Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 24, 1866.

UNION STATE TICKET.

FOR GOVERNOR:

MAJOR-GEN. JOHN W. GEARY,

OF CUMBERLAND COUNTY.

MILLINERY AND STRAW GOODS.—Read card of J. W. Calver & Co., in this issue. A full stock of goods as in their line just opened. Give them a call.

Those about purchasing Furniture, would do well to call on Messrs. Gould & Co., of Philadelphia. Read their card in this issue.

"THE UNION HOME" advertised by A. F. Cheseborough & Co., 10 South Delaware Avenue, Philadelphia, are a superior article. We speak advisedly, as we have tried them.

THE SUMMER TERM of Hofford's Military and Collegiate Institute, Allentown, Pa., will open April 3d.

WE would call attention to advertisement of store for sale on Centre street, Pottsville.

RENO OIL AND LAND COMPANY.—This Company, the capital of which is safely invested so as to secure the stockholder from possibility of loss of his capital, was projected by Hon. Chas. V. Culver, M.C., from the Venango District, and the head of, the banking house of Messrs. Culver, Penn & Co. Hon. Galusha A. Grow, late Speaker of the U. S. House of Representatives, is the President of the Company; Hon. S. T. Howard, late Deputy Comptroller of the National Currency, is the General Subscription Agent. The other gentlemen connected with it as Directors and Trustees are widely and favorably known throughout the country. From these eminent names the public can without doubt, rely upon the soundness and business character of the enterprise, and the rectitude and responsibility of those having it in charge.

HON. FRANK JORDAN, of Bedford county, has been appointed Chairman of the Union State Central Committee.

THE debt of the Borough of Lebanon is $55,000. We are more fortunate. Pottsville has no debt, and has a snug surplus in the treasury, the result of good management.

GOV. CURTIN says emphatically, that it is the duty of the State to provide for the orphans of soldiers, and that if the Legislature should adjourn without providing for the orphans, he would require them to re-assemble.

OUR esteemed cotemporary, the Reading Journal, has reached the fiftieth year of its existence, and from its prosperous appearance and the ability with which it is edited, promises to live far beyond the good old age of three score years and ten.

SAN FRANCISCO.—This enterprising city of the West has exhibited a remarkable growth during the past few years. In 1860 her population was 56,000; in 1865 it was 119,000, and the San Francisco Bulletin thinks that in 1870 it will be 190,000.

THE Reading Gazette terms Mr. Clymer the "Landligham of Pennsylvania. We anticipate that his fate will be that of Vallandigham, when he ran for Governor of Ohio—overwhelming defeat. The people are not deceivers of the principles held by the Ohio copperhead.

A YOUTHFUL MAYOR.—John L. Flagg, Esq., just elected Mayor in Troy, New York, is the youngest incumbent of that office in the United States, being but twenty-four years of age. He is a graduate of Harvard College, of the class of 1857.

A LETTER from the deceased patriot HENRY WINTER DAVIS of Maryland, in May last, on reconstruction, and which is almost prophetic, is just been published with the consent of his widow. It is a most important letter, and coming as it does like a voice from the grave, will exercise great influence on the country. We will publish it next week.

NORRISTOWN elected a Union Burgess on Friday of last week. The local elections of Montgomery county, show decided Union gains. All the indications are that the Union majority of Pennsylvania in October next will be heavily increased. Geary's immense popularity is spreading like wild fire over the State.

SHARPLESS FRAUDS.—The Revenue Committee give it as their opinion, that the Government lost about twenty-five millions of revenue last year, from the system of frauds practiced by foreign importers under the AD VALOREM system of duties, by making false valuations. Congress ought to make all duties specific. This would remedy the evil to a great extent.

No stronger proof of the charge that the Copperhead party of this County is wedded to disorder and misrule, is needed, than the fact that it opposes the passage of any bill to give our citizens protection from assassins and robbers. The Ashland Copperhead organ says that the Police bill is "infamous." We expected as much from a paper so lost to all sense of decency, as to call Jeff. "the Honorable Jefferson Davis." Pah! how can honest men vote with such a party?

EPISCOPAL HOSPITAL.—This Institution located at Richmond, Philadelphia, has done much good. It is free to all who need surgical and medical relief, no matter to what sect the applicant may belong, or whatever may be his nationality or color. For disabled miners, railroad employees, and other workingmen, its doors are ever open, and the treatment received cannot be excelled in any institution of the character in the country. This Hospital is worthy the attention of our charitable coal operators, and as contributions of coal are now asked for by the Managers, we trust that the response will be prompt and liberal. Contributions will be taken in charge by Michael Bright, Esq., this Borough.

"THE DANGERS AND DUTIES OF THE HOUR."—On our First Page will be found one of the ablest orations which has been delivered since the close of the war and the initiation of the great question of reconstruction. It was given at Concert Hall, Philadelphia, on Thursday evening of last week, by Hon. Wm. D. Kelley, in the presence of a large and intelligent audience. The sentiments very generally, we know, will meet the approval of every thoughtful, good citizen; but where they do not, they will from their force and eloquence, attract attention and command careful perusal. Judge Kelley does not hesitate to express his sentiments in reference to President Johnson very freely, and gives a very animated and interesting account of the political career of the President previous to his recent veto message. Do not fail to read the oration carefully.

MORE TESTIMONY.—The Chicago Republican says it is enabled to declare, in the most positive manner, that the Freedmen's Bureau bill was submitted to the President by Gen. Howard previous to its being introduced in the Senate, and that Mr. Johnson warmly approved its provisions. It was afterward repeatedly submitted to him in its amended form by Senator Trumbull, and changes were made in it to accord more completely with his views. As the bill was finally passed by Congress, it had been privately approved by him in every particular. Indeed, the votes in its favor in both Houses show conclusively that it was then an Administration measure, and was so regarded by all the President's special friends in each branch.

These statements have been repeatedly made by responsible persons, and not once contradicted. We presume there is no reason to doubt their truth.

Important Legislation to Schuylkill County.

Passage of a Bill to Incorporate the Manufacturers' and Consumers' Anthracite Railroad Company.

PROVISIONS OF THE BILL.

The following is the copy of the act incorporating the "Manufacturers' and Consumers' Anthracite Railroad Company," which passed the House, at Harrisburg, on Friday of last week, and the Senate on Tuesday, both unanimously:

AN ACT to incorporate the Manufacturers' and Consumers' Anthracite Railroad Company:

SECTION 1. Be it enacted by the Senate and the House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That J. N. Walker, R. A. Wilder, John Ulrich, John P. Green, James Vizard, B. Swain, James P. Nickels, or a majority of them, be and they are hereby appointed commissioners to open books, receive subscriptions and organize a railroad company by the name, style and title of the "Manufacturers' and Consumers' Anthracite Railroad Company."

SEC. 2. That the said company be and they are hereby authorized and empowered to locate, build, equip and operate a railroad with one or more tracks, from a point on the river Delaware, at or near the city of Philadelphia, and by such route, and to such point or points in the anthracite coal fields of Schuylkill County, Pennsylvania, as the said company may hereafter designate, fix or determine, with power and authority to locate, build and operate one or more branch railroad or railroads from and to one or more point or points upon their main line of railroad to any point or points within the counties into or through which their said line of railroad may be located; also, to any point or points and into any counties adjoining the said counties, into or through which said main line is located and to connect at one or more points the said main line of railroad, and any one or more of the said branch railroads, with any other railroad or railroads, constructed or hereafter to be constructed, in the States of Pennsylvania and New Jersey, and when in the opinion of the president and board of directors of said company it may be necessary to locate and construct their said railroad and branches across any other railroad or highway at grade, and to acquire land necessary for the accommodation of the traffic of the said railroad and branches, and to construct thereupon sidings, depots, stations and other structures, as in the opinion of the president and directors may be needful; and it shall be lawful for said company to use as part of its main line of railroad between the point or points on the river Delaware, at or near the city of Philadelphia, as aforesaid, and the terminus that shall be fixed upon and determined in Schuylkill County, all or any portion of any railroad or railroads now constructed, or that may hereafter be constructed between the same termini, upon such terms and conditions, and in such manner as shall be agreed upon between the board of directors of the company hereby incorporated, and the board or boards of directors of any other company or companies whose railroad or railroads, or parts thereof, may be used as part of the said main line, are hereby authorized and empowered to enter into such agreement or agreements as are herein specified, and the said company are hereby authorized and empowered at any time after the location of its main line of railroad and before or during the construction of the same, to build, equip and operate any of the branch railroads authorized by this act, and connect any or all of said branches with any railroad or railroads now constructed or that may hereafter be constructed.

SEC. 3. The railroad company hereby incorporated is authorized and requested to permit any lateral railroad owned and operated by any person or persons, association or company, who own and work mines, mills or quarries in connection therewith, to connect such lateral railroad with the railroad or branches thereof, and hereby authorized to be constructed, imposing such reasonable terms, considerations and restrictions as may from time to time be established by the president and board of directors for the protection of persons and property thereupon, and it shall be lawful for said company, with the consent of the owners of such lateral railroads, to equip and operate the same: *Provided, however*, That the charges therefor shall not exceed the actual cost of the service rendered, with a reasonable allowance for the use, maintenance and repairs of the equipment employed, and the expense of keeping such lateral railroads in good order and condition.

SEC. 4. That the corporation hereby created for the operation of their main lines and branches shall be entitled to all the powers and privileges and be subject to all the restrictions of the act regulating railroad companies, except so far as the same are changed, modified or provided for by this act: *Provided, however*, That it shall not be lawful to make any charge for the transportation of authracite or bituminous coal, iron ore, pig metal, and lumber transported in the cars owned by individuals, associations, or corporations other than the company hereby incorporated, when transported fifty or more miles over said main line of road and branches exceeding two cents per ton per mile; and not exceeding two and a half cents per ton per mile when transported in the cars of the company.

SEC. 5. That the capital stock of said company shall be five millions of dollars, divided into shares of fifty dollars each; and the said company are hereby authorized to borrow five millions of dollars, or a less sum, for the construction and equipment of their main line, and issue bonds therefor bearing interest not exceeding seven per cent. per annum, and to secure the payment of the same by one or more mortgages on their road, franchises, property, real and personal: *Provided, however*, That a majority of the stockholders, at a meeting or meetings called for that purpose, may, and they are hereby authorized and empowered, from time to time, to increase their capital stock and from time to time to borrow such additional sums of money and issue bonds therefor at a rate of interest not exceeding seven per cent., secured by mortgage or mortgages of their road, its branches, franchises, property or any part or parts thereof, to such amount as in their opinion may be needful to construct or complete the railroad and branch railroads hereby authorized, with sidings, stations, depot, machine shops, engine houses, wharves, landings and necessary equipments for operating the same, and all other property or facilities for the accommodation of their traffic; and in order to provide for the construction of any branch railroad or railroads they are hereby authorized and empowered to borrow any sum of money not exceeding thirty thousand dollars per mile of single tract to be constructed, at a rate of interest not exceeding eight per cent. per annum, and issue bonds therefor in amounts of not less than one hundred dollars each, secured by mortgage on such branch railroad or railroads, and the mortgage or mode shall be a first lien or liens upon the branch or branches which it may describe.

SEC. 6. And the said company are hereby authorized and empowered to run their cars and engines over and upon any railroad or railroads or branch or branches thereof, in whole or in part, with which its railroad or branches shall connect, and to use the sidings and other appurtenances and property of such railroad or branches with which such connections shall be made; for the purpose of receiving & delivering coal and other traffic connected with mining operations, upon such terms as may be agreed upon between the said corporation owning such railroads or branches; and if the said corporations cannot agree upon the terms or the compensation to be paid for such use and appropriation thereof, before any entry upon, or such use and appropriation shall be made as aforesaid, adequate security shall be made or tendered to said corporation; and the compensation shall then be ascertained and determined in like manner as is provided for the appropriation of land in the act regulating railroad companies, approved the nineteenth day of February, one thousand eight hundred and forty-nine, and supplements thereto.

SEC. 7. This company shall be managed by a president and six directors.

SEC. 8. That all acts and parts of acts inconsistent with the provisions of this act be and the same are hereby repealed.

A WASHINGTON correspondent writes to the New York Independent, as follows, in regard to matters and things, political, in that City:

The Democrats (I should say Copperheads) in Congress are very much displeased with the conduct of the leading members of the Cabinet in regard to the elections in New Hampshire and Connecticut. Messrs. Dennison, Stanton, Harlan, and Welles express a strong desire that the Republican tickets in those States may triumph. The Copperheads say that the President desires their party to succeed. Republicans have a ready answer: "The heads of the departments give us their influence, why doesn't the President remove them, if he dislikes their conduct?" and the Copperheads cannot answer the question. They do not like to say that the President is *afraid* to remove Messrs. Stanton, Dennison, and Harlan, nor will they admit that he approves of their conduct. The letter of Mr. Dennison to Mr. Patterson, of New Hampshire, has given him great popularity among Republicans all over the country. There was a manliness in it worthy of commendation. He stated to a delegation that waited upon him that, if the time ever arrived when he could not express his desire for the triumph of the Republican party, he would resign, and go home to Ohio.

The resolution of the members of the Cabinet is definitely taken, and they will not resign their places. If the President wishes to remove them, let him do so. He can, if he chooses, go to the people with that issue. Within a year of his accidental elevation to the presidency, he removes men from high offices who endured all the hardships and responsibilities of a four years' war—what an issue that would be for the people of the loyal States! He will not remove them; and perhaps we have no right to suppose that he desires to do so. It is his Copperhead friends who constantly assert it, and they profess to get their information from the President; but they are poor authority for any statement.

The President has been making more speeches *in* than *to* delegations from the Border States. It is a singular fact that the men to whom he makes them are, for the most part, of doubtful loyalty. Three-fourths of them were opposed to the war a year ago. "I shall take no step backward," says the President; but I fear, from his conversation with a leading New England Congressman, the other night, that he has taken several steps backward upon the question of impartial suffrage. He certainly has gone backward on the question of permitting rebels to legislate for the country. But if he will do next fall as he is doing in New England now—refuse to use his patronage in elections—Republicans will have nothing to fear. In the war of opinions and principles the Right is certain of success.

I hear good news from Connecticut. I believe all classes of Republicans are working hard to carry the Republican ticket. I have good authority for stating that there is no class of men in the state working harder for the result than the "office-holders." If Gen. Hawley is elected governor, the Copperheads will despair of success anywhere else under their new dodge of pretended Unionism.

D. W. B.

THE SALARY OF THE TREASURER OF THE COUNTY.—Schuylkill to our shame be it spoken, stands alone among the counties of the State, in allowing the Treasurer to receive an outrageously extravagant salary. We have called repeatedly, upon the Commissioners of the County, who are elected to be custodians of the public interests, but who seem to mistake their duty, to procure the needed legislation in this matter, and relieve to that extent, the burdened tax-payers of the County. They however, pay no attention to the matter, and we suppose that this thing is to go on in this way for another year without a particle of regard for the interests of the people. If the Commissioners won't act, we call upon the Representatives in the Legislature from this County, to procure the needed legislation. The salary of the Treasurer of Berks county has been fixed at $1600. Now we would have no objection to have the salary of our Treasurer fixed at $2000, or when the officer is incompetent as is likely to be the case in this County, at $2500, to allow for clerk hire. As the matter stands now the Treasurer receives four times as much as is paid in any other county of similar population in the State to the treasurer, and four times as much as he should receive. Will the members from this County act in this matter? If they will not, nothing will be done, and the tax-payers of the County will continue to be burdened with the payment of a salary to the Treasurer that is entirely beyond the bounds of reason. Come, gentlemen representatives, give us the required legislation.

THE DISFRANCHISEMENT OF DESERTERS.—We are glad to see that the Legislature of this State is moving in the matter of disfranchising men who deserted from the army and navy during the Rebellion. And it is plain that the action of the Democratic members on this measure, has placed their party in an unenviable position. When the bill came last week, before the Senate for adoption, the entire portion of that body who hold opposition sentiments, not content with singly recording their votes against this most just enactment, conferred together and entered a protest on the journal in opposition to the action of the majority. The singular interest taken in the fate of the bill by the Democratic members makes it evident that it would be to the advantage of that party should its defeat be secured. Consequently it is evident that the votes of these disfranchised men are confidently counted upon as part of the support of the party which befriended them. The position in which it is thus placed is such as would drive every true-hearted soldier from its ranks, had they not left it before. Those men who have fought bravely for years to secure the triumph of the Union are asked to vote side by side with the skulkers and cowards who, fearing to face the enemy, fled to hide with women, or seek safety in Canada. What soldier would be willing to fight in a civic battle on the same side as those who feared to fight with him on the field of martial strife?

The principle is thus virtually declared by the Democracy, that they hold deserters and refugees are entitled to the same privileges as those who have served with faithful zeal in the service of their country. It only required such an addition to the platform to drive every soldier and every soldier's friend away from the party which seeks to shield in its bosom cowards, deserters, and bounty-jumpers.

PROTECTION TO LABOR.—The N. Y. Tribune justly remarks:

It is the clearest duty of legislation to make a skillful and strict adjustment, by means of a tariff, between the wages of labor in the United States and in Europe. Our workingmen should demand this much of Government, and should take no less. Wages in republics must be high, and should be high, and should be wailed for by protective tariffs from the pauper labor that is literally owned by the baronial manufacturers of Europe.

LOCAL NOTICES.

THE PRINCIPLE OF INSURANCE AGAINST ACCIDENTS.—The principles of life and fire insurance are equally applicable to insurance against accidents. It is only wonder is, that this is not more generally recognized. The proportion of accidents is larger than that of fires, and the injury and suffering certainly greater. No prudent man thinks of leaving his house and store uninsured over night, and yet persons do not hesitate to incur risks respecting life and limb to which they would not think of subjecting their property. The time is rapidly approaching when this will be no more generally recognized. A man has no more right to cross a ferry, or ride or walk down town, without an Accident Insurance Policy, than he has to leave his house or other property uninsured.

One-fourth of the premium of a fire policy will secure in the New York Accidental Insurance Company, the payment of an equal sum in case of death by accident, or a weekly payment in case of bruise or fracture.

Policies in the above Company can be had at the Insurance Agency of Robert C. Hill, over Bright's Hardware Store.

OIL IN SCHUYLKILL COUNTY.—Not a little excitement was created by the announcement that oil had been discovered in this town, yet it is true. Any one who doubts this fact, can stop in at "Van Dusen's" and test "Oil on Plug Tobacco," $1 on per lb.; that and his "Fine Cut" at the same low figure, are brim full of oil. His "Belle of the West"—fine cut—$1 50 per lb., and "Coon, Seed Segars," $35 00 per thousand, are the best and cheapest goods of the kind in market. Gentlemen, call and see how he will treat you.

We have just opened a full line of Light Alpacas, in Modes, Pearl and Tan Colors, Moon-on-the-Lake Delaines, suitable for traveling suits. Also, Shepherd Plaid Alpacas, all Wool Shepherd Plaids, &c.

A splendid assortment of Black Silks, much below importers' prices. All qualities in Black Alpacas, very low. WHITFIELD & DORNAN.

March 24, '66 11-1t Pottsville.

H. C. RUSSEL advertises a valuable tract of land in Blythe Township for sale, containing about six hundred acres. It consists of the Ella Davis tract and part of the Cath Berger tract. Will be sold cheap.

OLEIN.—This exquisite preparation has the wonderful and infallible property of rendering the SKIN SOFT, CLEAR and FAIR. It is distinguished for its extraordinary BLAND, PURIFYING and SOOTHING effects on the skin, by acting on the pores and minute secretory vessels; expels all impurities from the surface, allays all tendency to inflammation, and effectually dispatches all CHAPS, REDNESS, TAN, PIMPLES, SPOTS, BLOTCHES, FRECKLES, SUN-BURNS, etc. The softness and delicacy which it induces on the HANDS, ARMS and NECK, its ability of soothing irritation, removing cutaneous defects, and all unsightly appearances, render it indispensable to every toilet. Prepared by Hughes, Apothecary.

THE COAL TRADE.

Pottsville, March 24, 1866.

The quantity sent by Railroad this week is 52,800 12-2K by Canal, 20,720 00—for the week, 73,528 12 tons against 68,196 tons for the corresponding week last year.

The trade continues dull, and prices rule low, too low to remunerate those engaged in the business.

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

1865. 1866.

	WEEK.	TOTAL.	WEEK.	TOTAL.	INC. OR DEC. 1866.
P. & R. R. R.	64,814	683,834	52,801	714,490	30,644
Schyl. Can.	3,352	3,352	26,728	24,318	20,966
L. Val R. R.	31,251	377,315	36,338	427,075	50,060
Lehigh Can.					
Scrant Sch. R.	12,113	110,013	19,867	161,573	51,865
Penna. C. C. & I. Co.	2,731	32,505	6,079	67,274	34,469
By R. Road	7,494	58,876	7,112	81,422	22,636
By Canal					
Del & Rud.					
Yongs Sch.					
Do North		41,759	13,357	73,933	31,174
Shamokin	300	2,993	3,154	9,332	6,339
Trevorton				4,782	4,782
Short Mt.		7,718		2,500	18,178
Franklin Co.	4,681	55,346	5,826	56,291	979,055
Broad Top					
	126,759	1,373,953	163,922	1,693,165	
			126,759	1,374,953	
			37,133	229,212	

The increase for the week is large compared with the supply for the corresponding week last year.

The sales of Scranton Coal at auction on Thursday, show a considerable decline on the prices obtained in February.

The low rates at which Coal is now selling will cause it to penetrate distant markets, and materially increase the consumption.

We learn that arrangements are being made to connect the Shamokin Valley and Pottsville Railroad with the Lehigh and Mahanoy Railroad (known as the Quakake) at Mount Carmel, by which passenger trains will be run direct from New York to Erie, via. Sunbury. The connection, it is said, will be completed by the first of May.

The New Boston Coal Company are pushing their lateral railroad from the mines at New Boston very rapidly. They expect to have it completed by the first of June.

The new Railroad Bill, called the "Manufacturers' and Consumer's Anthracite Railroad," has been the exciting topic during the week. It meets with universal favor among the whole business community in this County. The only fear is that it was gotten up for some special object and will not be built. Those however, who seem to know its origin, and the parties who secured its passage, assure us that the road will be built. It is said great pressure has been brought to bear on the Governor in order to get him to withhold his signature. This, we hope, he will not do, unless there is something in the bill that might militate against the public interests. We have never known a bill passed by the Legislature that was hailed with such universal satisfaction by the people of Schuylkill County. By the time this road can be built we will have ample trade for all the different lines, with less charges for transportation. The coal trade of this County can be doubled in a few years under an adequate protective policy, and with cheap facilities of transportation.

We hope that Congress will take up the subjects of Internal Taxation and the Protective Policy as speedily as possible. With these two questions adjusted on a liberal and enlightened basis, the other measures can be settled afterwards. Protection to American Industry will secure continued prosperity to the country, and with that secured, the question of currency will soon be adjusted to suit the wants of the country. We are fearful that our domestic industry will be broken down by the immense flood of foreign goods now pouring into the country, if these questions are not acted on speedily.

SALE SCRANTON COAL AT AUCTION, MARCH 22D, 1866.

4500 tons Lump sold at prices ranging from $5 60 to $5 63 per ton.

3000 tons Steamboat sold from $5 63 to $5 77½ per ton.

2500 tons Broken sold at $5 90 per ton.

2500 tons Egg sold at $5 90 to $5 92½ per ton.

4500 tons Stove sold in small lots varying from $6 42½ to $6 85.

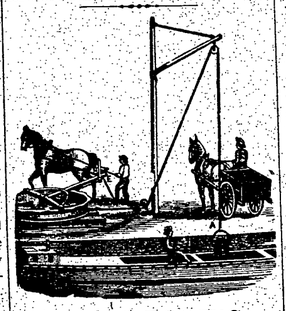
3000 tons Chestnut sold at $5 25 to $5 38 per ton.

The coal is on board vessels at Elizabethport. With February's sales the prices compare as follows, showing a considerable decline:

	FEB.	MARCH.	DECLINE.
Lump, average,	$6 38	$5 61	$ 77
Steamboat, "	6 45	5 65	80
Broken, "	6 43	5 90	53
Egg, "	6 66	5 91	65
Stove, "	8 43	6 50	1 93
Chestnut, "	6 89	5 35	1 54

Dederick's Hoisting Machine for hoisting coal, &c., from boats, advertised in this paper, is highly recommended by a large number of coal dealers abroad who have it in use.

BY REFERENCE to our advertising columns it will be seen that the Tremont Coal Company, are now prepared to furnish coal in any quantity from their celebrated mines in Schuylkill county. This company owns in fee forty-five hundred acres of anthracite coal lands, situate in what is termed the "Lorberry districts," and contains all the veins of red, pink, and white-ash coal. At the annual meeting of the stockholders, held in February last, J. Edgar Thomson, Matthew Baird, Charles E. Lex, T. J. Woolf, Coffin Colrel, and Robert W. Ryerss were elected directors, and the Hon. George Sanderson (late of Scrantou) the president. The Company are fortunate in securing the services of a gentleman so thoroughly conversant with the coal interests of our State.



DEDERICK'S
COAL HOISTING MACHINE,
Patented April 12, 1862.

This celebrated and unequalled Coal Hoisting Machine has been in successful operation for over three years, and the unusually large number already sold are giving the most perfect satisfaction. It is simple and durable, having no gearing at all; is rapid in its operation, and very easy for the horse. Descriptive Circular, containing letters of commendation, prices, &c., sent free, on application.

L. & P. K. DEDERICK, Sole Manufacturers,
Albany Agricultural and Machine Works,
March 24, '66 11-6m Albany, N. Y.

ALTHOUSE & FOCHT,

MINERS AND SHIPPERS OF THE CELEBRATED
BOSTON RUN LOCUST MOUNTAIN
COAL,

PHILADA., 216½ Walnut St.; N. York, 111 Broadway. Agt. at New York—J. GEO. KEPPLER.
March 24, '66 12-6m

COAL FOR SALE.—The Tremont Coal Co. will hereafter be the vendors of their Coal, and are now ready to receive orders for the several sizes. It is the determination of the Company to take special pains in the preparation of their Coal, so that it shall be of the best quality. Reliable arrangements are made for shipping to all points, east or south. Orders can be addressed to the Office, No. 23 Exchange Building, Philadelphia, will be promptly attended to. Offices in New York and Boston will be opened during the season.

GEO. SANDERSON, Pres't.
A. E. ECKEL, General Coal Agent.
in Philadelphia, March 12, '66 12-6t

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA.

MARCH, 16, 1866.

Schuylkill Red Ash Prepared,	$ 5 50@ 5 75
" Chestnut,	@ 5 00
" White Ash, Lump, Steam	@ 5 25
" St. Boat and Broken,	5 00@
" Egg and Stove,	@ 5 25
" Chestnut,	4 50@ 4 75
Locust Mt. Lump, St. Boat,	@ 5 25
" " Broken	@ 5 25
" " Prepared	5 25@ 5 50
" " Chestnut,	4 50@ 4 75
Lorberry Coal	@
Bernice Red Ash,	5 50@
Lehigh Lump, St. Boat & Broken,	@
" " Prepared,	6 50@ 6 75
" " Chestnut,	@
Broad Top,	6 25@ 7 00

AT NEW YORK.

MARCH 22, 1866.

Schuylkill Red Ash by Boat Load	$ @ 7 25
" Chestnut,	" @ 6 50
White Ash Lump & Steam	
" Boat,	@ 7 00
" Broken	@ 6 75
" Egg & Stove,	@ 7 00
" Chestnut,	6 00@ 6 25
Lehigh White Ash Lump & S. Boat	7 75@
" Prepared,	8 00@
" Chestnut,	7 00@

Lehigh Coal at Elizabethport.

Lump and St. Boat by Cargo	7 00@
Broken and Egg " "	6 75@
Prepared " "	7 50@
Chestnut " "	6 50@

AT BALTIMORE

MARCH, 15, 1866.

Shakin & Pittston W. Ash-wholesale	$ 00@
" " -retail	9 00@
Lykens Val. & Sunb'y R. A. wholesale	$ 50@ 9 00
" " retail	10 00@10 50

GEORGE'S CREEK & CUMBERLAND COAL—Hiram at mine $6 75@7 00; on wh. at Locust Point. Small lots for city trade $7 00@7 25. Trade generally much depressed.

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a.

Portland	3 00	Portsmouth	3 50
Newburyport	2 40	Boston	3 25
New Bedford	2 75	Newport	2 75
New London	2 75	Providence	2 50
New Haven	2 25	Bridgeport	2 50
New York	1 75	Philadelphia	1 30
Rhode Island	1 75	Alexandria	3 00
Washington D. C.	1 80	Hartford	3 00
Taunton	2 00	Newark	1 75
Albany	2 25	Troy	2 00
Richmond Va.	2 25	Norfolk Va.	2 00
Dighton		Derby	
Pawtucket	3 00	Mobile	

76 vessels and 136 boats arrived for the week.

Freights from Elizabethport.

New York	$ 65	Portland	2 25
Fall River	1 75	Newburyport	2 25
Newport	1 75	New Bedford	1 75
Boston	2 25	Pawtucket	1 75
Norwich	1 50	Taunton	
Providence	1 75	New London	1 75
Middletown	1 75	Portsmouth	2 25
Hudson	1 25	New Bedford	1 75
Lynn	2 00	Bridgeport	1 25
Salem	2 25	Hartford	2 00
		Albany	1 25

Freights from Baltimore.

To Philadelphia	$ @
New York	@
Boston	@

Freights from Georgetown or Alexandria.

To Philadelphia	$1 75@
New York	3 00@
Boston	5 00@

Pinegrove Coal Trade for 1866.

Amount transported during the last month:

	MONTH.	TOTAL.
Lorberry Creek	5,906 12	8,190 04
Swatara Railroad	547 13	1,023 14
Union Canal Railroad	6,482 11	9,713 18

Schuylkill Co. Railroads for 1866.

The following is the quantity of coal transported over the following Railroads for two days ending December 12, 1865:

	WEEK.	TOTAL.
Mine Hill & S. Haven R. R.	33,591 03	312,075 01
Mt. Carbon	1,069 08	154 05
Mill Creek	1,857 02	99 18
Mahanoy & Broad Mt.	21,773 19	91,476 07
Little Schuylkill		
Schuylkill Valley	2,623 19	27 07 18

Lehigh Coal Trade for 1866.

For week ending on Saturday last:

OPERATORS.	RAILROAD. WEEK	TOTAL.
Hazleton	3,946	53,333
East Sugar Loaf	3,158	32,740
Mt. Pleasant	843	6,822
Jeddo	2,891	32,366
Harleigh	1,283	15,214
Ebbervale Coal Co.	1,338	12,744
Drifton	1,175	10,729
Council	1,094	22,567
Buck Mountain	1,783	18,758
New York & Lehigh	1,491	12,386
Honey Brook Coal Co.	3,271	31,831
German Pa. Coal Co.	1,361	16,062
Spring Mt. Coal Co.	2,953	25,793
Coleraine	1,003	8,893
Beaver Meadow	63	574
John Connery		847
Lehigh Zinc	338	7,053
J. B. Reber & Co.	148	1,892
McNeal	1,566	16,884
Knickerbocker Co.	704	8,406
Coal Run Coal Co.		155
Rathbun Caldwell Co.	255	2,031
Glendon Coal Co.	223	1,605
Mahanoy	321	3,643
J. O. O. Bowman	103	5,196
H. Meyers		3,579
Siltiman	513	11,431
Bellevue Coal Co.	587	8,466
Franklin	293	6,153
Audenried	572	4,049
Lehigh & Susq. Co.	270	5,168
Landmesser's	237	2,254
Wilkesbarre	1,608	14,329
Warrior Run		1,456
Parrish & Thomas	909	6,873
Leh. Coal & Nav. Co.	92	974
Other Shippers		
Barryville Coal Co.		
Delano Coal Co.		
Total	36,338	427,975
Same time last year	31,251	377,313
Decrease		45,573
Increase	2,087	

Coal Trade by Railroad, for 1866.

St. Clair	16,291 03
Port Carbon	1,782 19
Pottsville	327 06
Schuylkill Haven	20,046 08
Auburn	88 14
Port Clinton	8,254 02
Total for week	52,800 12
Previously this year	661,670 11
Total	714,480 03
To same time last year	683,856 05
Increase	30,643 18

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