Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JUNE 29, 1867.

UNION STATE TICKET.

FOR SUPREME JUDGE,

Hon. HENRY W. WILLIAMS of Pittsburgh.

FOR A CONVENTION

TO AMEND THE STATE CONSTITUTION

We raise the above Banner, and intend fighting it out on this line.

We propose in the Constitution, increasing the number of Representatives to 400, and Senators 100, limiting the sessions to 40 days with pay at $6 a day. The Representatives to be elected from single districts throughout the State.

Prohibiting by law for all corporations beyond the capital invested in enterprise, and no special laws.

All corporations with an income not exceeding $20,000 to be taxed by the current year.

For the balance of the business of the State, 40, and not 150 days, would be sufficient for all the legislation the people require. This is the only plan to break up the present corrupt system, because large bodies in short sessions are not so liable to be corrupted.

TO SUBSCRIBERS.—Bills for subscription to the Journal are transmitted this week to a number of subscribers. We trust that our patrons will act as in former years, promptly remit the amounts. Although small in individual cases, yet in the aggregate these bill make a considerable amount, and are very important to enable us to liquidate liabilities which we daily contract in the publication of the Journal. We shall feel obliged to all our subscribers to whom bills are sent, if they will immediately comply with our request.

The letter of "J. L." dated "Hankow, China," will appear in our next. We have not space for it this week.

The Reading Railroad Company has declared a dividend of five per cent., payable on and after the 15th proximo.

Lee M. Morton, Esq., has assumed editorial control of the Miltonian, an uncompromising and most excellent Republican journal.

The Surratt trial is drawing its slow length along. Two or three weeks may elapse before it is concluded. The evidence against him is strong.

Buckwheat.—Stock improvement of Allen & Needles' ammoniated fertilizer, which has the reputation of being most excellent for raising buckwheat.

West Grove Female Seminary, Chester Co., Pa.—The duty of this Institution will be resumed on the 7th of the ensuing month. It is an old established institution, and has the confidence of the public. Read our advertisement.

Gov. Geary is the right man in the right place. Some employees of the State, having recently been detected in purloining public property, he is determined that every man employed at the expense of the Commonwealth, who is charged with being implicated in the transaction, shall have his acts investigated and, if guilty, be punished.

While we hoped that Hon. E. O. Parry would be selected as the Union candidate for the Supreme Bench, in consequence of his many excellent qualifications, we yield to the choice of the majority, and promise Judge Williams our hearty support, as a gentleman who is an accomplished lawyer and strong candidate.

Letters received in Washington from prominent members of both houses of Congress indicate that at the coming meeting of that body the provisional governments now existing in the South will be entirely abolished, and the territorial plan, advocated by Senator Sumner and Hon. Thaddeus Stevens some time ago, adopted. Prominent Southern Unionists declare that while these governments remain in force thorough reconstruction is impossible

On Monday the Masonic fraternity of Boston dedicated a magnificent new temple in that city. President Johnson and Postmaster General Randall, being Masons, participated in the dedicatory services, which were conducted by the Grand Lodge of Massachusetts. After the private ceremonies were concluded, a procession took place in which there were ten thousand Masons, many of them from the different States of the Union. The entire affair is described as having been very brilliant.

There can be no doubt that when the Indian troubles subside, and railway communication is established between Colorado and the East, those interested in mines in Colorado, will realize a rich return for their investments. They must however, have patience. The auriferous wealth of Colorodo is great, and the majority of the mining companies, will we believe, yet be successful, if their agents are good men and their machinery for reducing the ores, the best.

The Impeachment Investigation.—Washington despatches state that the evidence already in possession of the committee is deemed sufficient to warrant the impeachment of the President, provided the majority in Congress should deem such a course expedient. The testimony is all printed, and, with the report of the committee, will be laid before Congress as soon as it meets.—It contains some startling disclosures, and when published to the country will give a great impetus to the impeachment movement.

General Sickles, in his letter asking to be relieved from the command of his military district, and requesting a Court of Inquiry, says that he does this in order that he may vindicate himself "from the accusation of the Attorney-General, published, it is presumed, with the approval of the President." He adds that "Congress having declared these so called State Governments illegal, the declaration of the Attorney-General, that military authority has not superceded them, prevents the execution of the Reconstruction acts, disarms me of means to protect life, property or the rights of citizens, and menances all interests in these States with ruin."

"The Weekly Innocent Owl" is the name of a new "funny" paper published at 117 Nassau street, New York, by Edwin N. Bower. It is decidedly, the best effort in that line, we have seen emanate from "Gotham" for a long time, and if the editor continues to manage its columns with the ability displayed in the first numbers, the "Owl" will without doubt, be long lived and prosperous. It seems difficult to establish papers devoted to the humorous, in this country, but the taste for good publications of this character, is increasing, and conducted properly, there is no reason why the "Owl" should suffer the fate of so many of its predecessors—an early death.

On the First Page of the Journal to day we publish a speech delivered by Judge Kelley after he returned from his late Southern tour. In it he gives a very interesting narrative of what he saw in the South, how he was received and listened to, and speaks of the impressions made upon his mind. He dwells with enthusiasm upon the rich resources, agricultural and mineral, of that section, and advises emigration to it and the investment of capital.

We might add to Judge Kelley's most admirable advice and views, the suggestion that Congress at its approaching July session, and we rejoice to know that more than a quorum has been secured for it, should see that three measures are firmly established in the national policy. 1. The Reconstruction Act should be placed beyond the reach of a bad man to meddle with and further delay the reconstruction of the rebel States. 2. An adequate Protective Traiff should be passed, not only for the benefit of Northern manufactures, but to encourage and diversify industrial pursuits in the South, and thus add to the wealth of the country. 3. Andrew Johnson should be impeached.

Let these things be done, and peace will be fully restored, and the South which possesses a genial climate, a fertile soil, and mineral wealth beyond computation, will with an influx of intelligent labor, of testering capital, and education, soon rival in prosperity the most favored of the States of the North.

THE SUPREME COURT JUDGESHIP.

In another column we publish the proceedings of the Republican State Convention which resulted in the nomination for the Supreme Bench, of Hon. Henry W. Williams, of Pittsburgh, generally acknowledged to be one of the ablest judicial officers of the State, he having for some years been a Judge of the Common Pleas of Allegheny County. He is not only a sound and vigorous man, mentally and physically, but he is sound on those progressive principles which identify the Republican party with every measure calculated to benefit the people and enhance the prosperity and greatness of the country. The selection is excellent, and our candidate will roll up unprecedentedly large Republican majorities in Western Pennsylvania, and carry the State by a handsome majority.

The following are the remarks made by President Johnson on his arrival in Boston on Saturday night last. Evidently, Andy was a little "how came you so?" when he uttered them:

Fellow-Citizens of the State of Massachusetts:—In being introduced to you here to-night it is for the purpose of informing the crowd that so far as I am concerned there will be no speech on this occasion. It is not my purpose in visiting Massachusetts on this occasion to make speeches. I have come to Massachusetts for two reasons, one of which is that it has been a long time a desire on my part to visit the State of Massachusetts, one of the glorious seates of this confederacy. [Cheers.] This is one of the reasons why I am here. There is another, it is true, to which I shall not allude on this occasion. In presenting myself here, and in being introduced to you tonight by your distinguished representative, the Mayor, it is for the purpose of informing you that I shall not make a speech or address on this occasion. [Cries on the outskirts of the crowd "Three cheers for Congress," which were at once given.] The manner, the cordial manner in which I have been received by the people of this State on this occasion will make a deep and lasting impression on my heart; and so long as my heart shall continue to send forth one single kind emotion, just so long will the impression remain indelibly upon it which has now been made by the people of Massachusetts since I have visited this State. Though a stranger to you, and though there has much been said about party and all that, my business here has no reference whatever to party. In paying your respects to the Chief Magistrate of the nation, it is done, as I understand, irrespective of party. I stand before you to-night as your fellow citizen, and, as I have just remarked, as the Chief Magistrate of the nation; and the manner in which I have been received as a citizen of the United States and as the Chief Magistrate of the nation is peculiarly gratifying to me, and I think will not destract from your reputation or character. I must say, though, after being introduced, that I am proud to have it in my power to declare on this occasion, notwithstanding we have been divided and severed in twain, as it were, that the bow of peace is set in the cloud, and that the day is coming when reason and truth will resume their empire. The day is coming when a returning sense of justice, when a redeeming spirit, will restore this people and make them again united and feel as brothers. [Cheers.] I feel that the time is coming when we can utter and proclaim that great sentiment that the world is our home and every honest man our brother. [Cheers.] Then, my countrymen, in conclusion, and bidding you good bye here tonight, let me tender to you—and when I do so I do it in the utmost sincerity—let me tender to you my sincere thanks for the demonstration which you have made, and for the cordial feeling you have manifested in receiving me in your midst; and in retiring from you to-night let me bid you good bye and tender you my heartfelt thanks for the cordial and kind manner in which you have received me on this occasion. Then good bye, and take with you the best blessings of Heaven upon your heads. [Loud Cheers.]

Some of our Cotemporaries seem to think that the triumph of their cause depends, like the fate of Jericho, upon the amount of noise made—in these days of refinement and luxury, an article of that intrinsic merit is soon appreciated; hence the unbounded and unparalleled success of PLANTATION BITTERS.

This remedy has ever and always been found reliable. As a gentle stimulant and tonic appetizer it cannot be excelled. It is no doubt a severeign remedy for stomachic disorders—for Dyspepsia, Liver Complaint, and in stimulating a healthy appetite.

Magnolia Water.—A delightful toilet article—superior to Cologne and at half the price.

LOCAL NOTICES.

Mrs. Sporn 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-tf

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

Gloves, Neck-ties and Hose, to suit every taste, and at reduced prices, at D. A. Smith's, Centre street.

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.

French Padded Lines Drills, a beautiful article, at D. A. Smith's, Centre street.

THE COAL TRADE.

Pottsville, June 29, 1867.

The quantity sent by railroad this week is 31,593 00—by canal, 33,111 09—for the week 114,704 09 tons against 138,932 tons for the corresponding week last year.

We have no new feature to note in the trade which continues dull with no improvement in prices. At the present prices operators have little or no profit, while miners' wages cannot go any lower and allow them to live. With transportation as high as it is, and the cost of living still so high, this Region is in a peculiarly unfortunate condition as regards the coal trade. While the decrease from all the regions up to this time, as compared with last year is 151,496 tons, the decrease from this Region is 423,914 tons. While we have thus gone behind, the Pennsylvania Coal Company (by rail) has increased its tonnage, 241,088; Scranton, South, 113,777; Lehigh Valley Railroad, 57,775, and so on. The table below shows the increase and decrease from all the regions.

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

1866.	WEEK.	TOTAL.	1867. WEEK.	1867. TOTAL.	INC. & DEC.
P & R R R.	97,997	1,827,549	81,593	1,567,295	260,950
Schuyl Can	40,925	650,986	33,111	397,272	253,664
Lv Val R R.	44,892	852,112	46,059	909,887	57,775
Lehigh Can	36,189	829,017	33,993	920,041	69,076
Scrant Sth	23,793	478,862	23,772	592,639	113,777
" Nth	9,471	187,628	11,051	781,344	6,184
Penn. C. Co. by R Road		99,593	20,413	340,681	241,088
By Canal	706	7,573	1,301	7,466	891
Del & Hud	42,992	467,674	41,165	458,776	11,103
Wyng Sth		142,053		17,869	124,184
" Nth					
Shamokin	13,439	235,000	12,211	211,916	23,948
Trevorton	1,339	22,199	1,832	19,621	2,578
Shot Hill		12,215	1,745	22,153	5,034
L. Co.		28,980	1,569	24,711	1,430
Williamsp		13,248	3,021	89,569	23,321
Broad Top	7,746	153,663	4,093	111,081	42,582
	321,998	5,819,075	317,517	5,161,579	
	317,517	5,161,579			
	13,731	151,496			

In Union there is Strength.—We are glad to see our coal operators associating and combining for their own protection. It seems to be impossible for the miners and shippers of coal to act harmoniously with the "middle men," or simply coal dealers, nor does it appear practical, under present circumstances, for the different regions to act in concert. The experience of the Philadelphia Coal Exchange develops an incompatibility of interests, which cannot be reconciled while we are under the control of the Reading corporation, and in no condition for favorable competition, in consequence; while the influence of this company seems to be all powerful in the Philadelphia Coal Exchange. But, be this as it may, the coal trade of the Schuylkill Region has not been properly represented at the Exchange. Our coal miners and shippers can have no influence there, unless they are represented in a body, and the apathy and neglect shown by the Schuylkill members, proves that they feel no disposition to attend.

If we now succeed in associating, as common prudence and good sense would suggest, we shall have strength and influence enough to protect ourselves and take concerted action for the improvement of our facilities in reaching market, under circumstances equally favorable with our competitors. We shall also be in a condition to meet the trade of other regions as a body, for the enactment of such rules and regulations as prudence may dictate to govern the trade generally. In no other way can the several regions associate in a practical manner. The Coal Mining Association of the Schuylkill Region is not a rival of the Philadelphia Coal Exchange; nor in opposition to the associations of other regions. It is or should be, only a branch, or a local organization to protect our local interests, and for the purpose of acting in a body when general questions affecting the interests of the whole region, arise for discussion and settlement.

But under present circumstances there are important matters affecting this region, in which we are deeply, and in fact, vitally interested, which would be adversely considered by other regions. For instance, we not only need, but must have a direct outlet for our coal to New York, during the entire year, in order to be placed on the same footing with other regions. We have been suffering for years under this disadvantage and are now compelled to take into consideration seriously, the ways and means of its accomplishment.

In this we cannot act in concert with other regions, because it is a local question, and one which would naturally be opposed by our competitors as a rival line. We do not suppose they would be selfish enough to oppose openly such an attempt to place ourselves on equal terms in the market, but human nature is always more or less actuated by self interests.

We have the practical demonstration of the benefits conferred on our competitors in the coal trade, by the operation of numerous and rival lines of transportation, and particularly of the economical workings of independent coal lines or heavy traffic Rail Roads for the exclusive conveyance of coal, in the example of the Delaware & Hudson Canal Company's and the Pennsylvania Coal Company's gravity roads.

They are more distant from market than we are; have high mountains to cross, and have smaller and less productive coal-beds, and yet they meet us in market with decided advantage.

The New York Tribune lately stated the Schuylkill Region can now only supply such coal as other regions cannot produce. This seems to be the case, if we may judge from the returns of the coal trade, and results from no other cause than the disadvantages of transportation. Natural, we are in the most favorable position for competition in the trade and whenever we have the public spirit and the enterprise to accept and improve unnatural facilities, the disadvantages under which we now labor will disappear. We can construct and equip a coal-road from our mines to Raritan Bay, over easy grades for one half less than the present capital of the Reading line, that will be able to carry double the quantity of coal which can be carried on that line under present circumstances, and at half the present prices of transportation.

This line would place us beyond the effects of injurious competition in the New York markets. It would enable us to double our present trade and make a fair profit on every ton of coal sold. We do not think it would seriously injure any other region. It would have the effect to restore the increase of the coal trade to its proper proportions, and make the drain on the trade of each coal field more equal to their mineral resources.

At present the increase is entirely out of proportion. The trade is increasing in the comparatively shallow basins and small fields of the Lehigh and Lackawanna, and decreasing in the deep basins and more extensive fields on the waters of the Schuylkill and Mahanoy.

There is a project now on foot which will still increase this disproportion and still more seriously injure this region, unless we go earnestly and manfully to work for self-protection.

A short connecting link is now only required to provide a direct line of Rail Road from the upper end of the Wyoming coal-field to Boston. A great part of this line—connecting with the Pennsylvania & Delaware & Hudson Canal Companies roads—is a heavy traffic line, and built expressly for the transportation of coal. These lines connect near Albany with the Massachusetts Western Rail Road, and these provide a new and direct line from the Luckawanna and Wyoming mines to the East, passing through some of our most important cities.

We must look to our interests and consider the necessity of providing means to retain our portion of the trade or retire from the mining business. There are no pros and cons about this matter. We have only one remedy, and simply act the part of self-destroyers unless we apply it.

We have two opportunities now offered us to increase our facilities, one to New York under the protection and influence of the great Pennsylvania Company, now controling the Union Pacific Railway, and another to the waters of the Delaware via. Wilmington under the energetic management of S. Dutton Steele. If we go to work earnestly both these lines will be constructed with but little expense to ourselves; while our interests will be guarded by corporations more powerful than the one under which the interests of the region are now suffering.

It cannot be expected that others will move in our interests alone, or consult our business facilities unless we identify ourselves with the movement, and put our hands to the work. It is unreasonable and inconsistent to expect such a one sided enterprise, as long as so much apathy and indifference are manifested by our miners and business men.

If ever there was a time in our history when public spirit and energetic action was needed to preserve our public and private credit, and secure the necessary business facilities it is now. Every business man in the community is interested, and ought, as a matter of duty, to consider this his own private concern.—Agitate, discuss—turn it over and over, it will only appear the more necessary and important.

In "union there is strength." Let us unite and accomplish the great work now so imperatively demanded by our necessities. We are weak only in our single efforts; united, this great region is capable of doing wonders. Their are no impossibilities in this question.

[COMMUNICATED.]

Editors Miners' Journal:—Gentlemen—I notice in your last issue an article on "Patent fuel" copied from the Sunbury Gazette, to which I must make an objection. It is claimed that the Markley & Bardwell patent fuel, which by "actual test contains 20 per cent. of volatile matter, and is therefore, equal to 4.04 cords of dry pine wood, or 2¼ tons of Anthracite." It also states that a ton of Welsh steam coal, which yields 11 per cent. of volatile matter, is equal to 2.4 cords dry pine wood—which is I presume, correct. Good Cumberland steam coal, which contains from 19 to 16 per cent. of volatile matter, principally hydrogen, is equal to 3 cords of dry pine wood. Yet for steam purposes a ton of good anthracite is fully equal, therefore the fact that the patent fuel contains "20 per cent. of volatile matter" does not make it equal to 2¼ tons of anthracite. Such a statement is absurd.

According to this reasoning a ton of good Kanawha coal, or a ton of Westmoreland gas coal, which contains from 36 to 40 per cent. of volatile matter, must be worth two tons of Markley & Bardwell's patent fuel and five tons of anthracite!

I have no doubt, in fact I am confident that the refuse anthracite may be made use of economically, but it will never be worth more in the market than the solid coal as put up by nature.—Anthracite for some purposes and Bituminous for other purposes, where volatile matters and a quick heat is required. When this waste can be put up at less cost than our mineral fuel can be mined, then it may and will be profitably used, but this cannot be done by the admixture of coal tar, petroleum, pitch, rosin or other costly Bituminous substances, except in the cities or other places remote from the mines. There are however, substances cheaper than coal itself, which can be made use of economically but we doubt the availability of the Markleyand patent fuel at the mines while coal remains at its present prices.

I would suggest the use of our waste coal, as it comes fresh from the mines and before it is mixed with slate, bone and rock on the "dirt bank"—as all our waste is now—for the generation of steam under mine boilers. This would save six pounds of coal per horse power per hour, or 1 tons per 100 horse power in 24 hours and not only save the trouble and expense of elevating and hauling away the dirt, but save us from the inconvenience and annoyance of the unsightly mountains of coal dust, which now disfigure our villages.

There is nothing impractical about this plan.—all that is required for the use of the finest coal dirt under the Boilers is an additional boiler and larger fire surface, with the use of a small blower, or steam jet.

I do not write this for the purpose of throwing cold water on any mode of economizing our waste coal, but to show that there must be some more practical statement referred to, or the whole matter a humbug. Will not the patentees give us the facts?

St Clair, June 24, 1867. Practical.

THE NEW YORK & SCHUYLKILL COAL COMPANY solicit from experienced parties, proposals for leasing the six Collieries here-before worked by the Company, and known as BECKSCHERVILLE, THOMASTON, BLACK HEATH and FORESTVILLE, situate in Cass Township, Schuylkill County; also, OTTO WHITE ASH and OTTO RED ASH, situate in Reilly Township.

They are in good order, with machinery complete, and coal can be shipped from them without delay.—The average distance from the collieries to Schuylkill Haven is 7 to 10 miles.

The collieries may be examined by application to W. G. BIRNEY, Clerk, at the office of the Company, Woodside.

For terms, &c., address O. W. DAVIS, President, Woodside, Schuylkill County; or No. 26 Exchange Place, New York.

Woodside, June 27 '67 26-4t.

NOTICE.—Mr. Wm. Reed having withdrawn from the firm of SHARPE, WEISS & CO., the remaining partners will continue the business of mining and selling Coal as heretofore, and settle all outstanding accounts; the name and style of the firm being unchanged. They take this opportunity to return thanks to their former customers, and ask a continuance of their orders for Council Ridge Coal, which they are prepared to forward in fine order and in increased quantities; having recently added to the productive capacity of the Colliery, they will use their best efforts to deserve the patronage of those needing a superior article of fuel.

SHARPE, WEISS & CO.

OFFICES: {136 Walnut Street, Philadelphia, and Eckley, Luzerne County, Penna.

June 22, '67 25-4t

THE Co-Partnership heretofore existing between SOWER & REED, is this day dissolved by mutual consent. James M. Reed is alone authorized to settle the outstanding business of the late firm. J. R. SOWER,

Boston, May 31, '67 JAMES M. REED.

THE subscriber respectfully informs the trade that he has been appointed Sole Agent for the Eastern Market, of the firms of Dovey, Bulkley & Co., and John J. Dovey, Son & Co., of Philadelphia, Miners and Shippers, respectively, of the Preston and Gilberton Coals. He is now prepared to supply all orders for these celebrated Coals.

JAMES M. REED, No. 19, Doane Street.

June 22, '67 Sole Agent for the Eastern Market. 25-

JAMES M. REED,

No. 19 Doane St, Boston,

ANTHRACITE AND BITUMINOUS

COALS.

SOLE AGENT, FOR EASTERN MARKET, OF

Dovey, Bulkley & Co., Miners and Shippers of Preston Coal.

John J. Dovey, Son & Co., Miners and shippers of Gilberton Coal.

June 25, '67 22.

Rates of Tolls and Transportation.

JUNE 1, 1867.

Philadelphia and Reading Railroad.

From Pottsville to Philadelphia	$2 17
do do Port Richmond	2 07
do do New York, drawback off	2 80
Schuylkill Navigation.	
From Pottsville to Philadelphia	2 00
do do New York, drawback off	2 70
Outer Arrows	
From Mauch Chunk to Philadelphia, Canal, including unloading	1 88
do to Philadelphia, via North Penna. R. R.	2 00
do to Elizabethport via N. J. Central R. R.	2 03
do to Port Johnson	2 10
do to New York	2 28
do to New York via Del. Div. and Raritan Canal, including unloading	2 07
do to New York via Morris Canal	2 22
do to Hoboken via. Morris and Essex R. R.	2 10
do to New York	2 20

From Elizabethport to Buffalo, via New York Central, a distance of about 450 miles—freight, $6 62—toll, 78 cents. $7 40

The shipping expenses at Elizabethport and Port Johnson vary from 25 to 30 cents.

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a.

Boston	2 25	New Bedford	2 05
Bangor	2 90	Newburyport	2 85
Bridgeport	1.90	Nonquisett	2 35
Chelsea	2 25	Portland	2 30
Charlestown	2 30	Pawtucket	2 15
Cambridgeport	2 05	Providence	1 95
Fall River	2 05	Saco	2 65
Gloucester	2 40	Salem	2 30
Gardner	2 75	Warren	2 00
New York	1 50	Norwich	2 05

139 vessels and 98 boats arrived for week.

Freights from Elizabethport.

New York	$ 55	Newburyport	1 85
Fall River	1 45	New London	1 35
Newport	1 45	Pawtucket	1 35
Boston	1.25	Taunton	1 25
Norwich	1 20	New Haven	1 00
Providence	1 40	Portsmouth	1 85
Norwalk	1 00	New Bedford	1 45
Middletown	1 25	Bridgeport	1 05
Portland	1 75	Hartford	1 50
Salem	1.50	Lynn	1.00
Albany	1 00		

Freights from Georgetown or Alexandria

To Philadelphia	$1 25
New York	2 00
Boston	2 50

Freights from Baltimore.

To Philadelphia	$1 25@		
New York	2 10@	2 25	
Boston	2 25@	2 40	

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA.

FOR EASTERN SHIPMENTS.

	June 28, 1867.	
Schuylkill Red Ash Prepared	4 75@	5 00
" Chestnut	3 00@	
" White Ash Lump	4 25@	
" St. Boat and Broken	4 25@	
" Egg	4 25@	
" Stove	4 25@	
" Chestnut	3 00@	
Locust Mt. Lump	4 25@	
" St. Boat and Broken	4 25@	
" Egg	4 25@	4 35
" Stove	4 25@	4 35
" Chestnut	3 00@	3 15
Lehigh Lump	5 25@	5 50
" St. Boat and Broken	5 25@	5 50
" Egg	5 25@	
" Stove	5 25@	
" Chestnut	4 25@	
Broad Top	3 10@	
SPECIAL COALS.		
Hill & Harris, Lump	4 50@	
" St. Boat and Broken	4 50@	
" Egg	4 50@	
" Stove	4 75@	
" Chestnut	3 75@	3 90

The following prices are for shipments east of New Haven, Conn., by Chas. J. and J. H. Eastwick.

Burnside, Broken	4 75@	
" Egg	5 00@	
" Stove		
" Nut	5 50@	
" Pea	2 75@	
Lorberry Coal	4 50@	
Franklin, (Lykens Valley)	5 25	

☞ All coals desired to be reported as special, will be put under this head, provided the quotations are furnished by the parties interested.

AT NEW YORK.

	June 26, 1867.	
Schuylkill Red Ash by Boat Load	$ 5 50@	5 75
" Chestnut, " " "	4 50@	
" White Ash Lump, " "	4 50@	
" Steam Boat and Broken	5 25@	5 50
" Egg, " "	5 25@	5 50
" Stove, " "	5 25@	5 75
" Chestnut, " "	4 75@	
Lehigh White Ash Lump	5 75@	
" Steam Boat and Broken	5 75@	
" Egg	5 50@	5 75
" Stove	5 50@	5 75
" Chestnut	4 75@	

Lehigh Coal at Elizabethport.

Lump, by Cargo	5 75@	
St. Boat and Broken " "	5 50@	
Egg, " " "	5 50@	5 75
Stove, " " "	5 50@	5 75
Chestnut " " "	5 50@	

Scranton Coal at Elizabethport.

Lump, Auction prices	$4 90@	
St. Boat and Broken, "	5 00@	
Egg, " "	4 85@	
Stove, " "	5 00@	
Chestnut, " "	4 10@	

At private sale 25 to 40 cents a ton advance.
Freight to New York 60 cents per ton.

Penna. Company's Coal at Newburgh.

Lump, Auction prices	$4 90@	
St. Boat and Broken, "	5 00@	
Egg, " "	4 85@	
Stove, " "	5 00@	
Chestnut, " "	4 10@	

At private sale 25 to 40 cents a ton advance.
Freight to New York 70 cents per ton.

Del. & Hudson Co.'s Coal at Rondout.

(Circular prices for June and July, 1867.)

Lump	$4 90	
Steamboat	5 00	
Grate	5 50	
Egg	5 30	
Stove	5 45	
Chestnut	4 70	

From Rondout to New York 70 cents a ton freight.

AT BALTIMORE.

	June 28, 1867.	
To trade from yard or wharves.		
Wilkes're & Pitteton W. Ash	$6 25@	6 50
Arkansas Val. R. Ash	6 25@	6 50
Shamokin, white or R. Ash	6 25@	6 50
Delivered to consumers	7 00@	7 50
Georges' creek and Cumberland Coal	At $5 25@	5 40
c. o. b. at Locust Point for shipping	5 00@	5 25

Cumberland Coal Trade.

Tonage on the Baltimore and Ohio Railroad for the year 1867, as compared with the year 1866

	1866.	1867.
Quantity reported to May 1st	29,211 06	37,956 14
From May 1st to 31st	91,414 00	71,572 14
	343,326 08	409,659 08
		343,326 07
Increase in 1867	66,283 01	

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.	49,475 19	701,977 08
Schuylkill Valley	8,170 07	111,150 08
Mt. Carbon	1,089 19	13,747 07
Mill Creek	8,358 01	167,531 09
Mahanoy & Broad Mt.	20,257 00	556,193 18
Little Schuylkill		
	2,995 03	
	9,996 03	

Pinegrove Coal Trade for 1867.

Amount transported during the last month:

	WEEK.	TOTAL.
Lorberry Creek	7,324 17	32,298 15
Mahanoy	2,880 13	13,932 17
Union Canal Railroad	10,130 15	46,231 01

Coal Trade by Railroad and Canal 1867.

	RAILROAD.	CANAL.
St. Clair	32,654 16	
Mt. Carbon	10,491 04	11,848 09
Pottsville	910 00	
Schuylkill Haven	20,810 13	20,196 00
Auburn	4,040 17	
Port Clinton	12,659 10	1,067 00
Total for week	81,595 00	33,111 09
Previously this year	1,485,708 08	364,160 63
Total	1,567,298 08	397,271 12
To same time last year	1,827,548 15	560,938 15
Increase		
Decrease	260,250 07	163,664 03

Lehigh & Mahanoy Coal Trade for 1867.

Week ending with last Saturday.

Names of Shippers.	WEEK.	TOTAL.
Trenton Coal Company	221	1,526
Mount Etna		43
Mahanoy Co.	130	10,213
Delano Colliery	267	28,218
Glendon Coal Company	461	10,913
Rathbun, Stearns & Co.		21,136
E. Wilkinson	2,068	82,946
McNeal Coal & Iron Company	2,358	43,855
Knickerbocker Coal Company	996	28,851
Thomas Coal Company	2,342	62,264
Williams & Herring	270	7,019
Schuylkill Valley Coal Company	292	9,471
New Boston	205	4,791
Other Shippers		16
Total	9,001	220,891
Corresponding week last year	7,797	158,942
Decrease	205	69,942
Increase		

Lehigh Coal Trade for 1867.

For week ending on Saturday last:

OPERATORS.	RAILROAD. WEEK.	RAILROAD. TOTAL.	CANAL. WEEK.	CANAL. TOTAL.
Hazleton	4,186	46,839	1,492	21,150
East Sugar Loaf	4,014	47,507		
Beaver Meadow	395	2,453	326	1,420
Jeddo	3,820	49,126	1,429	15,477
Harleigh	1,685	13,634	566	4,412
Coxe Bro & Co.			631	999
Hibernia Coal Co.	2,924	24,061	1,214	10,865
Stout	957	11,034	606	6,378
Council Ridge	2,095	33,298	844	9,497
Buck Mountain	1,192	20,135	1,520	14,459
New York & Lehigh	1,500	47,578	765	25,251
Honey Brook Coal C	3,634	66,472	1,214	8,674
German Pa. Coal Co	993	17,557	66	8,184
Spring Mt. Coal Co.	4,143	64,501		281
Coleraine	2,103	43,445	476	1,001
Beaver Meadow	73	396		
John Connery		1,495		
Lehigh Zinc Co.				
J. B. Reber & Co.				
McNeal	2,195	46,933	187	1,769
Knickerbocker Cl C	1,041	27,427	96	1,073
Coal Run Coal Co.				
Rathbun Caldwell Co	2,075	51,790		
Glendon Coal Co.	471	10,999		
Mahanoy	130	10,121		
Delano Coal Co.	21	27,762	192	375
H. Meyers				
Sullivan	2,095	51,790		
Baltimore Coal Co.	297	24,030	845	5,675
Franklin	146	7,957	280	2,241
Andenried	185	4,066	281	2,092
Lehigh & Susq. Co.	106	11,061	192	2,366
Landmeers	31	8,362	371	2,016
Wilkesbarre	110	83,642	2,852	22,658
Warrior Run	119	5,414		1,639
Parrish & Thomas	472	20,957	379	2,925
Lyn. Coal & Nav Co.			13,494	87,013
Packer, Skeer & Co.				3,543
Other Shippers		25		1,000
Mt. Etna		55		1,000
North Mahanoy				479
Walter Bros. & Co.				53
N. Jersey Coal Co.	124	9,058	167	1,695
John Lanbach & Co.			91	97
Trenton Coal Co.	221	1,433		91
Union Coal Co.	105	1,070		8,593
Wyoming Coal Co.	353	13,925	474	5,633
	46,069	909,857	33,593	259,641
	38,593	259,641		
Total by R. & Canal	79,643	1,169,498		
Same time last year	81,073	1,191,729		
Increase				
Decrease	2,431	12,301		

NEW ADVERT'MENTS.

GEO. W. CROSLAND,

Late of 144 South 8th St., Philadelphia,

Has opened a new Grocery Store, with a choice lot of Coffee, Tea, Sugar, Flour, Molasses, White Honey, Butter, Cheese, Frolta Hams, Mackerel, Oil, Salt, Vinegar, Brooms, &c., &c., at 130 Centre Street, Pottsville. June 29, '67.—26-1f

CLOSING OUT BUSINESS.

SELLING OFF

TO CLOSE BUSINESS.

Being about to close out my present business in Pottsville, I will sell off the entire stock of Dry Goods, Groceries, Queensware, &c., &c., with sundry fixtures and utensils in use