Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 9, 1861.

Agents:

NEW YORK—O. H. Frost, Room No. 2, 110 Broadway.
PHILADELPHIA—Jos. Coe & Co., 5th and Chestnut streets.
BALTIMORE—D. N. Lake, Esq.

Who are authorized to receive subscriptions and collect Bills for the MINERS' JOURNAL establishment.

THE Reading *Daily Leader* has become an evening paper.

THE Arkansas Convention which met on Monday, elected Union officers.

IT is understood that Hon. J. J. Crittenden, of Kentucky, will be selected to fill the vacant Judgeship on the Supreme Court.

EX-Secretary FLOYD has arrived in Washington to stand his trial on charges growing out of the Indian Trust Bond robbery.

LANCASTER COUNTY is doing nobly for the suffering people of Kansas. Up to the 1st inst. she had contributed $2,775 57 to the Relief Fund.

TEXAS has ratified the ordinance of secession by 40,000 majority. It is reported that General Houston has resigned the Governorship of Texas.

MODERATE men everywhere, are gratified with the tone of the Inaugural. In the South the secessionists are trying to make capital out of it, for their cause.

NORTH CAROLINA has elected Unionists by a heavy majority. The vote for the Convention will require the official vote to decide whether that body is to assemble or not.

THE news from North Carolina and Missouri is most encouraging. They are clearly for the Union. There can be no question that all the Border States are Union "up to the hub."

NEW HAMPSHIRE holds her Annual Election next Tuesday, when in addition to State Officers and a full Legislature, her three Members of the XXXVIIth Congress are to be chosen.

GENERAL BEAUREGARD, lately a Major in the U. S. Army, now a leader of the Rebel forces, has been appointed by President Davis to the command of the troops assembled at Charleston for the attack on Fort Sumter.

In the Virginia Convention, on Wednesday, the Special Committee on that subject reported that in their opinion there has been no movement of armed men, by the Federal Government, indicating attack or coercion.

MESSRS. Crawford, Forsyth, and Roman, the Commissioners sent by the Southern Confederacy to demand the surrender of the United States forts, are in Washington, and will make their demand on the President on Tuesday next.

ON Monday last, Inauguration day, Major Anderson, determined that the Charlestonians should not forget that Mr. Lincoln was being inducted into office, hoisted the national flag, and fired thirty-four guns for the Union.

MR. HUBS, representative in the Legislature from this County, is a member of the joint committee appointed by the two branches of the Legislature, to apportion the State into Congressional Districts, on the basis of the census of 1860.

SEVERAL STATE delegations paid their respects to President Lincoln on Tuesday, prominent among which were those from Pennsylvania and Massachusetts. The President had kind and encouraging words to say to all, and the impression he made was highly favorable.

THE accounts laid before Mr. Chase on his assuming the charge of the Treasury show that there are funds on hand sufficient for the current expenses of the Government to the amount of $6,000,000. Beside this, the current receipts from the customs amount to $50,000 daily.

TWO years since John Stephens was hung in Baltimore for murdering William King.—He declared his innocence on the scaffold. On Sunday last George Orem died in Baltimore. On his death-bed he confessed that he was the murderer, in consequence of jealousy. If true, a sad case.

WE fear that hereafter as heretofore, rogues will sometimes get into office. Even among the Democrats, this pestiferous class have made their appearance now and then.—*Harrisburg Union.*

Particularly during Buchanan's Administration, when to be honest in office was to be a remarkable exception to a general rule.

MRS. DOUGLAS IN A FIX.—A newspaper cotemporary says that the beautiful and accomplished wife of Judge Douglas made a wager of $100, prior to the late election, that she would sleep with the next President of the United States. It is thought that the Judge will prefer to advance the money, and pay the wager.

BAD MOVE.—We observe that a number of Presidents of country banks are at Harrisburg with the design of asking the privilege of issuing small notes. They intend also to demand that the legal rate of interest should be raised to seven per cent. per annum. We do not believe that the passage of either measure is desired by, or would be approved by the people.

A STRONG EFFORT is being made, by a number of Kentuckians, to secure the promotion of Major Anderson to the vacancy occasioned by the treachery and disgrace of Gen. Twiggs, and thus to have him appointed one of the Brigadier Generals of the American Army. If it is feasible, we know of no appointment which would give greater satisfaction to the American people.

As our townsman, Major W. A. Nichols, U. S. A., has been placed in a very delicate position by the traitorious conduct of Gen. Twiggs of the Dept. of Texas, and as there is a Gen. Nichols figuring as Commissioner on the part of Texas, it is well that the Major's numerous friends shall not confound the two persons. We are happy to say that *Major* Nichols, Assistant Adjutant General, is a firm Union-loving man, and under all circumstances, particularly like the present, will give a good account of himself.

AMERICAN WATCHES.—Dr. Watts, in piously contemplating the complications of the human body, with all its bones, joints, muscles, veins, organs, senses, etc., exclaims—

"Our life contains a thousand springs,
And dies if one be gone;
Strange, that a harp of thousand strings
Should keep in tune so long!"

There is, probably, no product of human skill that approaches more nearly the mystery and beauty of a living thing, than this extraordinary piece of mechanism which the Waltham Company are now turning out at the rate of twenty thousand a year.

A watch moves, almost thinks, and speaks, and keeps account of the most precious of all our losses and expenditures. Its little ruby heart will receive sixteen thousand and two hundred beats per hour, for one hundred years, without breaking! How few of our poor human hearts can stand as much, or last as long.

We take pleasure in referring our readers to the advertisement of the American Watch Company, to be found in our columns this day.

"The difference between the imported and the American Watch is, that the former owes its success to *faith*, and the latter to *good works*."

UNITED STATES SENATOR.—From the Washington correspondence of the Philadelphia *Press* of Thursday, we make the following extract:

Quite an animated struggle will no doubt take place in your Legislature, for the vacancy in the Senate of the United States, caused by the appointment of Hon. Simon Cameron as a member of Mr. Lincoln's Cabinet.—Among others, whose friends intend pressing him for this position, is the Hon. James H. Campbell, Representative in Congress from Schuylkill and Northumberland. He has served with much distinction in the lower branch of the National Legislature, and during the Congress which has just closed achieved the highest reputation as a debater and legislator. He was untiring in his exertions in favor of the tariff, giving it all his attention, and as a member of the Committee of Thirty-three distinguished himself by his conservative action.

None recognize these facts more fully than his constituents, and while they would be proud to see Mr. Campbell selected for the honored position named, yet they would be extremely loth to part with him as the immediate representative in Congress of the Eleventh District. We know not what Mr. Campbell's sentiments are in regard to this matter; but this we do know, that no gentleman in this State, could be selected to fill the unexpired term in the Senate, of Mr. Cameron, who would bring to the position more ability, dignity, and zeal for the interests of Pennsylvania, than the HON. JAMES H. CAMPBELL.

THE SOUTHERN FORTS.—The first step in the programme as laid down by the secessionists, to go into effect, now that Mr. Lincoln is inaugurated, is to send a commission to Washington, and demand the surrender of the forts not already in their possession. Of course, the insulting demand will be promptly denied by the President, if he should honor the commissioner with a hearing. In the event of non-compliance with their demands, the next step is to be an assault on Fort Sumter.

Recent advices from Texas state that Captain RICKETTS, who is in command of Fort Brown, has refused to obey the order of General TWIGGS for its surrender, and it is reported that an assault is about to be made upon it by the State troops.

Civil war is to be deprecated; but the Southern rebels appear determined to precipitate it, by an assault with arms, upon the Government. We cannot believe that the great mass of the Southern people sanction this state of things, and we wonder that they do not rise and crush the selfish leaders who are hurrying them to ruin.

THE CORWIN AMENDMENT.—The following is the amendment to the Constitution reported by the Committee of Thirty-three of the U. S. House of Representatives, which passed both Houses of Congress by a majority of two-thirds. The vote of the House was yeas 133, nays 65—in the Senate yeas 24, nays 12. It must receive the favorable action of three-fourths of the State Legislatures before it becomes a part of the Constitution.

JOINT RESOLUTION TO AMEND THE CONSTITUTION OF THE UNITED STATES.

Be it Resolved, By the Senate and House of Representatives of the United States of America, in Congress assembled, two-thirds of both Houses concurring. That the following article be proposed to the Legislatures of the several States as an amendment to the Constitution of the United States, which, when ratified by three-fourths of said Legislatures, shall be valid to all intents and purposes as part of the said Constitution, viz:

ARTICLE XII.—"That no amendment shall be made to the Constitution which shall authorize or give Congress power to abolish or interfere within any State with the domestic institutions therein, including that of persons held to labor or servitude by the laws of said State."

THE AMERICAN AGRICULTURIST.—The enterprising publisher of this excellent and reliable publication, certainly furnishes in the course of a year an ample equivalent for the sum of one dollar, the price of subscription; but in addition, he now permits each subscriber to select half a dozen packages of choice garden seeds, which are sent through the post office on the receipt of the requisite number of stamps to pay the postage. This is certainly liberal on the part of Mr. Judd, and we presume will tend to lengthen his list of subscribers. The *Agriculturist* is a publication we can confidently recommend to the patronage of not only our farmer friends, but to every one who has a garden worth cultivating. The information it imparts on agricultural matters is useful and reliable.

BRUTAL.—The attack of a portion of the Democratic press upon the Kansas relief movement. Prominent in the discreditable work we observe the Harrisburg *Union*, which assails the Legislature in bitter terms for appropriating thirty thousand dollars to an object which the great mass of our citizens feel interested in. Democracy endeavors to make political capital even from the suffering of starving men, women and children. Characteristic. It is prepared to dissolve the Union, rather than fail in its object of breaking up the Republican party. In or out of office, the Democratic party is alike, mean and despicable.

SCHILLER'S WORKS IN ENGLISH.—Those desiring a copy of the translation into English, of the complete works of the great German Poet, have now an opportunity of procuring it from Mr. F. Alstatt, Mahantango street, this Borough, who has the Agency for this County. Of the merit of the translation we have already spoken. Of Schiller's Works it is superfluous to speak. Every person who has read "The Robbers," and "The Maid of Orleans," should be anxious to possess his entire writings. The Work can be inspected at Mr. Alstatt's store.

A SINGULAR and guilty perversity appears to actuate most of the democratic journals in regard to the present condition of the country—a determined purpose to give strength to the enemies of the Union and of peace, and to weaken those who have the responsibility of maintaining order on their hands. Cases of partisanship merging into treason, should be marked wherever they exist, so that the people may apply the requisite remedy should the times ever warrant it. Traitors North or South, are not more tolerable in 1861, than they were in 1776.

THE Republicans have at length a majority in the United States Senate. Their total number is 29, and that of the opposition is 21. This gives them for the first time the control of the organization and the arrangement of the Committees. Kansas promises soon to add two to the Republican list, making it 31. Considering what has been—twelve being the most we could count even so late as 1857—this is not bad.

DURING the past few months, the fluctuations in the prices of stocks, have been remarkable. Even now sensitive holders of stocks may imagine that peace at any price would be most for their interests; but those who look deeper into the subject, must see that property can never be permanently valuable in a country where the Government allows itself to be trampled on and set at defiance.

DONALDSON LITERARY ASSOCIATION.—The question of last Tuesday evening was decided in the affirmative. Question for next Tuesday evening: —"Does Man contribute more to the formation of National character than Woman?" Affirmative. Messrs. G. T. Jones, W. Kavenaugh, Jno. B. Wright and H. Stang. Negative, Messrs. W. T. Richards, Jno. Johnson, G. P. Owen and Dr. A. Jones.

Accounts from Australia are to the 26th of December. The total shipments of gold for 1860 amounted to 2,056,939 ounces, against 2,211,664 for 1859. As, however, two other vessels were about to sail, the deficiency would probably not exceed 100,000 ounces. The total exports for last year were £11,519,363, and the imports £13,720,836, both showing a considerable decrease as compared with the preceding year.

PEN, PASTE AND SCISSORS.

$1,500,000 are invested in tea culture in Ohio.

The statement that Major Anderson has been sick, is untrue.

An earthquake shock was felt in New Jersey a few days since.

William Colder, Sr., an old and estimable citizen of Harrisburg, is dead.

England obtained from other sources than the United States in 1860, 850,000 bales of cotton.

Miss Lane, Buchanan's niece, was married on Monday, to Mr. James Carlisle, of Washington.

A ribbon ball was given recently, at Bath, England, in aid of the distressed weavers of Coventry.

Of the 1168 persons who died of old age in Massachusetts in 1859, 460 were males, and 608 females.

Barnum's monster brook trout, a four pounder, is dead. The event is duly noted by the *Tribune*, in a pathetic "dodal."

To the value of the annual products of American industry, is estimated at $4,000,000,000, of which $200,000,000 is the value of cotton. Is Cotton King?

Rev. Andrew Huffman, of New Hanover township, Montgomery county, Pa., committed suicide on Thursday week, during a temporary aberration of mind.

Among the articles sent to Paris from China are said to be 75 splendid pieces of fur for the Empress; also some beautiful corals, and a pearl necklace of unparalleled beauty.

Advices from Ponce, Porto Rico, to the 21st ult., state that the British brig *Gascoyne* had arrived there with a clearance from the Republic of South Carolina, which was entered under protest.

Late news from Nicaragua states that the American treaty is not yet ratified, nor is it likely to be. In Granada they say that now that the States are divided, they are a match for either North or South alone, and want no treaty.

The U. S. ship *Release*, which arrived at New York from the Mediterranean squadron a few days since, reports the *Susquehanna*, *Richmond*, and *Iroquois* to be in excellent condition. There would not be half a dozen resignations from the entire fleet.

The great clock of the English House of Parliament has been so arranged as to strike the hour on the largest of the four Chinese bells—known familiarly as "John"—and the stroke can be heard to a farther distance than that of any clock in London.

The United States corvette *Germantown*, which returned from the East Indies last year, will be ready for sea about the middle of April.—She was detailed to serve with the Home fleet in October last, but whether the new Administration will send her there is not known.

Edward Payson Weston, the pedestrian, who engaged, on a wager, to walk 400 miles from Boston to Washington, D. C., if Mr. Lincoln was elected President, reached Washington on Monday, just in time to witness the inauguration, and carry out his wager.

At Reading on Monday, in the case of the Estate of George Da.B. Keim es. the Estate of Jacob W. Seltzinger, the jury rendered a verdict for the plaintiff for $46,266 60 in favor of the plaintiff. This case was tried before Judge Regios, of Schuylkill, and occupied three weeks.

The Artillery practice at Fort Monroe, Va., has been carried on with considerable energy for some time. Last week, the troops were "put through their facings" in regular fighting, Zouave and skirmishing drills, however, the permanent force of soldiers of the line will be kept at the seat of Government.

Drafts drawn by ex-Secretary Dix on the Assistant Treasurer at New Orleans, to pay for work on the custom house, and also drafts by ex-Postmaster General King, on the same officer, in connection with the postal service, amounting to between two and three hundred thousand dollars have been returned unpaid.

Gen. Scott, it is said, will endeavor to have two regiments added to the United States army the coming summer; or, if that is not acceded to, he will endeavor to have his whole battalion formed into regiments. The proportion of mounted persons in the army is not so large as it should be, considering the exigencies of frontier duty.

Judge Vondersmith, of Lancaster, who was convicted nineteen months since of forging applications for land warrants, thus defrauding the Government of a large sum of money, and who was sentenced to twenty years imprisonment, and to pay a fine of $20,000, has had his term of imprisonment commuted by Mr. Buchanan, to three years; which will expire June 5, 1862.

The other day an unfortunate shoeless donkey, astray on the road near Brauton, Devonshire, England, walked into a blacksmith's shop of his own accord and was then shoed by the smith, who naturally supposed his master somewhere in attendance. As soon as he had his shoes, master Long Ears, acting on an understanding of the principles of commercial credit, which lifts him quite above the level of the brute creation, walked off without paying, and has not since been seen by them.

A Southern gentleman, an ardent Union man, wrote to his friend in New York that he had lost a child. He could not bear that it should die under the Palmetto flag. It had been born under the stars and stripes, and the patriot father wished it to breathe its last under the same glorious emblem. He procured a little flag, one of those so often in the hands of our children, and to give on festive occasions, and as his dying child was sinking into the arms of death, waved above its head the mimic standard of a yet loved and powerful though assaulted Union.

THE COAL TRADE.

Pottsville, March 9, 1861.

The quantity sent by Railroad this week is 20-993 16 tons against 30,094 for the corresponding week last year.

The trade sums up this week as follows compared with last year:

	1860. WEEK.	1860. TOTAL.	1861. WEEK.	1861. TOTAL.	INC.
P. & R. R.	20,054	337,305	20,994	305,073	432,233
L. Val. R. R.	17,100	190,803	17,833	186,669	3,866
Scranton Sch.	11,623	101,150	14,574	103,200	2172
Do. North	7,446	71,918	4,170	64,235	7,418
Broad Top	2,872	29,118	2,973	22,764	6,354
Shamokin	1,751	10,491	2,882	20,581	10,037
Tuscarora	11,716	111,610	13,200	94,402	17,208
Sh. Mt. H. T.	1,290	3,533	272	4,344	811
Lykens Val.	730	2,990	970	6,288	1,298
	69,250	765,256	65,900	691,697	
	65,900	691,697			
	3,321	13,619			

We learn that the Schuylkill Canal will be ready for navigation early next week, but the Delaware and Raritan Canal will not be ready for before the 10th inst.

THE TOLLS, &c.—We learn from Philadelphia that the rates of toll, &c., on the Railroad and Canal have not been decided on as yet, although it is understood that all Coal sent to Richmond by Railroad on and after the first of this month, will be at the opening rates fixed upon by the Company. It is well known that the New York Companies had an advantage last year over our own dealers of from 20 to 25 cents in the Spring prices, which operated very injuriously to our trade. It is also stated that the New York Companies have issued their circulars for orders for Coal, without any prices named, which will be made satisfactory to the parties, and propose to base their prices on any arrangement made with our Transporting Companies, on the circular prices issued on the 1st of April next. This would be unfair, because the New York Companies may dispose of one-half their year's supply before the first of April, to heavy contractors at "prices satisfactory to the parties," which would operate quite as disastrously to the Schuylkill trade as the higher opening prices adopted last year by our Carrying Companies. All the heavy contracts will be picked up by the New York Companies as heretofore, and our trade will languish in the early part of the season, as usual. We are already 32,250 tons behind last year by Railroad, so far, and the weekly quantity sent to market this week, compared with last year, is 10,000 tons short, while the Scranton shows an increase, simply because they are furnishing contracts at the Spring prices, while our dealers cannot make any contracts, nor will they be able to do so until the New York Companies cease taking orders at the lower rates. Our Carrying Companies are found to remedy this evil. They must protect the trade of this Region, or they will prove recreant, not only to the trade on which they depend for support, but to their own interests which are so closely identified with the prosperity and increased trade of this Region.—And in fixing the rates of toll, &c., an increased price for Coal must be taken into consideration.—Coal cannot be mined and sold at last year's prices. The increased depth of mines below the water level, together with the increased expenses of machinery, ventilation, &c., has largely increased the expenses of mining, and of course there must be a corresponding increase in prices secured to the producer, in all arrangements proposed to be made with the New York Companies in fixing prices for the year. Trade of every description has also been very stagnant for the last seription has also been very stagnant for the last three years, and business of all kinds has been depressed throughout the country. It is also important in fixing both the rates of toll and transportation, and also the prices of Coal, that they should not be high, but kept at the lowest remunerating rates at the start. Such a policy will not check but enhance the investment of the millions of capital now lying idle in our commercial cities in business, and in the course of the year, under the operation of the new Tariff Bill, which will take effect on the first of April, the business of the country will be built up to such an extent that the rates of 1862 can be materially enhanced, and all branches of the business will become highly prosperous.

Such has already been the effect on the shoe trade of New England—all accounts state that the demand was never so great as it is now, and the prices were never lower. Of course the trouble now selling were worked up with cheap labor, and the dealers are selling correspondingly low, in order to create a demand, which always results in increased prices afterwards. We would advise a similar policy to all engaged in the Coal Trade, both carriers and producers, to open at as low rates as remunerating rates as possible, in the early part of the season, and thus create a demand for the article in stimulating business, and more remunerating prices will be sure to follow. Every correct business man will understand this argument.

Report on Coal Burning.

To the Provident and Directors of the Central Railroad Co. of N. J.:

GENTLEMEN—In accordance with a resolution passed by the Board, that the Superintendent be requested to make, at the end of the year, a separate and Special Report of the experience of the Company in the use of different kinds of fuel. I respectfully report as follows:

From the year 1838, when the first engine was placed upon the road, to 1846, when the present Company was organized, Scotch pig and New Jersey yellow pine-wood was used exclusively for fuel, except for about six months in 1841, when bituminous coal was used. From 1846 to 1853, Southern pine-wood continued to be exclusively used by the Company for fuel. From 1853 to 1857, oak wood obtained upon the line of the road was exclusively used. From 1857 to 1861, oak wood was still the principal fuel, but anthracite and bituminous coals have also been used to generate steam upon such engines as were destined for that use. From April 1st, 1853, to January 1st, 1861, (a period from which I propose to make comparisons of the Company's experience in different kinds of fuel.

The Company have, at the present time, thirty-eight engines, five of which are altered from burning wood to burning bituminous coal, twenty-four that burn wood, and eight that burn anthracite coal, having been constructed for that purpose. During the past year and nine months the wood engines have ran 1,353,909 miles, the anthracite coal engines 165,585 miles, and the bituminous coal engines 112,757 miles—being a total of 1,632,251 miles.

The Essex was the first anthracite coal-burning engine owned by the Company. It was placed upon the road in 1856, and was built at the Taunton Locomotive Company's shops as an experimental machine. The boiler was of the Dimpfl plan. The fire-box and fire-surface arrangements were defective, causing a failure, although it ran 11,000 miles, principally upon passenger trains. No reliability could be placed upon its performances. The engine was rebuilt in 1859, and the boiler was replaced by a new one. It has since run 29,000 miles, principally upon passenger trains, averaging 56 miles to a ton of coal consumed. By averaging the wood consumed by five engines, of about the same capacity as the Essex, and running upon similar trains, their average has been 51 miles to a cord of wood, which, rated at $5 per cord of wood, and $3 per ton of coal, makes a difference of cost of 4 cents per mile in favor of wood.

The next two anthracite engines were built by the New Jersey Locomotive Company at Paterson, namely, the Middlesex and Union, and were put upon the road in 1858. The Middlesex has six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders, and has run upon coal trains 24,500 miles, and averaged 23 miles to a ton of coal consumed. The Union has four driving wheels, four feet in diameter, sixteen by twenty-two inch cylinders, has run 40,000 miles upon coal trains, and has averaged 24 miles to a ton of coal consumed. We have no wood engine similar to the Middlesex to compare with it. In comparison with the New Yorker, North Branch, and Danville engines, about the same capacity, and doing the same kind of service, all having the same sized cylinders and wheels, the fuel for the Union was about four cents less per mile run than it was for the wood engines.

The next anthracite engines were built by Danforth, Cooke & Co. in 1859, namely the Somerset and Hudson, and both have six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders. The Somerset has run upon coal trains 22,500 miles, averaging 22 miles to a ton of coal. The Hudson has run upon coal and 24,000 miles, averaging 22 miles to a ton of coal. We have no wood engines similar to these with which to compare them.

The next anthracite engines, namely, the Bergen, built by the New Jersey Locomotive Company, and the Hunterdon and Warren, built by the Rogers Locomotive Company, were placed upon the road in 1860. They have six driving wheels, four and a half feet in diameter, and sixteen by twenty-four inch cylinders, and are all upon coal trains. The Bergen has run 9,700 miles, and averaged 23.10 miles to a ton of coal. The Hunterdon has run 9,100 miles, and averaged 22 3-10 miles to a ton of coal. The Warren has run 7,600 miles, and averaged 22 miles to a ton of coal. These six engines have run 26,400 miles, at an average of 31 miles to a ton of coal; which, at $3 per ton, makes the cost of fuel per mile run 9 7-10 cents. The Bergen, in July, 1860, (the first wood burning engine) had its tender remodelled to its capacity, having the same number and size of driving wheels, and the cylinders averaging about the same, and also doing the same kind of service; but the mileage of the latter is for two years and nine months, while the anthracite engines have run but a few months. The wood engines have run 1,353,909 miles, averaging 28 3-10 miles to a cord of wood. Rated at $5 per cord, this makes the cost per mile run 17 3-10 cents, or the cost of wood 7 6-10 cents more per mile run than the cost of coal for the three anthracite coal engines. The latter being new and in perfect order, and having run but a few months, I think that the cost per mile could be relied upon as a fair average of the service.

In comparing the difference of cost between the use of bituminous coal and wood, I rate the wood at $5 per cord and the coal at $3 per ton. I have used the Asbury coal as our chief fuel. In the different engines built for wood but altered for that purpose, the cost per mile run has varied materially, being from 1 to 7 cents less per mile than the cost of fuel used by similar engines still burning wood. The cost of fuel of the Asbury, before it was altered to burn coal, was 23-10 cents per mile run; and with such altered, 10 3-10 cents per mile run. The cost of fuel of the Craneville, before it was altered, was 17 cents per mile run, and with coal, was reduced 10 cents per mile run.

The difference of cost in the two Swinburn engines has been 7 cents, per mile in favor of the one burning bituminous coal, the two engines being alike as to capacity in other respects, and when altered by the substitution of the one burning coal is one inch in diameter less than the one burning wood.

I think the average difference in the experience of the Company, thus far, has been a saving of fuel by the use of bituminous coal of about 3 cents per mile run.

To arrive at the comparative difference in the cost of the different kinds of fuel, and the locomotive used, will require more experience in the use of coal, and engines for generating steam, than the company now have. While further experience in engines and coal consumption has not been ascertained, still they have paid particular attention to economy in the consumption of wood for the past three years. The engines have been fitted with all approved improvements, and the most experienced engineers have been employed, at large salaries, with the object of economizing the fuel, and the consumption shows a large reduction per cord for the last three years, more especially for the first two years. For the past year there has been no improvement over the preceding years. The wood consumed for the last three years, per mile run, has been about 34 cents per mile run. For the four years preceding it cost a fraction over 15 cents per mile run. The conclusion used in the first four years were not considered as data for the services thereafter performed as those in use for the past three years, and a larger proportion of them were inferior and not so economical in the consumption of fuel, and in the last three years they have also more uniformly drawn full loads; so that it is reasonable to presume, that no material further reduction will ever be made in the quantity of consumption or in the cost of wood; while the Company can by further experience and improvements upon anthracite coal-burning engines, and by the engineers having more experience in its use, anticipate great improvements in the use of anthracite coal as to quantity, without much fear of its cost increasing.

All our anthracite coal burning engines except the last three, namely, the Bergen, Hunterdon, and Warren, have been constructed in the same way, by one of the builders; although suggestions were made by our master-mechanic to some of them, and adopted as to the size and arrangements of the fire-boxes. All not considered as any of them as perfect as coal-burners. The Bergen, Hunterdon, and Warren were constructed as to the fire-boxes upon Milholland's plan, and are as perfect coal-burners as any engines that we know of; but they have only run a few months, and consequently we cannot determine the difference in cost between good machines using wood and good machines using anthracite coal. The actual cost has yet to be determined merely by the cost of fuel used, but by the cost of the fuel and cost of repairs to the engines for several years. The cost of repairs to our anthracite engines, except the Bergen, Hunterdon, and Warren, has been very large, double the amount it was upon our wood engines; but some of them were very heavy loads, which must reduce the cost per ton. The expenses have not been caused wholly by burning coal, but partly by imperfect work in their construction.

I find the comparatively perfect anthracite engines make a saving in fuel of 7 cents per mile run, over three equally good wood engines, the difference in cost of repairs and wood 5 cents per mile run, leaving a net saving of 4 cents per mile run by substituting anthracite coal for wood, and would have saved the Company over $20,000 the last year, if all their freight trains had been drawn by good anthracite coal-burning engines.

From our present experience, I am satisfied there is a saving by using bituminous coal instead of wood, and that it is now prudent to alter several more of our wood-burning freight engines to burn bituminous coal, especially as the change is easily and cheaply made; and that hereafter it is very injudicious to use anthracite coal instead of wood to generate steam. What actual amount can be saved, time and further experience will alone determine.

JOHN N. DESTREHAN.

ELIZABETHPORT, *January 14, 1861.* *Superintendent.*

The Coal Markets remain without change. As soon as the Spring prices are promulgated, we will renew our quotations again.

The rates of freight from Port Richmond to the East have receded largely since our last quotation. We quote as follows:

To Boston,	$1 50	To New Bedford,	$1 40
Norwich,	1 40	New York,	1 00
Newark,	1 00	Norfolk,	1 30
Charleston,	2 25	New Orleans,	4 00
Washington,	1 00		

63 vessels and 10 boats arrived during the week.

The stock of Coal on the wharves at Port Richmond is light for this season of the year.

STORAGE FOR COAL!

ON a Wharf on the Schuylkill River, in Philadelphia, can be obtained at very low rates. A price will be fixed for storage and shipping.

Address— "Box 265, Philadelphia P. O."
March 9, '61 10-3m

CHARLES HAMPSHIRE,

MINER AND SHIPPER OF

Spring Mountain Coal.

JEANSVILLE, PA.

Successor to WM. MILNES & CO.

Address—CHARLES HAMPSHIRE, Jeansville, Luzerne County, Pa.
E. G. GILES, Agent, 66 Dock St., Philad'a.
February 23, '61 8-

COAL YARD!!

FOR SALE IN

WORCESTER, Massachusetts.

A desirable location for the Retail Coal Business, selling from 5000 to 8000 tons per annum, established some 15 years ago. Apply to

W. ALFRED HACKER,
Worcester, Massachusetts.
Feb. 2, '61 5-2m

REPPLIER'S COAL.

NOTICE

I have appointed TYLER, STONE & CO. the sole and exclusive Agents for the sale of all my Coal, the product of the Collieries formerly owned and worked by GEORGE S. REPPLIER, viz:

Locust Mountain, from Locust Run Colliery.
do do " Tunnel do
Broad Mountain " Mammoth Vein do
Peach do & Ash, " Lewis do

CHARLES A. REPPLIER.

Philadelphia, November 15, 1860.

Parties desiring to purchase any of the above named Coals can order from

TYLER, STONE & CO. 208 Walnut Street, Philada.
Trinity Building, New York.
92 State St., Boston, Mass.

FREDK TYLER, Hartford, Connecticut.
Or, on applications, from REPPLIER & BROTHER.
Nov. 17, '60 46-tf Philadelphia.

East Franklin Coal.

MY East Franklin Coal is now sold exclusively by HOBLE, HAMMETT & CALDWELL. Parties ordering from them may always depend upon getting a prime article.

HENRY HEIL.
August 17, '60 34-tf

Coal Trade of Schuylkill Region.

Statement of Coal transported over the several railroads in the Schuylkill region, for the week ending last:

	Week.	Total.
Philadelphia & Reading		
Mine Hill & Schuylkill Haven		
Mount Carbon		
Mill Creek		
Schuylkill Valley		
Little Schuylkill		
Total for week,		
Previously this year,		
To same time last year		
Increase,		
Decrease so far,		

Schuylkill County Railroads 1861.

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

	WEEK.	TOTAL.
Mine Hill & S. Haven R. R.,	11,467 00	79,918 06
Mt. Carbon "	270 15	1,886 13
Schuylkill Valley "	2,283 08	20,854 02
Mill Creek "	4,269 12	33,451 14
Little Schuylkill "	2,818 01	27,409 17

Pinegrove Coal Trade for 1861.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,	1,921 05	1,921 05
Swatara Railroad,	170 13	615 18

Lehigh Valley R. R. for 1861.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	2,493 09	22,651 04
E. Sugar Loaf, (Packer & Co.,)	1,828 17	20,478 05
Conwell Ridge, (Sharpe, L. & Co.,)	2,560 10	21,451 16
Mount Pleasant,		
E. Mt., (Charles Hampshire.),	2,205 07	21,905 01
Coleraine, (Ratcliff & Johnson,)	1,083 01	11,153 17
Summit Mountain,		1,750 00
N. York & Lehigh, (Taggart & Son)	1,530 18	9,732 15
E. Sp. Mt., (J. B. McCreary & Co.,)	2,879 02	25,326 04
E. Sp. Mt., (Dobbin & Co.,)		659 01
Jeddo,	1,009 04	12,079 12
Harleigh,	1,719 04	14,772 03
German Penns.,	1,564 14	11,166 02
Other Shippers,		
Total by Railroad,	17,833 08	186,569 00
Last year,	17,102 03	150,963 02
	731 04	5,605 18

Rates of Toll and Transportation

BY RAILROAD UNTIL FURTHER NOTICE.

To	From Pt. Mc. Carbon.	From Pt. Mc. Carbon.	From Pt. S. Haven.	From Pt. Auburn.	From Pt. Clin.
To Richmond,	1 63	1 67	1 60	1 60	1 45
Philadelphia,	1 78	1 72	1 70	1 60	1 55
Phœnixville,	1 17	1 16	1 09	99	94
Reading,	88	87	80	70	65

Lehigh Valley Railroad.

Rates of Freight from M. Chunk to Elizabethport, 2 00

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D	BID'D
Railroads:			
Philadelphia, Reading & Pottsville,	50	20¾	21
Mine Hill and Schuylkill Haven	50	36	38½
Mount Carbon	50	35	36
Mill Creek	50	00	00
Schuylkill Valley	50		
Little Schuylkill	50	00	00
Lehigh Valley R. R. Co.	50	0	0
Swatara	50	63	64
Lehigh Valley R. R. Co.	50	111¾	112
New Jersey Central,	100	111	112
Canals:			
Schuylkill Navigation	50	7½	8¼
" preferred	50	16	16½
Union Canal	50	3½	4
" preferred	50	5	6
Del. & Hud'n Coal & Transportat'n Co's	100	90	90¾
Morris Canal Co.,	100	50	54
" preferred	100	110	111¾
Railroad & Coal Companies:			
Little Schuylkill Nav. R. & Coal Co.,	50	13¾	14
Lehigh Coal & Navigation Co.	50	51¾	52
Hazleton Coal Co.,	50	48½	48¾
Buck Mountain Coal Co.,	50	00	00
Susquehanna Coal & R. R. Co.,	100	73½	73
Lykens Valley Coal Co.,	50	23	24
Beaver Meadow Coal & R. R. Co.	50	22½	22¾
Lykens Valley Railroad & Coal Co.,	50	10	15
Delaware Lack. & Western R. R. Co.	100	50	50¼
Coal Companies:			
Forest Improvement & Coal Co.,	25	25	25
Susquehanna Coal Co., pref.	50	7½	8
New Creek Coal Co.	10	½	½
Miscellaneous:			
Miners' Bank,	50	47	50
Farmers' Bank,	50	47	50
Pottsville Gas Co.,	50	20	22½
Pottsville Water Co.,	50	22½	23

Quotations of all Coal Companies will be added to the above list when furnished by those who design their publication.

NEW ADVERTISEMENTS

Fruit Trees and Garden Seeds

FOR SALE BY

JOSEPH MORGAN,
March 6, '61 10-2m Centre street, Pottsville.

FOR SALE!

Canal Boats and Canal Scows.

TWENTY Canal Boats and TWELVE Canal Scows—The former carrying from 160 to 220 tons, and the latter carrying from 140 tons of Coal.

For sale on accommodating terms. Apply to

W. A. ENGLISH,
At Philadelphia, Richmond Wharf No. 14;
Or to CHARLES A. HECKSCHER & CO.,
45 South street, New York.
March 9, '61 10-1d

RECEIPTS AND EXPENDITURES

Of the Borough of Schuylkill Haven for the year 1860. GEORGE KAUFMAN, Treasurer.

1860.	*Dr.*	
March, To balance received from John Frehafer, late Treasurer,		$15 91
" To an order paid John Frehafer, over and above balance due on settlement,		96
June 8, To c