C. Bartholomew, has been continued over till the next term.

ANOTHER EFFORT TO BE MADE.—It is distinctly asserted, upon late authorities, that the Southern men in Kansas are about to make a vigorous effort to make Kansas a slave State.

A GREAT advance has taken place in the price of coffee at Rio. Tea and coffee both going up in price, some new beverage will soon have to be introduced, or we shall be compelled to "go it blind" on dried pears, and leave to imagination the rich Mocha flavor.

TWENTY-SEVEN LIQUOR SELLERS CARTED TO THE HOUSE OF CORRECTION.—The Court of Common Pleas for Essex County, which has recently closed its session in Newburyport, has, by its conviction of liquor sellers, produced considerable stir among the dealers in the ardent. There were twenty-seven convictions for liquor selling, and if we may judge by the accounts which have reached us through the Newburyport *Herald*, the District Attorney has been very impartial in the prosecutions. Some of the parties were young men, some women, and some of them old women. One man was worth from $25,000 to $30,000.—The whole twenty-seven were carted to the House of Correction at one time, to be locked up with felons and prostitutes. A conviction was obtained in one case which is of considerable interest to owners of real estate. This was under a section of the law which provides that buildings used for the illegal sale of intoxicating liquors shall be deemed common nuisances, thus placing them in the same category with houses for gaming and prostitution. The person keeping such a place, is liable to fine and imprisonment, and the proprietor of the building is also liable to a fine of not more than $1000 and imprisonment of not more than six months. While the liquor-sellers are terrified at this action of the Court, there is another class of persons who are rejoicing in the hope that their household will be made happy and comfortable, by removing the temptation from their friends who have been rapidly descending to a drunkard's grave.—*Boston Bee.*

HOW WESLEY REGARDED REVENUE FROM SPIRITS.—In a letter to the Hon. William Pitt, in September, 1784, republished in the *Wesleyan Magazine* for February, 1850, John Wesley thus treats the revenue question:—"Servants of distillers inform me that their masters do not pay for a fortieth part of what they distill. And this duty last year (if I am rightly informed) amounted only to £20,000; but have not the spirits distilled this year cost 20,000 lives of His Majesty's liege subjects? Is not then the blood of these men wilfully bartered for £20,000? not to say anything of the enormous wickedness which has been occasioned thereby; and not to suppose that these poor wretches have any souls. But (to con ider money alone) is the King a gainer or an immense loser? To say nothing of many millions of quarters of corn destroyed which, if exported, would have added more than £20,000 to the revenue,—be it considered, "Dead men pay no taxes." So that by the death of 20,000 persons yearly (and this computation is far under the mark,) the revenue loses far more than it gains. But I may urge another consideration to you. You are a man. You have not lost human feelings. You do not love to drink human blood. You are a son of Lord Chatham. Nay, if I mistake not, you are a Christian. Dare you then sustain a sinking nation? Is the God whom you serve able to deliver you from ten thousand enemies? I believe he is. Nay, and you believe it. Oh may you fear nothing but displeasing Him?"

IRON RAILWAY SUPERSTRUCTURE.—The Erie Railroad is making an interesting experiment of laying an iron roadway for its track. It is composed entirely of cast-iron, and includes every thing pertaining to the roadway except the rails. It requires no bolts or spikes of any kind; and the New York *Times* says that it may be taken from the furnace and adjusted upon the road, with less labor and expense than is usually required to lay the ordinary wooden sleepers. This iron casting is embedded in the ground on stone, or a similar solid foundation, where it is secure from frost and other disturbing causes. The rails rest upon India Rubber springs which deaden the noise of a train, and at the same time ease off those heavy blows and shocks of the engines and cars while running, thus diminishing their wear and tear.

A CORRESPONDENT of the *Ledger* writing from Altoona, Pa., "lets himself out" as follows:

Reaching the highest of the Allaghenies, a magnificent view was before us, mountain after mountain seemed to rise, one above the other, until the outlines of the farthest were scarcely perceptible in its blue tinge; and although there are within the valleys that intervene many excellent and extensively cultivated farms, the whole seemed a vast unbroken and boundless forest. In their conformation, one might readily imagine these rolling mountains once a liquid; and in its troubled state, waves running high, a mighty voice had said: "Peace! be still!" and the whole suddenly congealed.

Magnificent idea that! How relieved "Anon" must have felt as he gave the concluding flourish to the d in congealed. An Alexander Smith in prose.

WHEN we consider that on an average, fifty thousand unfortunates are yearly placed in drunkards' graves, and that the country loses by the absence of their services, more than it gains from its revenue on imported liquors, and its liquor licenses, we can join heartily in the spirit of the following resolutions, passed at a recent meeting of the Oneida (N. Y.) Conference, (Methodist):

Resolved, That our convictions are increasing of the absolute necessity of a stringent Prohibitory law, if we save our land from the great evils of drunkenness.

Resolved, That as ministers of our Lord Jesus Christ, we will continue the discussion of this subject constantly, endeavoring to pour the light of history, philosophy and divine truth upon the enormities of this vice.

HE IS GRATIFIED.—Lord Palmerston is the busiest man in the world just now. Having just emerged from a war with Persia, he is deep in a contest with China; he has to put down a revolt in India; he has to grapple with dissatisfaction in the Ionian Islands; and the last news from Australia shows that country in the heart of a political crisis, which may eventuate in its declaring itself independent one of these days, and claiming rank among the nations of the earth as the republic of Australia. It has been said that Palmerston delights to move in troubled waters. Troubled enough they are now, and at boiling point, too.

THE WAY THE PUBLIC MONEY GOES.—It now appears that Mr. Mott, Canal Commissioner, who as the owner of three shares of stock of the Pennsylvania Railroad Company, attempted to prevent the sale of the Main Line, has in the same spirit of pocket-patriotism, managed to get money out of the State treasury to pay his lawyers.—Some $3000 has been expended in this way.—The authority for this remains to be explained. The whole affair is very justly regarded as a swindle, and it is an interesting question whether Messrs. Mott, Fry and Slifer are not liable to impeachment for their agency in this disreputable transaction.

OH, INGLER.—One Moses Ingler of New York—a very ungallant individual—has commenced a suit against Dr. George Hayward and wife of Boston. Twenty-five thousand dollars damages are claimed for a breach of promise of marriage. Ingler alleges that as the wealthy widow of the late Amos Binney, the present Mrs. H. promised to marry him, but subsequently married Mr. Hayward. As Ingler appears now to be in the vein for healing his wounded affections, he thinks a large plaster will effectually secure that desideratum. Whether it will be applied or not, remains to be seen.

WHEN the sub-Atlantic Telegraph is laid, should it prove successful, the charge for twenty words from New York to Liverpool will be $20! A dollar a word will do. It is not improbable that charge intelligence will be transmitted in the most concise form. The engineers were to be ready on the 3d inst., to secure the shore end at Valentia Bay, and then commence laying the cable. The coincidence is singular that the expedition starts on the 3d of August, the very day 365 years before on which Columbus set out on his voyage of the discovery of America.

NEW YORK EXPENSES.—After two months of excitements New York has just passed through, there is now a prospect of a very decided calm. Mayor Wood has left the city for a fortnight; Mrs. Cunningham has been taken to the tombs; the two Street Commissioners are in a state of dead lock, without chances of another *certiorari, quo warranto, or habeas corpus*; the Police Commissioners have adjourned till next month, and the Dead Rabbits are as quiet as mice. There has never before been so healthy a season, and all fears of yellow fever or cholera have vanished.

SPEAKING BY THE CARD.—Mr. Youngman of the Sunbury *Gazette*, in noticing the Pottsville *Democratic Standard*, says:

"If Mr. Acker is backed by a well-filled purse, he may weather out the storm, and in time make the concern pay; but it is a vain hope for a poor printer to indulge in to suppose that the patronage of the Democracy of Schuylkill will sustain him when his need is the sorest."

Right. The Democracy don't read. Intelligence is not part of their principles. They go it strong on the motto, "where ignorance is bliss, 'tis folly to be wise."

STATE AGRICULTURAL EXHIBITION.—The Pennsylvania State Agricultural Society will hold its Seventh Annual Exhibition at Philadelphia, (Powelton grounds) on the 29th and 30th of September, and 1st and 2d days of October next. The usual facilities will be afforded to exhibitors by the railway companies. The books of entry will be open at Philadelphia on and after the 1st proximo.—Their Exhibition has heretofore been one of the great features Agriculturally, of Pennsylvania, and we presume the next one will be if anything, superior in attraction, to its predecessors.

SHOCKING SUICIDE.—On Tuesday last, Grace Ann Miller, aged 18 years, threw herself on the track of the Germantown Railroad, near Philadelphia, and was run over by the morning express train. She was cut into pieces. She is described as having been a beautiful young girl. No cause is assigned for the act.

TEACHERS' NATIONAL ASSOCIATION.—On Wednesday, the 26th inst., a meeting of the teachers of the United States, will be held at the Controllers' Room in Philadelphia, for the purpose of organizing a National Teachers' Association. For this State the call is issued by W. Roberts, Prest. of the Pa. State Teachers Association. This is an important matter, and the attendance on the part of the teachers of Pennsylvania should be as large as may be conveniently possible.

"WHERE ART THOU ROAMING?"—The penitent pilgrim, Mr. Hazlehurst, has entered upon his tour of mortification through the State, and is holding forth to lugubrious crowds under the control of the chief showman, H. Butcher Swope.—The *Sunday Dispatch* does not perceive that there are any notices of the services of "The Minute Men of '56" in these sacrificial ceremonies. Where are those patriots on these solemn and interesting occasions?

KANSAS ITEMS.—The Kansas correspondent of the St. Louis Democrat says that nearly two hundred indictments have been found against persons in the neighborhood of Topeka.

Six men had been arrested in Franklin by dragoons and taken to the camp.

Rumor says that Governor Walker is indignant at Judge Cato's decision, that the payment of taxes was a requisite qualification for voters.

Ex-Gov. Robinson has been notified to appear at Lecompton on the 18th inst., for trial on the old charge of usurpation of office.

A BREAK which has taken place in the Delaware Canal, below New Hope, will require about a fortnight to repair. It causes an interruption in the transportation of Coal. Quite a large number of boats are gathered in the dam at Easton, and will it is thought, lie up there until the repairs are completed, and the entire navigation of the canal is resumed.

MR. GEORGE PEABODY sailed on Wednesday, in the *Persia*, for England.

THE COAL TRADE.

Pottsville, August 22, 1857.

The quantity sent by Railroad this week is 36,651 10—by Canal 39,124 04—for the week 75,775 14 tons. Total by Railroad 1,245,975 07 against 1,378,589 03 tons—Do. by Canal 723,384 17 against 640,824 00 tons to same period last year.

The trade has fallen of this week 8,573 03 tons compared with last week, and exceeds the trade for the corresponding week last year only 1,607 tons.

The Canal has beaten the Railroad badly this week, and with vessels more plenty than usual at Port Richmond. The truth is, that those who are compelled to sell at Port Richmond at the low rates which the "middle interest" dictates, are being "used up," as the term is, so rapidly that the trade by Railroad must necessarily decrease by that avenue—while those who use the Canal are pushing the trade up to the full car and boat capacity. But even the Canal trade must be effected to some extent, as Coal is beginning to accumulate at points reached by that avenue, and orders for Coal are more slack than ever, both by Canal and Railroad. This however is the dull month, and the want of orders here is not always a certain criterion of demand, because so much of the Coal is now sold, particularly at the port of New York, through Agents, and the Miner here only knows the situation of the trade by notice from his Agent that he is "blocked up" and cannot sell or discharge the boats already lying at the docks.

The only alternative which appears to be left, is to suspend for one or two days in the week.—Our Operators cannot reduce the price any lower—and any reduction made now to meet the dull season of three or four weeks, will be a reduction for the whole season. Other producers are suspending from one to two days in the week to meet the state of the market, and if a wise policy prevails among our Coal Operators, they will do the same.

The Railroad Company has commenced sending cars into the Ashland or Mahanoy Region. But few Black Cars will be used at present, as the Operators there have generally made arrangements to send by Canal for the season.

The trade sums up this week as follows:

	1856.	1857.	Loss.	Gain.
Schuylkill—R. R.,	45,345	36,652	8,693	
" —Canal,	28,822	29,124		301
Lehigh—R. R.,	82,743	280,200		197,457
" —Canal,	654,143	721,310	167,833	
Del. & Hud. Canal,	271,001	217,800	53,201	
Penna. Coal Co.,	289,422	271,726	17,696	
Scranton,	21,212	200,983		179,471
	3,347,934	3,449,079	361,344	462,429
		3,347,934		361,344
Increase in 1857,				101,145

The total gain this year so far foots up 101,165 tons. This table, of course, embraces last winter's supply sent to market by the Philadelphia and Reading, the Lehigh Valley, and the Scranton Railroad South.

We beg leave to differ from our correspondent "H," on the subject of the difference in transportation of Coal to Broad Street and the Schuylkill. The difference is, on the average, greater than what we made it out in our figures. We know that in some instances, Broad Street dealers, who have transferred their business from Broad Street to the Schuylkill, in supplying Factories located between Broad Street and the Schuylkill, the difference has been equal to 35 cents per ton. The rates by Canal and Railroad, so far as the New York market is concerned, are about equal, except that the purchasers there give the preference to the Coal by Canal, in order to avoid the mixing practiced at Port Richmond, where all kinds of Coal are received on the same Wharves.

We received yesterday a communication from "Carbon." Will the writer favor us with his name or an interview, and, we will explain the reasons why it would be improper to publish his communication in its present shape at the present time.

THE COAL TRADE—ITS DIFFICULTIES.—We are frequently asked the question,—"What is the cause of the present difficulties in the Coal Trade." It can be answered in a few words—over-production, and a comparatively diminished demand for Coal. The over-production was caused principally by speculations in Coal lands, and the formation of a large number of Coal and Improvement Companies within the last two years, principally in the new regions of Wilkesbarre and Scranton.—In these regions extraordinary exertions were made to open new collieries, more with a view of selling stock, and thus disposing of lands at high prices than for legitimate business, and the Sheriff will have a pretty busy time for a year or so at least. New collieries have also been opened in the Ashland or Mahanoy region of Schuylkill County, which are all in successful operation, and this additional supply has given the Canal Co. the increased tonnage she is now enjoying over the Railroad, and has made up for the stoppage of so many of the Red Ash Collieries in the first, or more Southernly portion of this region, within the last two years. On the Lehigh there has also been some increase, and also in the Shamokin Region during the last two years. In Schuylkill County, for the last twelve years, the colliery capacity has been either ahead of the demand for Coal, or ahead of the transporting facilities. This year we are suffering for the want of demand, with abundant transporting facilites, at least by Railroad. Such is the case on the Lehigh also—except the order of things there is reversed. Here the Canal Company is increasing their business largely beyond their share, and the business of the Railroad is falling off—there the transportation by Canal is falling off largely, and the trade by Railroad is increasing even beyond what it was supposed it would carry. In the Wilkesbarre and Scranton Regions, the ability to produce Coal is ahead of the transporting facilities; such is also the case in the Shamokin Region—but an increase of rolling stock would only be followed by a want of demand—so that all the Anthracite Regions, with but one single exception, is suffering from various causes, and all tending to depress the price of Coal in the hands of the miner or operator.

For the last four years the averaged increase in the consumption of Anthracite Coal, was in the neighborhood of 680,000 tons. It was supposed that an increase of at least 600,000 tons would be required this year, and the Coal Regions were prepared to furnish at least 500,000 tons of this increase—but the great depression in all branches of business, has sufficiently demonstrated that an increase of not more than 300,000 tons will be required this year, in addition to the supply of the winter months that will go forward to the New York, Philadelphia, and the Intermediate markets on the lines by Railroad. The increase from all the Regions so far, is about 100,000 tons—and as only 15 weeks of the shipping season remains, it is extremely doubtful whether that quantity can be made up for the balance of the season.

The competition for the trade by the new regions, with the increased facilities of transportation, was anticipated in the early part of the year, and led to the organization of the trade in this County, with John Tucker, Esq., at its head, in order to keep the supply within the demand, especially in the early part of the season. As it was a new and untried experiment, all did not join in it, and it met with opposition from quarters where it was supposed it would receive cooperation, and it consequently failed in accomplishing as much good as was anticipated—in fact, the necessities of the trade were so great, that they almost defied any voluntary controlling power—but even outsiders admit that it kept up the price for the better qualities of Coal—and even that of the second quality that was well prepared for market, from ten to fifteen cents higher than it would have been sold without the organization. We also know, that by conference with other parties, it was the means of warding off many evils which would have proved much more disastrous in their consequences than any that have occurred so far to this Region. Many of the obstacles with which it had to contend with the present year, are now known, the more important of which can be removed, and the organization placed on a more firm basis, with more controlling powers. Its utility was at first doubted by many—but the necessity of the organization is now fully demonstrated in the minds of all thinking persons in the trade. This year it was compelled to shape its course according to the action of others, and consequently it was greatly embarrassed—but we do hope that all Operators who desire, or who can continue in the trade, will come together as a unit at the close of the season, if not before, for the purpose of setting forth their grievances as a united body, and take part in shaping the future action of the transporting companies. Heretofore we have left every thing too late—there has been no unity of action. The Stockholders, as well as the Managers of the transporting companies, ought to be made acquainted with the wants of those who furnish them with their trade, as well as a statement of the finances of the companies from the Managers. There must also be a change of policy at Port Richmond, and plans for effecting this change must be devised before the time of allotting the Wharves. This will require a unity of action and general consultation among the whole trade. Information is also imparted at these consultations which is of importance to all, and whether they unite or not in every measure, they are vastly beneficial to the trade.—Schuylkill County contains within her limits more than one-half, if not two-thirds, of the Anthracite Coal deposit of the United States. Heretofore she has furnished annually more than one-half of the supply. We have been falling behind for the last two years, with a more extended portion of the Region opened, not on account of our geographical position with regard to markets, but on account of high charges in all the departments of the mining and transportation of Coal, which is crippling the energies and progress of the Region.—There must be a general reform throughout, and we know of no more auspicious time to commence this reform than at the present, while the trade itself is undergoing a rapid revolution—and in order to make the reform effectual, it requires united and determined action on the part of the whole trade. Experience has long since fully demonstrated the truth of the declaration, "United we stand—divided we fall."

We have received the following communication from Philadelphia, accompanied with the name of the author, and commend it to the attention of those interested:

MR. BANNAN:—It is a question, which I should be pleased to have you answer—whether any Coal road, from the anthracite region to tide-water, could transport Coal in successful competition, with the Reading Railroad, if said road were to reduce the price of transportation to one dollar per ton from Mount Carbon to Richmond. If this can be answered in the negative, and in the affirmative, that the Reading Railroad could transport Coal with profit for one dollar per ton, from Mount Carbon to Richmond, it would give Schuylkill County, and relatively the Coal region of Pennsylvania, a advantage which would enable it ultimately, to double its supply, arriving at that result by a gradual reduction of the cost of transportation to one dollar per ton, and hence, a gradual increase also of tonnage or supply of Coal.

It happens to me, that if the Reading Railroad pursues its present policy, it will induce the completion and perfection of other routes, which will compete with it at its present rates of transportation, and which will least injure or embarrass—perhaps at their own cost—the property of the Reading Railroad, by the effort.

When that perfection is once fairly effected, that the Reading Railroad has, by her present policy, depressed the vigor, and diminished the production of the region, upon which it mainly relies for revenue, to that degree that it may require a series of years, by any change of policy or lesser rates of transportation, to again reach the rate of Coal production necessary to place it upon its present flourishing basis.

Consequently, in an active competition, which the Reading Railroad, by its present policy, invites, it might become inconvenient to pay dividends upon its stock, till the production of the region upon which it must mainly rely, had been stimulated by lower rates of transportation—the certain result of active competition—to an aggregate of production which would again give to the Reading Railroad that ascendancy and prosperity to which its location and natural advantages entitle it.

Is it not better then, to begin to change its policy now, and thus apply the preventive in season, than to delay it until it feels the full force of its present policy is upon it! It would certainly be more judicious to make such a change in its policy now, as would, while there is a gradual reduction in the cost of transportation, at the same time stimulate gradual development and improvement, so that ultimately the increased business of the transportation of Coal at one dollar per ton, may equal if not exceed the net profits now realized, instead of persisting in a policy which reflection and experience teach us, is at least hazardous in the future.

To exemplify, partially, relative to production—the first Coal basin is rich in immense deposites of White Ash Coal, at a depth of from 500 to 1500 feet, and which can only be reached by shafts. These shafts are necessarily very expensive in the sinking, though when sunk their great value, as economical agents in the mining of Coal, is evident.

Now here is a prospective source of supply of millions of tons of Coal but a very short distance above the head of the Reading Railroad, and peculiarly meeting its encouragement and protection. Could this not be secured, by a proper policy on the part of the Reading Railroad, that so far as competition is concerned, it would stand upon a reliable basis, which would be want of disposition or capital to proceed in a series of improvements, which would largely help to secure to the Reading Railroad a reliable business connexion which would cause its stock—the business of the road being firmly established against all competition—to be held for investment, instead of being dependent on the price upon speculation on the conditions for the time being of the money market.

It may be as well to remark, that if any location in the Anthracite region is safe from competition, it is the first Coal basin to which I have referred—bounded by the Sharp Mountain on the East, and Mine Hill on the North; but still, the unimproved portions of it, owing to the large investments required for improvements, at this time for encouragement which, the gradual at least, reduction of the cost of transportation upon Coal would afford to the whole Schuylkill region.

When that perfection is once fairly effected, that the Reading Railroad has, by her present policy, depressed the vigor, and diminished the production of the region, upon which it mainly relies for revenue, to that degree that it may require a series of years, by any change of policy or lesser rates of transportation, to again reach the rate of Coal production necessary to place it upon its present flourishing basis.

Consequently, in an active competition, which the Reading Railroad, by its present policy, invites, it might become inconvenient to pay dividends upon its stock till the production of the region upon which it must mainly rely, had been stimulated by lower rates of transportation—the certain result of active competition—to an aggregate of production which would again give to the Reading Railroad that ascendancy and prosperity to which its location and natural advantages entitle it.

Is it not better then, to begin to change its policy now, and thus apply the preventive in season, than to delay it until the full force of its present policy is upon it! It would certainly be more judicious to make such a change in its policy now, as would, while there is a gradual reduction in the cost of transportation, at the same time stimulate gradual development and improvement, so that ultimately the increased business of the transportation of Coal at one dollar per ton, may equal if not exceed the net profits now realized, instead of persisting in a policy which reflection and experience teach us, is at least hazardous in the future.

To exemplify, partially, relative to production—the first Coal basin is rich in immense deposites of White Ash Coal, at a depth of from 500 to 1500 feet, and which can only be reached by shafts. These shafts are necessarily very expensive in the sinking, though when sunk their great value, as economical agents in the mining of Coal, is evident.

Now here is a prospective source of supply of millions of tons of Coal but a very short distance above the head of the Reading Railroad, and peculiarly meeting its encouragement and protection. Could this not be secured, by a proper policy on the part of the Reading Railroad, that so far as competition is concerned, it would stand upon a reliable basis, which would be want of disposition or capital to proceed in a series of improvements, which would largely help to secure to the Reading Railroad a reliable business connexion which would cause its stock—the business of the road being firmly established against all competition—to be held for investment, instead of being dependent on the price upon speculation on the conditions for the time being of the money market.

It may be as well to remark, that if any location in the Anthracite region is safe from competition, it is the first Coal basin to which I have referred—bounded by the Sharp Mountain on the East, and Mine Hill on the North; but still, the unimproved portions of it, owing to the large investments required for improvements, at this time for encouragement which, the gradual at least, reduction of the cost of transportation upon Coal would afford to the whole Schuylkill region.

We can see as clearly into the future with the existing and projected railroads and breakwater connection of Coal, as not to be influenced in some measure, by what appears to be the policy of Coal roads, relative to any permanent calculations or results, in relation to even so favorably located and substantial a Company as the Reading Railroad, with a reputation of its standing perfectly. Hence, to be true to itself, nothing should be left by it to chance or doubt; but it should, on the contrary, determine upon, arrange and consolidate a policy which will defy competition—practicable, I think, but in the way I have suggested, and which if adopted, will indicate a wisdom relative to all concerned, for the future.

FILIADA. *Aug. 17, 1857.* A. G.

We have no hesitation in answering the query of our correspondent by—stating that if the Reading Railroad would carry Coal from Mount Carbon to Port Richmond at $1 00 per ton, no other Region could compete with Schuylkill County in the Coal trade—or at least retard its prosperity. We also feel confident that if the Company would adopt that policy as a permanent one, it would give such an impetous to the prosperity of not only Schuylkill County, but the whole valley of the Schuylkill, and would build up an immense trade, which would give both companies as much business as they could accommodate. It would also largely increase the merchandize and Passenger traffic on the road, which pays better than the transportation of Coal, and would give a permanent value to their property.

THE following communication was intended for last week's *Journal*, but was crowded out. The writer is correct with regard to the difficulties connected with mining, which has made it so unprofitable to our Operators. The incidentals connected with so precarious a business as mining, particularly below the water level, has always been estimated too low.

As regards the low rate at which Coal is mined in the Wilkesbarre Region, we know from experience that the expenses in all new regions, where the business of mining is on a comparatively limited scale, are less than in the older regions. Notwithstanding the low rates at which Coal is now mined in the Wilkesbarre region, (where the business is more depressed now than it is even in Schuylkill county,) they will find that as the trade is extended there the expenses of mining will also increase. Such is the case already, as some of the contractors who undertook to mine Coal at the cheaper rates, have been forced to give up their contracts.

The writer is correct in stating that the veins are less faulty in the Wilkesbarre region than in the Schuylkill. Our large White Ash veins, are however