Miners' Journal.

POTTSVILLE, PA.

SATURDAY, APRIL 20, 1867.

THE liquor law is strictly enforced in Maine.

BISHOP TIMON of Buffalo is dead.

PETROLE wells produce 921 barrels of oil per day.

THE most beautiful woman in America lives in St. Louis.

BEFORE the final adjournment Hon. J. L. Graham was elected Speaker of the State Senate.

IT is thought that Judge Sharswood will be the Democratic candidate for Supreme Judge.

CHICAGO elected a Republican Mayor this week, by 3933 majority. A set off against Connecticut.

JOSEPH A. GILMORE, ex Governor of New Hampshire, died at Concord on the 7th, aged fifty five years.

MAJOR GEORGE L. STEARNS of Boston, for many years an ardent and liberal champion of freedom, is dead.

COL. GEORGE F. MACFARLAND has been appointed Superintendent of the Soldiers' Orphans' Schools of Pennsylvania.

THE English government now manifests a decided disposition to adjust the Alabama claims, which was indignantly refused even a consideration two years ago.

THE CHESTER COUNTY VILLAGE RECORD has been enlarged. It is an excellent paper and has the reputation of having been the graduating school of some of the ablest writers in the country.

A MONACHE, for the reception and identification of stray dead bodies, on the Parisian plan, is to be established in Philadelphia, and it is to be located on Buttonwood street above Thirteenth.

EMIL ANNEKE, late Auditor General of Michigan, it is stated, has brought an action of libel against the Detroit Advertiser, claiming $50,000 damages. Rather a heavy amount for a politician's good name.

THE oil mania is reviving in the West Virginia districts. The territory in that section has been but partially developed, and the present reaction may succeed in proving it much richer than the Pennsylvania regions.

THE AUGUSTA CONSTITUTIONALIST says a white man in Pulaski county is now employed by his former negro slave. The darkey gives "old master" eight bales of cotton to superintend his planting operations.

G. D. COLEMAN, Esq., of Lebanon, has given $1,030 10 towards the erection of a Soldiers' and Sailors' Monument in that County. This money is the amount of Mr. C.'s salary and mileage as State Senator for the session just closed. A generous donation.

EVERY respectable journal in the State rejoices that there is a prospect of at last establishing law and order in Schuylkill County, while the Copperhead sheets without a single exception, deplore it. What decent man can support a party which upholds murder and robbery by condemning the legal means taken to stop them?

NOT INCREASED.—The Copperhead organs throughout the State allege that the last Legislature increased the pay of its members. The Harrisburg Telegraph of Monday last, says that this is not the fact. The House passed a section increasing the pay of members to $1350 but when the appropriation bill came to the Senate, that body struck out the obnoxious section without a dissenting voice, and fixed the pay at the old rate, $1000.

THE Norristown Independent says that a few days since a lady of that Borough was walking along the street, when an unmannerly dog made a furious assault upon her, biting her in the leg. The blood however did not fly, but the SAW DUST did. Proving, we might suggest, that false calves are quite as useful as they are considered by some, ornamental.

IF those Cops. who think we have criticised the Court of this County severely, had been in Harrisburg during the late session, when local legislation from this County got thrown out what we asked for, we to go up, in return, to the Court they would have heard condemnation of the Court from Schuylkill County Democrats themselves, a great deal stronger than we ever applied to it. Severe criticism of the Court is not confined to Republicans by any means. Many Democrats, among them not a few lawyers, were just as anxious for reform as the Republicans of the County, and we have not said half as much in the columns of the Journal in condemnation of the Court, as Schuylkill County Democrats have said openly here and in Harrisburg.

IS speaking of the effort making to secure another outlet from this Region, the West Chester Republican says:

It is well known that a majority of the stock of the Reading railroad is owned by foreign capitalists, whose agents reside in the city of New York; hence the discrimination against Philadelphia, and in favor of the former city. The Legislature at its session one year ago, granted a charter for a new road from the coal regions to Philadelphia. There would be no difficulty, therefore, in extending the Wilmington and Birdsboro' road to Pottsville, and we trust that the movement will be urged forward to completion. There was wisdom in the action of the Directors of the proposed new railroad to the city of Wilmington, in refusing to lease their improvement to the Reading railroad Company, or permitting them to subscribe to an amount of stock that would enable them to control its operations.

HOW MANUFACTURERS BENEFIT FARMERS.—Hon. D. J. Morrell has written a letter in reply to the question what amount of Western Agricultural produce the Cambria Iron Works, of which he is superintendent, now make a market for. He estimates the number of tons of rails produced by the Cambria Works for the year ending October 31, 1866, at 45,000, and the amount expended in living by workmen for each ton at $65, making a total of $2,925,000. Of this sum, $1,650,789 were paid to Western farmers; $319,050 to Southern farmers; $371,800 to Pennsylvania and Eastern, and to foreign farmers $175,500. Considerably more than half of the nearly three millions of dollars which are paid to the employees of this one manufacturing establishment go into the pockets of American farmers, and more than two-thirds of the sum which is distributed among the American farmers goes to the farmers of the West. Had the rails made by the Cambria Works been imported from England, not one-fifth part of the produce of Western farms, for which the Cambria Iron Works paid more than half a million of dollars, would have been exported to England, and for that fifth the farmers of the West would have received lower prices than were paid them by American mechanics.

JUSTICE TO WHOM JUSTICE IS DUE.—The Copperhead organs howl terribly about the legislation obtained to put down lawlessness in this County. This of course, is very natural on the part of those who are the apologists of crime, and we don't object to being abused a little from that quarter, (we should dread their favor), but we do not think they compliment the great ability of their members, when they state that, notwithstanding all their tremendous exertions, they were beaten by a "crazy" person. We merely allude to this subject to bestow a portion of the credit of obtaining the new criminal court, to whom it properly belongs. When we arrived at Harrisburg the last time, we found all our plans deranged, and the bill in a position where it was not likely to be reached this session. We made an effort to remove it from that position, but failed, when several persons from Schuylkill County, among whom were Messrs. Nice and Dewees, who, in connection with the Copperhead members had the thing "set up" as it termed, supposing that we were going to present a bill for Schuylkill County alone, which we had abandoned two weeks before, and the new bill which we had prepared we were not quite crazy enough to show to those whom we knew would bitterly oppose it. On the same day that we failed, they called up the bill knowing that we intended substituting another bill, but not the bill they supposed, and of course did not object to its substitution, but when the reading commenced and they found that the district was composed of Dauphin, Lebanon and Schuylkill, there was a rich scene in the House. At least a dozen members sprang to their feet at once and bellowed at the top of their voices that this was a most tremendous fraud upon the Legislature, and our friend Mr. Breen, we were informed, declared it was not a snake, but a great "sarpint." The opposite side of the House enjoyed the scene to their heart's content, it only having been equaled but once before during the whole session. The result was, that we secured the passage of the criminal court bill through the aid extended to us by this committee and our members, whom of course they consulted. It was an awful "sell," and resulted in this case as in many others, that those who dug a pit for their neighbors, fell into it themselves. But as these gentlemen appear to be too modest to assume the share in this legislation that they deserve, we have thought it our duty to lay their claims before the public as an act of justice, even to our adversaries.

LOCAL NOTICES.

WE ARE requested to announce that Dr. MONROE, the Nature Opathick or Mesmeric and Electrick Doctor, who has astonished multitudes throughout the north and west by curing the sick, and the afflicted, earning the fame to walk, the blind to see, the deaf to hear, without medicine or surgical operation, will visit this place and take rooms at the UNION HOTEL, Pottsville, Pa., from April 23d until May 12th, where he invites all afflicted to call. This is a mode of doctoring that has long been heard of and some have been eye witnesses to most wonderful cures wrought by this treatment. All should come out and get relieved of their bodily or mental afflictions whilst the Doctor remains in this place. April 20—1t-1t

MRS. SPOHN respectfully informs the citizens of Pottsville and vicinity, that she has reopened the ICE CREAM and CONFECTIONERY business at the old stand on Centre street, where she will be most happy to see all her old and new friends.

Ice Cream of all flavors and of the finest quality served at the shortest notice.

Pottsville, April 19, '67. 16-1f

FALL and Winter Underclothing can be obtained at D. A. Smith's, Centre street.

FRENCH PADDED LINEN DRILLS, a beautiful article, at D. A. Smith's, Centre street.

NEW WINTER CASSIMERES at D. A. Smith's Clothing Store, Centre street, Pottsville.

FRENCH, English and American cloths, all styles, and of the finest qualities, at D. A. Smith's, Centre street.

"fabricative steam engine packing.—for terms see no. 639 arch st., phila., and no. 26 dey st., new york." May 12, '66—19-1y

SEE A WOMAN in another column picking grapes for Speer's Wine. It is an admirable article, used in the hospitals and by the first class families in Paris, London and New York, in preference to Old Port Wine.—It is worth a trial, as it gives great satisfaction.

THE COAL TRADE.

Pottsville, April 20, 1867.

The quantity sent by Railroad this week is 62,175 11 tons; by Canal, 25,819 10; for the week 87,995 01 against 114,359 tons for the corresponding week last year.

The trade continues dull. At many of the collieries the men are standing out for higher wages. The truth is that wages for laborers particularly are too low at the collieries, and they can scarcely live at present prices of provisions, but it is well known that the price of coal has fallen more than any other commodity in the market, and even at present wages the operators can scarcely save themselves from loss.

The price of freight and tolls by canal to New York have been reduced from $3 to $2 90 per ton. Many boatmen would even load for less if they thought it would benefit the trade—but this is doubtful at present, without an increased demand for coal.

We can deeply sympathize with the people in regard at the disastrous state of business. Ever since the traitor Andrew Johnson gravitated down to the lowest depths of Copperhedism, the business of the Country has been pulled down with him. The people have no confidence in anything while he is at the head of the Government—they have no confidence in his Secretary of the Treasury, or any of his advisers, and there is no hope of much improvement until he is hurled from the seat he occupies by the representatives of an indignant people whom he has betrayed. And we were going to say also that the people are beginning to lose confidence even in Congress for their not acting more promptly in impeaching the miserable demagogue as a warning for all future traitor Presidents. We hope therefore the people will demand his impeachment at the next session, even if the members have friends appointed to offices by Andrew Johnson. Why should thirty-five millions of people be disgraced and their business almost ruined, because members of Congress have a few favorites in office, and a portion of the Senators have not sufficient back bone to do their duty to their God and their country in ridding the people of such a traitorous and corrupt man? No injustice could be done to Andrew Johnson even if they were to hang him. Better men have lost their heads for committing less outrages than he has.

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

	1866. WEEK.	1866. TOTAL.	1867. WEEK.	1867. TOTAL.	INC. & DEC.
P & R R R.	69,521	985,534	62,176	791,394	194,140
Schuyl Can	36,005	172,288	25,820	93,069	79,19
L Val R R.	29,657	555,476	34,661	430,692	124,784
Leigh Val R.	33,392	547,790	36,068	465,648	44,182
Scrant Sch.	22,834	348,516	28,191	341,311	92,795
" Nth	7,514	96,058	6,997	95,998	2,943
Penn. & C		100,719	19,525	159,636	58,517
By R Road			637		637
Del & Hud	25,500	28,960	43,320	105,505	62,545
Wyom Sch					
do Nth					
Shamokin	10,254	111,979	9,957	109,855	42,124
Trevorton	1,363	12,353	497	4,934	17,309
Short Mt.	1,036	6,183		5,066	11,177
L. V. Co.	1,348	4,047	1,397	10,761	6,123
Williamstn			1,100	12,425	12,425
Broad Top	6,351	55,161	6,8 3	57,339	2,178
	243,561	3,423,063	247,124	2,234,723	
		2,234,723	243,561		
		193,340	3,562		

The trade shows an increase over the corresponding week last year, notwithstanding the loss from Schuylkill County.

We have just learned that the collieries are nearly all standing idle at Locust Gap and in the Shamokin region in consequence of turnouts. We have not learned whether the collieries in the Lehigh region are in operation yet or not. Several were to start this week. From present appearances the supply of coal from this region this year will not be increased, but may be considerably diminished, unless a better demand springs up than at present. Many of the collieries were "robbed" last year and scarcely any preparations made for working this year, which will also tend to diminish the quantity.

Our correspondent at Mauch Chunk sends us the following rates of the cost of a ton of coal by canals from Mauch Chunk to Philadelphia:

Lehigh Canal toll	$0 84
Delaware Division do. to Bristol	26
Towage from Bristol to Philadelphia	08
Freight	1 00
	$1 68
TO NEW YORK.	
Lehigh Canal toll	$0 84
Delaware Division do. to outlet	26
Delaware and Raritan cut c to New Brunswick	30
Towage from New Brunswick to New York	22
Freight	1 25
	$2 87

We have received the following business circular for publication. We believe that an extensive wharf for the storage of coal, in order to save demurrage, when cargoes of coal are refused, which is frequently the case when the business is dull, would be of great advantage, if honesty carried out, and for the reputation of this firm as good and fair business men, we have no doubt but that our operators can place confidence in them:

COAL OFFICE OF HICKSHURE, BOWNS & CO.,
No 71 BROADWAY, FIRST WARD, (Hudson City.)
NEW YORK, April 19th, 1867.

To Coal Operators and Others.

We beg to inform you, that in addition to our Wholesale and Commission Business, we have recently fitted up, in the most complete manner, an extensive Wharf, at the foot of 20th Street, East River, for the Reception and Sale of Coal, and we desire to call your particular attention to the following important features which we propose to inaugurate in connection therewith, viz:—

To enable the miner and shipper of Coal to dispose of shipments "on the market" directly to the consumer; save the present immense losses by demurrage, towage, etc., etc.; avoid the great risk of sales (often made under the pressure of rapidly accumulating expenses) to irresponsible parties, and obtain at the same time quick returns in Cash.

In order to accomplish this, we will receive cargoes of good merchantable Coal at our Wharf, which we propose to sell either at Private or Public Sale, according to the instructions to be given by the consignor.

Our charges for receiving, storing and disp sing of the Coal and guaranty, will be a fixed amount per ton, in order that the shipper may know the exact expense of the operation.

As our Wharf arrangements are such as to enable us to put these charges at very low rates, and as we shall give a wide spread publicity to the sales, we hope to effect the very desirable and long wished for object of bringing the producers and consumers in direct communication, which must be advantageous to both parties.

Any further particulars that may be desired, will be cheerfully furnished by

Yours, respectfully,
HICKSHURE, BOWNS & CO.

Will remove May 1st to 111 Broadway, (Trinity Building,) Room 79.

THE PHILADELPHIA COAL EXCHANGE.

The people of Schuylkill County of all classes, including a large majority of the coal operators, have been extremely desirous to obtain other outlets to market. In doing so we have been openly and privately encouraged by many persons engaged in the coal trade both at home and abroad, assuring us of their support so soon as they were placed in a position to give it. In fact, the act incorporating the Manufacturers' and Consumers' Railroad Company was procured on the assurance that they would take hold of it and aid in its construction. These assurances were given, it is true, when coal commanded a higher price, the business prosperous, and more independence prevailed than now. We know that additional and cheaper outlets to market are desired by all those directly interested in Schuylkill County, and that they will use them when built. But the state of the trade and the fear of interference with their business prompts them to act differently now. To such a course, while human nature remains as it is, we do not complain, because it is human nature as generally exhibited in trade. To our utter amazement however, when at Harrisburg about two weeks ago, we learned that a committee of the Coal Exchange located in Philadelphia, visited Harrisburg ostensibly to have the cent a ton levied on coal to defray a portion of the expenses of the police, changed, but more particularly to defeat a couple of bills before the Legislature, one of which prohibited discrimination in cars among the trade, in order to protect those operators who dared exercise some independence in prosecuting their business. These bills were prepared in Schuylkill Co., to remove an alleged great evil, and which met the approbation of those to whom they were submitted, before they were presented to the Legislature. Members of firms who urged us to advocate new outlets to market, and approved of our course and considered such legislation necessary, we learn, visited Harrisburg and appeared before the committee to whom these bills were referred, and had them ignored in the committee on the ground, as Mr. James Neill informed us in rather an arrogant manner, characteristic of a purse-proud man, that the people of Schuylkill County had attempted to practice a "most outrageous fraud upon the Legislature." We use his own language, and we only allude to the subject to vindicate our citizens from such a false charge made upon them by one who has always been treated kindly and hospitably on every occasion. We were absolutely taken by surprise at this charge, and not having the petitions in favor of these bills at hand, we thought perhaps there might be some truth in the charge, and only repelled it moderately at the time; but on our return home we immediately examined the petition and found that there was not only no truth in the charge, but that it was based on a miserable quibble over a single word that would tend to disgrace a mere pettifogger. We found the petition to run as follows:

"The petition of the subscribers, citizens of Schuylkill County, and others who are interested in the coal business, respectfully sheweth, that bills have been presented to your honorable bodies with the following captions to wit." Here follows the petition, from which we extract that portion referred to:

"FIFTH. As the lateral railroads were chartered for the purpose of developing the coal lands, and as feeders to trunk lines, and as your petitioners have located their *works* on the laterals, while they were operated as contemplated by the charters, &c." It is true that the word business, might have been substituted for works; but the petition intended to embrace among the signers, all classes of the community, including those coal operators who were not afraid to sign it. There is not one particle of fraud in it. The petitions we learn were signed by about one thousand persons in Schuylkill County, including a number of the coal operators; and as the heading shows its character, that it was not intended for coal operators only, the charge of fraud falls to the ground; and we are not surprised that the committee, who, made the report, and tried to hold up upwards of fifty of our citizens to ridicule, suppressed their names in the report, and did not register their names at Harrisburg.—We learn that the committee who made that report, consisted in part of Col. Day, James Neill and W. Y. Agard. These men have now no interests in Schuylkill County as far as we can learn, but are middle men, whose interest it always has been heretofore, to reduce the price of coal almost to starvation prices, in order to put the largest share of profits in their own pockets. And when we see a Coal Exchange, purporting to be organized to advance the interests of the coal trade, soliciting the trade here to become members, and used for such a purpose, we cannot understand how our operators can consistently continue members of the same. Judging from its recent action on this and other questions, it is a mere "tender" used by some parties to obtain certain privileges for themselves from a great monopoly to the detriment of the trade here. If such is not the case, how can we account for such proceedings? If they were in a position not to approve of these measures, why not remain silent? They either voluntarily placed themselves in opposition to the interests of the people of Schuylkill County, or they were forced into the present position they occupy, by some controling power which they could not resist.

Everything in Schuylkill County depends on the coal trade. Independent of coal works, we have rolling mills, furnaces, machine shops, and in fact all kind of works erected on these laterals, together with large and populous towns, the people of which are interested in cheap transportation to market as much as those interested in mining coal, and it is on this miserable quibble that our people are charged with practising "an outrageous fraud upon the Legislature," and respectable citizens held up to ridicule because some of them are men of small means; but there are others who probably, are quite as wealthy as those who make this charge. We recollect very well when, many years ago, some of these coal dealers lived in this County, and they did not object to receive favors from even the humblest signer on these petitions, and it comes with an ill grace thus to slander our citizens by charging them with fraud when they did not even allude to or ask the Coal Exchange of Philadelphia to aid them in procuring the legislation they asked for.

We regret the necessity of these remarks, but we are determined to defend our citizens from such a false charge, and hurl back such a calumny, we care not from what quarter it may emanate.

!!!

Are there any private privileges granted by the Rail Road kinge of Fourth street, to their favorites in the coal trade? If not, why do some of our business men, coal operators and middle men, both secretly and openly, oppose every effort for protection against a tyrannical monopoly? If these men are not interested one way, are they not in another?

Those who read the signs of the times, predict great changes in the coal trade within the next few years.—The revolution will be effected by the community against the carrying companies, *or vice versa*. If against us, we shall be in the condition of the Wyoming mines, and shall be forced to sell our coal to the Rail Road companies for what they please to give.—After the dividends are declared on Rail Road stock, we should have little left for profit, since the active competition of other regions will force the price of coal down.

How many of our collieries would the reserved fund of the Reading buy at present? If they mean to buy them, would it not be the policy to force our operators to greater extremities? They control the wharves at Richmond, and under present circumstances, the whole business of this County.

THE MANUFACTURERS AND COAL CONSUMERS OF PHILADELPHIA.

The amount of coal sent from the Schuylkill Regions to the city of Philadelphia, was 854,174 tons, in 1866. Of this amount only 41,871 tons were exported. In addition to the above amount, there were 141 884 tons sent by the Lehigh mines, by way of the North Penna. R. R.; 174,608 by the Belvidere Delaware R. R., and 221,824 tons by the Delaware Division Canal; of these 538,173 tons, but a small portion passed beyond Philadelphia, and we, therefore, think safe in stating that the manufacturers and coal consumers of Philadelphia, used not less than 1,300 000 tons of Anthracite coal, in 1866. How much Bituminous coal from Clearfield Co., Pa., Broad Top and Cumberland, which came in competition with the Anthracite, is consumed, we cannot exactly determine, but think we may be safe in stating it at over 200,000 tons, since 265,720 tons were sent from Broad Top alone, most of which was used in Philadelphia. This makes the total consumed in Philadelphia, 1,500,000 tons.

This large consumption of coal taxes Philadelphia to a large amount, since by far the greater part of it was sold to the consumers at retail prices, costing the large manufacturers nearly as much as fuel costs the manufacturers of New York, notwithstanding that city is nearly double the distance of Philadelphia, from our coal fields since the competing lines of transportation have reduced their freights so much lower than those supplying Philadelphia, that the latter were compelled to allow a drawback of 50 cents per ton on all coal passing to New York. This benefits New York to the prejudice of Philadelphia, and is really a tax of $750,600 on the superior position and advantage of Philadelphia, in reference to her supply of fuel.

Another advantage possessed by New York, is the system of auction sales established there, which enables the large manufacturers to buy their coal at the lowest wholesale prices, or about 40 cents per ton less than the ordinary wholesale prices by the cargo. It is, therefore, clear that Philadelphia might save over $1,000,000 per annum, by having free access to our coal fields, over competing lines, costing for construction less than one-half the nominal stock value of the present monopolizing lines, or line, for they are controled by the same foreign corporation. The Philadelphia & Reading R. R. declares 10 per cent. on an enormous capital, which would now build two lines to Philadelphia, each having equal, or greater capacity, and there is no other way in which the manufacturers and coal consumers of Philadelphia can abate this evil, than by the creation of competing lines. It is natural and according to the usages of trade, that capital should make all the profits that can be secured by the laws of trade; but it is also human nature to take all the advantages which position, power, or a monopoly can yield, and this grasping, avaricious policy which is generally—but mistakenly—adopted by monopolists in the end, corrects the evil by creating opposition.

In the present case, there is no remedy but in competition, for even should the managers of the Reading line be inclined to make only fair dividends on the actual cost of their improvements, their foreign stockholders would not tolerate so wise a policy. They would not be content with 5 per cent. on even $20,000,000, though that is above the average of English investments, much of which returns only three per cent.

COAL FREIGHTS.

Freights from Pt. Richmond (Philada.			
Boston	$ 25	Norwich	$ 25
Bath	2 60	New Bedford	2 25
Commercial Point	2 25	Newburyport	2 25
Chelsea	2 50	Portsmouth	2 75
Charlestown	2 70	Neponset	2 75
Cambridgeport	2 50	Portsmouth	2 50
Dighton	2 50	Portland	2 25
Fall River	2 00	Providence	2 00
Gloucester	2 75	Roxbury	2 45
Key West	3 50	Beverly	2 75
Lynn	2 70	Davenport	2 75
New York	1 85	1 40	Newburg	2 85
Plymouth	2 75		

All vessels not in been engaged for week.

Freights from Georgetown or Alexandria.	
To Philadelphia	$1 50@
New York	2 25@
Boston	3 00@

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA.

April 19, 1867.

Schuylkill Red Ash Prepared	5 00@5 25	
" Chestnut, " "	3 50@	
" White Ash Lump & S Boat	4 25@	
" Broken, " "	4 25@	
" Egg and Stove, " "	4 25@	
" Chestnut, " "	4 50@	
Locust Mt. Lump, St. Boat	4 35@4 50	
" " Broken	4 25@4 50	
" " Prepared	4 35@4 50	
" " Chestnut, " "	3 50@	
Hill & Harris, St. Boat & Broken	4 75@	
" " Lump & Stove	4 75@	
" " Egg " "	4 50@	
" " Chestnut, " "	3 50@	
Lorberry Coal	4 75@	
Franklin, (Lykens Valley)	5 00@	
Lehigh Lump, St. Boat & Broken	5 25@	
" Prepared, " "	5 25@	
" Chestnut, " "	4 25@	
Broad Top	5 00@	

Lehigh Coal at Elizabethport.

Lump, by Cargo	7 00@	
Stove and Broken " "	6 50@	
Egg and Stove " "	7 00@	
Chestnut " "	5 50@	

Scranton Coal at Elizabethport.

Lump, by cargo	$ @5 00	
Grate, " "	@6 50	
Prepared, " "	6 25@6 50	
Chestnut, " "	5 00@	

AT NEW YORK.

April 19, 1867.

Schuylkill Red Ash by Boat Load	$ 6 25@	
" Chestnut, " " "	4 50@4 75	
" White Ash Lump	5 75@	
" Steam Boat	5 25@5 75	
" Broken	5 50@5 75	
" Egg	5 50@5 75	
" Stove	5 75@6 00	
" Chestnut	4 75@	
Lehigh White Ash Lump	@	
" Steam Boat	@	
" Broken	@	
" Egg	@	
" Stove	@	
" Chestnut	@	

AT BALTIMORE.

April 19, 1867.

Wilkes're & Pittston W. A.-wholesale	6 50@6 75	
" " " -retail	6 50@8 00	
Lykens Val. & Sunb'y R. A. wholesale	6 50@6 75	
" " " retail	7 50@8 50	
Shamokin, white or red ash wholesale	5.75@6 00	
" " " retail	7 25@7 75	
Georges' creek and Cumberland Coal	5 25@5 40	
C. & I. at Locust Point for shipping	$7 00@	
Georgetown D	5 00@5 25	

Georgetown Coal Trade for 1867.

Amount transported during the last month:

	MONTH.	TOTAL.
Lorberry Creek	3,849 14	12,283 09
Good Spring	3,925 09	8,599 01
Union Canal Railroad	7,393 03	20,650 10

Schuylkill Co. Railroads, for 1867.

The following is the quantity of coal transported over the following Railroads for the week ending on Thursday evening last:

	WEEK.	TOTAL.
Mine Hill & S. H. R. R.	25,985 01	310,200 12
Schuylkill Valley	4,464 05	54,104 10
Mt. Carbon	440 06	5,741 11
Mill Creek	8,715 14	75,751 14
Mahanoy & Broad Mt.	33,411 02	158,751 09
Little Schuylkill		

BLACK BAND IRON ORE.

Sent over the Mill Creek Rail Road for the week ending on Saturday last.

Week	46 15
Previously	2,781 17
Total	2,828 12

Coal Trade by Railroad and Canal 1867.

	RAILROAD.	CANAL.
St. Clair	26,370 12	
Port Carbon	7,967 05	10,001 10
Pottsville	71 01	173 00
Schuylkill Haven	13,047 19	12,345 00
Auburn	3,027 05	
Port Clinton	11,231 05	3,300 00
Total for week	62,185 11	25,819 10
Previously this year	729,918,15	68,149 02
Total	791,234 06	93,968 12
To same time last year	980,116 03	172 287 10
Increase		
Decrease	188,721 17	78,319 18

Lehigh & Mahanoy Coal Trade for 1867.

Week ending with last Saturday.

NAMES OF SHIPPERS.	WEEK.	TOTAL.
Trenton Coal Company	131	528
Mount Etna		43
Mahanoy Co	1,002	3,514
Delano Colliery	1,389	21,536
Glendon Coal Company	988	6,700
Rathbun, Stearns & Co	181	12,413
E. S. Silliman	2,114	32,107
McNeal Coal & Iron Company	2,683	21,840
Erickenbocker Coal Company	736	11,194
Thomas Coal Company	838	8,033
Williams & Herring	241	8,830
Coal Mountain		
Other Shippers		10
Total	10,924	125,553
Corresponding week last year	4,027	74,701
Decrease		
Increase	6,117	50,857

Lehigh Coal Trade for 1867.

For week ending on Saturday last:

OPERATORS.	RAILROAD. WEEK.	RAILROAD. TOTAL.	CANAL. WEEK.	CANAL. TOTAL.
Hazleton	3,021	5,247	715	715
Sugar Loaf	1,373	7,814		
Mt. Pleasant		34		
Jeddo	2,787	12,131	452	452
Harleigh	172	1,188		
Coxe Bro & Co			96	96
Silversmith Coal Co	1,450	3,080	630	630
Stout	238	737	443	443
Council Ridge	1,328	11,669	1,035	1,035
Black Mountain	1,058	7,128	1,538	1,538
New York & Lehigh		21,582		
Honey Brook Coal C		30,055		
German Pa. Coal Co		8,096		
Spring Mt. Coal Co.	2,155	23,237	96	96
Coleraine	2,637	28,346		
Beaver Meadow		85		
John Connery	38	1,031		
Lehigh Zinc Co				
J. B. Rober & Co				
McNeal	2,996	22,076		
Knickerbocker Co	728	10,782	97	97
Coal Run Coal Co				
Rathbun Caldwell Co	253	12,626		
Glendon Coal Co	840	6,562		
Mahanoy	1,233	3,808		
Delano Coal Co	1,537	21,422		
B. Reyers		31		
Silliman	2,059	31,769		
Baltimore Coal Co	633	19,908	218	218
Pennsylvania	155	6,985	289	289
Andenried	101	3,080	313	313
Lehigh & Susq. Co	270	9,717	191	191
Landingmen	176	7,868	99	99
Wilkesbarre	1,897	33,918	2,147	2,147
Warrior Run	225	3,048	96	96
Parrish & Thomas	546	15,942		
Leh. Coal & Nav Co			91	91
Packer, Skeer & Co			95	95
Other Shippers		49		
Mt. Etna		58		
North Mahanoy				
Water Bro. & Co				
N. Jersey Coal Co	215	6,824		
John Lanbach & Co				
Green Coal Co	131	625		
Union Coal Co	107	6,965	371	371
Wyoming Coal Co	147	11,202	361	361
	34,641	430,692	9,654	9,669
	9,659	9,651		
Total by R. & Canal	44,320	440,343		
Same time last year	63,045	609,26		
Increase				
Decrease	18,725	168,911		

FISK & HATCH,

BANKERS,

AND DEALERS IN

Government and other Desirable Securities,

NO. 5 NASSAU STREET, NEW YORK,

RECOMMEND TO INVESTORS THE

FIRST MORTGAGE BONDS

OF THE

CENTRAL

PACIFIC R. R. CO.

This Company is constructing under the patronage of the

United States Government,

The Western end of the

Great National Railway Across the Continent.

Their line will extend from Sacramento, California, across the Sierra Nevada to the California State line, traversing the RICHEST AND MOST POPULOUS SECTION OF CALIFORNIA, and thence through the GREAT MINING REGIONS OF THE TERRITORIES to the vicinity of Salt Lake City.

It forms the SOLE WESTERN LINK of the only route to the Pacific which is adopted by Congress and AIDED BY THE ISSUE OF UNITED STATES BONDS.

Their road is already completed, equipped and running for 94 miles from Sacramento to within 18 miles of the summit of the Sier as, and a large amount of the work of Grading, Tunnelling, &c., beyond that point has been accomplished.

The FIRST MORTGAGE BONDS of the Company afford unusual inducements of Safety and Profit to investors, for the following among other reasons, viz:

First.—The rate of interest is SIX PER CENT. IN GOLD, payable semi-annually in the City of New York.

Second.—The PRINCIPAL is payable IN GOLD at maturity.

Third.—The cost of the Bonds, NINETY FIVE PER CENT and accrued interest, is TEN PER CENT. less than that of the cheapest Six Per Cent. Gold Bearing Bonds of the Government.

Fourth.—The UNITED STATES GOVERNMENT PROVIDES NEARLY HALF THE AMOUNT NECESSARY TO BUILD THE ENTIRE ROAD, AND LOOKS MAINLY TO A SMALL PERCENTAGE ON THE FUTURE TRAFFIC FOR RE-PAYMENT.

Fifth.—Owing to the liberal provision, accompanied with EXTENSIVE GRANTS OF PUBLIC LANDS, by which the Government fosters this great national enterprise, ITS SUCCESS IS REASONED CERTAIN, AND ITS FINANCIAL STABILITY IS ALTOGETHER INDEPENDENT OF THE CONTINGENCIES WHICH ATTEND ORDINARY RAILROAD ENTERPRISES.

Sixth.—The Security of its FIRST MORTGAGE BONDS is therefore AMPLE and their character for safety and reliability is equaled only by that of the obligations of the GOVERNMENT ITSELF.

Seventh.—The net earnings of the completed portion are ALREADY LARGELY IN EXCESS OF THE INTEREST OBLIGATIONS WHICH THE COMPANY WILL INCUR ON TWICE THE DISTANCE, and are are ally increasing, rendering the UNINTERRUPTED PAYMENT OF INTEREST ABSOLUTELY CERTAIN.

Eighth.—At the present rate of Gold they pay nearly 9 PER CENT. per annum on the amount invested.

The Bonds are issued in denominations of $1,000 with semi-annual Gold Coupons attached, payable in New York, and are offered for the present at 93 per cent. and accrued interest (in currency) from Jan. 1st.

Orders may be forwarded to us direct, or through the principal Banks and Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes. National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address the Express free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 Nassau Street, New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds. Also,

GOVERNMENT SECURITIES WANTED.

ALL DESCRIPTIONS OF GOVERNMENT SECURITIES KEPT CONSTANTLY ON HAND, AND BOUGHT, SOLD, OR EXCHANGED.

Gold Coin and U. S. Coupons bought, sold and collected.

DEPOSITS RECEIVED ON LIBERAL TERMS, SUBJECT TO CHECK AT SIGHT.

Collections made throughout the country.

Miscellaneous Stocks and Bonds bought and sold at the Stock Exchange on commission for cash.

SPECIAL ATTENTION GIVEN TO THE EXCHANGE OF 10-40 GOLD 6 PER CENTS FOR THE SERIES FOR THE NEW FIVE-TWENTY BONDS OF 1865, ON THE MOST FAVORABLE TERMS.

April 20, '67 16 2m

IRON AND STEEL,

WIRE ROPE,

MANUFACTURED BY

JOHN A. ROEBLING,

TRENTON, N. J.,

FOR INCLINED PLANES, MINING, STANDING SHIP RIGGING, SUSPENSION BRIDGES, F