Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 30, 1867.

FOR A CONVENTION

TO AMEND THE STATE CONSTITUTION

Raise the above Banner, and intend fighting it this Session.

Amend the Constitution, increasing the number of Representatives to 401, and Senators 100, limiting Sessions to 40 days with pay at $4 a day. The Legislatures to be elected from single districts throughout the State.

A general law for all corporations beyond the reach of individual enterprise, and no special laws.

All corporations with an income not exceeding $25,000 to be taxed by the county.

For the balance of the business of the State, 40, and even 20 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.

NEW YORK.—JAMES R. WATTS, Room 1, 167 Broadway, Parmley Buildings, New York City, is authorized to receive subscriptions for the MINERS' JOURNAL and also to collect bills for the same.

TO OUR SUBSCRIBERS.—We trust that those of our subscribers who are in arrears, will remit the respective amounts at their earliest convenience. Our cash payments for labor, paper, etc., are continuously heavy in the publication of the JOURNAL, and subscribers knowing themselves indebted, will confer a favor by complying with our request.

HON. HENRY L. CARE, Member of Congress from this District, has been appointed upon the following House committees:—Roads and Canals; Joint Committee on Printing.

An English journal in an article on the free schools of America, greatly praises our system, and advises the English people to adopt it, as it is on the whole the most judicious, economical and effective, and altogether superior to that of England.

EVERY corner of the South appears to have been reached and permeated by the spirit of education. Spelling books are everywhere, and Southern statesmen are brought face to face with those objects of their hate—a free press and free speech.

THE Rev. Newman Hall has excited the ire of the Philadelphia Age, and the editor spares a column of his largest type in an effort to abuse their distinguished gentleman. The cause of this tirade is the warm sympathy of Mr. Hall with the Northern cause during our late war.

THE new House committees are regarded as able, particularly those on Ways and Means and Appropriations. Gen. Schenck, the chairman of the first named is a protective tariff man, and it is satisfactory to know that our manufacturing interests will receive good care under his supervision of the committee.

THE Trial of Jefferson Davis.—The United States District Court met at Richmond, on 11 o'clock on Tuesday. Chief Justice Chase was absent. Justice Underwood took his seat, and, after the jury were sworn, delivered his charge. The trial of Jefferson Davis was assigned for the 20th of March, 1868, in order that Chief Justice Chase might be present, and Davis' bail bond was extended to that day, and his leave of absence was further extended until the Chief Justice could be present. Davis was not present.

TENNESSEE ON IMPEACHMENT.—In the House at Nashville on Wednesday last resolutions were passed instructing the Tennessee members of Congress to vote for the impeachment of the President. While Tennessee takes this honorable initiative in the matter, our cities which are controlled by the almighty dollar, regardless of principle, look upon impeachment with disfavor. Heaven help the country if it ever depends upon the purity or patriotism of its cities alone, for its safety from dishonor and ruin.

WOOLY YORK.—Before the election, forty negroes were sent from Lynchburg (Va.) to Manassas to work on a railroad, with a promise of transportation back to vote. Once there they were told they should not return. At the Post-office their letters to their friends were destroyed, and they were refused the use of the telegraph. They applied for transportation and were refused, when they all walked one hundred and eighty miles to vote, got there in time, and voted. Men who so highly prize the ballot cannot be so ignorant and degraded as the enemies represent.

THE RURAL JOURNAL.—Our highly esteemed cotemporary appears in a new suit of type, rendering it one of the neatest and most beautiful in appearance, as it is one of the largest and most ably edited journals in Pennsylvania. The tone of the Journal is pure and without reproach, while its advocacy of the great principles of the Republican party is marked by spirit and vigor rarely excelled by the press of the party. We congratulate the editors and proprietors upon the improved appearance of their paper, and trust that their enterprise will be abundantly rewarded.

THE effect of the late elections which apparently went Democratic, is already seen in the cool indifference and insulting manner with which England now meets the Alabama claims. The British statesmen believe that there is a reasonable prospect that the Democracy, the foe of the war for the suppression of the rebellion and friend of rebels, is about to come into power, and they are shrewd enough to know that in this event, these claims would never be pressed. In this and every other respect the nation will suffer greatly, if it transfers the reins of power to the Sham Democracy.

MAKING HISTORY RAPIDLY.—REPETITION.—Less than three years since Jefferson Davis was President of a Southern Confederacy, the corner stone of which was negro slavery—a government that debased God's creatures to the condition of brute beasts of burthen, with no rights that any white man need respect. To day this Jefferson Davis stands before the bar of justice, a traitor and a criminal, with these despised negroes sitting on the jury in judgment of his crimes. Verily, who can say that the Almighty does not sit in judgment upon the proud, and confound the wicked, proud and powerful with the weak things of the earth?

TEMPERANCE.—The annual session of the Grand Lodge of the Independent Order of Good Templars was held in Washington last week. The Chronicle of Nov. 22 says:

A recent decision of the Right Worthy Grand Lodge of North America, in regard to the admission of colored persons, has demonstrated satisfactorily that the Order of Good Templars is radically philanthropic; and in permitting the initiation of colored persons they take the advance of all other kindred organizations. During the session last evening, two or three very intelligent and respectable colored members of Trinity Lodge entered the hall, and they were instantly hailed by what appeared to be a feeble attempt to hiss, and immediately afterward some three or four persons made the hissing process equally conspicuous by their absence, among whom we noticed a gentleman, who, rumor saith, served for a considerable period during the late war with Mosby's guerillas. By the mass of members, however, they were treated with the same respect and courtesy extended to white members, and the conduct of the few who allowed their prejudices to overcome their politeness was regarded with regret and mortification.

THE editor of the Lancaster Intelligencer has been prosecuted for libeling Rev. Mr. Gotwald, of that city. This editor's offence was so flagrant that the officers of the church took the matter in hand, and entered prosecution. Copperhead editors remarks the Lebanon Courier, naturally occupy a position of hostility to the clergy. The grounds they occupy are as antagonistic as darkness and light, as wrong and right. A Christian sermon cannot be preached without a condemnation of the barbarous and wicked principles of the Democratic party; and, therefore, a faithful Christian minister unavoidably comes in conflict with the low prejudices and debauching practices of that organization. But the clergy may comfort themselves with the reflection that they may as well fight Satan in that form as in any other.

IS preparing a street in Detroit recently, for the Nicholson pavement, a large number of Indian skeletons and utensils were excavated. Some twenty five or thirty complete skeletons had been unearthed by Wednesday, all of which were buried with the heads to the east. These remains have been interred here sometime since the advent of Europeans in America, for among numbers of articles of aboriginal art were found some curiously shaped bottles, an antique bayonet and some pieces of plate glass, which it is supposed were supplied by French traders. The Ottowatamies, whose hunting grounds and villages were in that neighborhood, sold their lands there to the French more than one hundred years ago. Such excavations often unearth things of great interest. We have no curious excavations in this section except those which reveal stores of mineral wealth. But there is some talk of excavating at the Poor House, to see if the tax-payers of Schuylkill County can find the remains of "them" Ten Thousand Dollars.

TERRIBLE RAILROAD CASUALTY.

On Thursday morning, Nov. 8, a terrible accident took place near Lockland Station, on the Cincinnati, Hamilton & Dayton Railroad, twelve and a half miles from Cincinnati. The following account of the disaster is from the Cincinnati Gazette.

About half past five o'clock Thursday morning a freight train, approaching Cincinnati, was ordered to stop at the bridge across a creek half a mile above Lockland, the pilot, or "cow catcher," by which it is better known, having fallen to the ground. Upon examination it was found that a considerable length of time would be needed in repairing the damage, and the conductor, knowing that the New York Lightning Express train on the Atlantic and Great Western Railroad would soon be along, sent one of his brakemen about half a mile up the track to signal it. Soon the shrill whistle of the locomotive was heard and the train came dashing along. The brakeman, standing on the middle of the track, waved his signals. The engineer saw them and whistled down the brakes. The train, which consisted of six passenger and two freight and baggage coaches, being comparatively light, and all the brakesmen being at their posts, the train was stopped just in time to prevent a collision. This train having been stopped the duty of the conductor of the freight train had been performed, and the responsibility of stopping the Hamilton Accommodation and freight train, which was only a short distance behind, both due in Cincinnati at the same time, belonged to Conductor Stiles, of the New York Express train. About one-third of a mile above the scene of the terrible catastrophe, which we are about to relate, there is a short but decided curve in the road, and conductor Stiles knowing that there was not a moment to spare, dispatched a man with signals up the road, impressing on his mind the necessity of using all possible speed. When about half way between the Express train and the curve, the Accommodation train was seen to be coming along at lightning speed. The usual signals were given, and Mr. Brewer, the engineer of the "Franklin," the engine drawing the accommodation train, saw them. He whistled down the brakes, but the train being very heavy, consisting of ten freight and two passenger coaches, there being a down grade, and the track being very slippery from the damp and foggy atmosphere it was found impossible to stop it in time and the engine plunged into the rear of the express train, and now was inaugurated such a scene as is almost impossible to de-cribe. The express train consisted of two freight and baggage and two passenger cars belonging to the Atlantic and Great Western Railroad, and one baggage and one passenger and a sleeping car belonging to the Dayton and Michigan Railroad, which had been hitched on to the main train at Dayton. These three cars were in the rear, and into the sleeping car the engine "Franklin" forced its way, cutting the coach almost in two. The smoke pipe and the front part of the engine were completely demolished, and the boiler of the leader lifted from its place and thrown forward. In the collision the kerosene reflecting bowl light of the engine was broken, and the contents of the lamp were emptied on the floor, and ignited by the fire from the stove which had been overturned. The flames spread with fearful rapidity, and soon the whole rear portion of the car, or rather what was left of it, was in flames. Some of the passengers who had been awakened a short time before the accident by the porter, who it seems was in charge, were either scared or in the act of dressing, all escaped with only injuries, others, and, among them, four sisters, Sabie, Rachel, Hannah and Mary Morgan, of Oneonta, were asleep or at least had not arisen. These four all lost their lives. They all occupied berths near the rear end of the car, and it is supposed that three of them were instantly killed by the concussion. The other supposed to be Rachel, had the lower portion of her body completely wedged in among the broken seats, &c., and found it impossible to extricate herself. She was in close proximity to a window, however, and managed to break the glass with her hand. Through the opening thus made she forced her shoulders and arms, and called upon those in the vicinity for help. Several of the panic stricken passengers rushed to her assistance, but it was found impossible to extricate her from her horrible and heartrending position, although the strength of three men, strength almost sufficient to pull her to pieces, was used. One of the passengers, a Mr. Jackson, of Boston, says that nothing could be done to relieve the young girl from the outside, rushed into the car, and was never again seen alive. Again the passengers on the outside attempted to pull her through the window, but they were unsuccessful, and the heat and smoke from the burning car becoming so intense, they were obliged to retire. Nothing could be done to extricate her, the poor girl throwing up her arms, shouted, "O, God! if you cannot save me, kill me as quickly as possible." In an instant more she was completely wrapped in flames, and her prayer was answered. She was crushed to death.

By this time the car was one sheet of flames, which were soon communicated to the car forward and it was quickly consumed. Not being satisfied with their terrible work, the flames spread on, and did not cease till four more cars six in all, had been burned. There was not a single piece of the wood work of any of the cars, twelve inches in length, left unburned.

As so much the flames caused the work of removing the remains from the wreck to be commenced, it was supposed at first that eight or ten persons had lost their lives, and it was with no little anxiety that the work progressed. The first body found was that of Miss Jackson, who heroically lost his life while endeavoring to save that of a fellow being. He had undoubtedly been smothered by the smoke, and had fallen in about the middle of the car. His clothes had been almost completely burned off, and his body, charred and blackened, was burned to a crisp. It had not been known that it was he who entered the car to save the life of one of the Miss Morgans, he would probably never have been identified, almost all the flesh having been burned off his face.

The search body discovered was that of the young lady supposed to have been Rachel Morgan. Her lower limbs were found to be wedged in between the iron bracing of the seats, and several of the bones were found to be fractured. Her clothing was gone, and her body was doubly blackened and charred as by make her also totally unrecognizable. Near Rachel were found the bodies of her three sisters, Sallie, Hannah and Mary. Their bodies had been terribly mangled, and it was supposed, as we have already stated, that they were almost instantly killed. Their bodies were all badly burned, and not a vestige of their clothing remained.

Thus that still more bodies were burned, the anxious work proceeded, but fortunately there were no more to be found. The above were all who lost their lives, but some twelve or fifteen were more or less injured.

NATIONAL SECURITIES ANNOUNCE.—While there is a large party in England, among the rulers and upper classes, who desire the return of the Copperhead party to power in this country, believing as they do that it would defeat Protection to American industry, and re organization on the basis of Congress, and might, therefore, result in some way or other to the destruction of our Union, a consummation they most devoutly wish, there is another party, the holders of our National Securities, who really dread Copperhead rule in this country, believing that the National faith would be forfeited, and the National Debt repudiated. We were in England when Pendleton and Gen. Butler's propositions appeared, and then securities, which were quoted and selling at 74½, immediately fell as low as 64½. In the English market. They however rallied again, and are now quoted at 70½. A gentleman who had some loose money, had intended investing in these securities, on our recommendation, at 74½, but before he had done so, these propositions were published in England, and he would not touch them. It is our firm belief that if the Copperheads should unfortunately succeed at the next Presidential election, (which however, we do not believe) they will, that our National Securities would decline in value from 15 to 20 per cent; immediately after the result should become known, because they would be rushed home from Europe to be sold, to such an extent that it could not be prevented. A decline of even 10 per cent. would be a loss on these securities of about TWO HUNDRED AND FIFTY MILLIONS OF DOLLARS, which would prove to be rather a dear experiment, in putting traitors and the friends of traitors, in power, in our Government.

The financial question is now before Congress. Mr. Butler takes the position that all the national bank bills received in the government treasury should be canceled, and legal tenders issued instead. By doing this he argues that the interest now paid on bonds deposited to secure national bank currency, would be saved. We think there are other questions involved in this matter besides that of saving interest, worthy attention. The States surrendered their banking privileges as far as conceding to the government the power to regulate the currency is concerned, but we think it would be dangerous to deprive them of all power in this matter, and place it in the hands of the general government. There could be no objection to the government issuing enough legal tenders for the payment of dues to it, but there are decided objections to the government having the sole power and right to issue money.—In the hands of a bad man as President this power might be used to corrupt Congress, and induce it to issue to an unlimited extent, to the great detriment of the best interests of the country. Congress should act with caution in this matter. Our forefathers were careful not to place the patronage, purse and sword of the nation in the hands of a single man, and we should be equally cautious.—We think the national bank system works well, and gives satisfaction to the people. If Congress should decide that these banks might be taxed a little more, we would not object, but before it consents to their virtual extinction, we trust that it will well consider the matter.

The matter for the Educational column was received too late for insertion this week. Being Thanksgiving week we put our outside pages to press a day earlier than usual.

LEVEES OR THE LILIPUTIANS.—The levees of the Liliputians, Gen Tom Thumb and his Lady, commodore Nutt and Minnie Warren, commenced at the Tremont Temple yesterday. As we anticipated, the spacious hall was thronged, and by delighted crowds. The General's little wife looked charmingly, and was the observed of all observers. She is as pretty as a Venus and as graceful as a Queen. Minnie the baby is hardly less attractive, while the General and the Commodore are as entertaining as ever. All things considered, they are the most extraordinary people that have ever yet appeared before the public. The Commodore's performances delight every body. He is a sort of universal genius—can sing, dance, make speeches, &c., &c. The whole troupe are a gem in a variety of costumes, and make themselves as agreeable and entertaining as possible.—*From the Boston Post.*

THE WASHINGTON LIBRARY COMPANY of Philadelphia, is established in the confidence and affections of the people. The reason is obvious. The design is worthy, and creditable to the patriotic hearts who are laboring to benefit a too much neglected class. The funds go into responsible hands, and the public have no fears that they will be misdirected. The plan adopted satisfies the scruples of the most conscientious, and has the endorsement of eminent legal authority. It is by its distinctive features entirely removed from the taint of catch-penny schemes which have so often been the means of imposing on the public. It gives to purchasers of its stock a full equivalent for the consideration paid, besides equal and impartial participation in a great distribution of presents, worth in the aggregate $300,000. All its transactions are open and above board. It has no concealments, and the reputation of the managers is such as they cannot afford to be dishonest in this transaction. Read advertisement.

A PIANO OR ORGAN.—Which shall I buy? Suit your taste, consult your pocket, and also the size of your room. For many years the piano has had the monopoly, but latterly the AMERICAN ORGANS, manufactured by S. D. & H. W. Smith, Boston, have been steadily growing in favor. We recently visited their immense factory, and explored it from the dry-room, where the stock is seasoned in a temperature of 125 degrees, to the finishing department and ware-rooms, where the instruments are exhibited by a skillful musician. Notwithstanding the facilities for furnishing a hundred per week, the demand has outrun the supply.—These Organs may be purchased from $100 to $1500, according to size and style. Their action, tone, temperament, voicing and general workmanship, are such as constitute all that lovers of music can desire. Their compactness, portableness and beauty of finish, make them desirable article for every home.—*Quincy Patriot.*

TERRIBLE RAILROAD CASUALTY.

We judge from the immense sales that Mrs. S. A. Allen's Improved (new style) Hair Restorer or Dressing (it one bottle) is preferred by every one. Every Druggist sells it. Price $1 00. 47-4t.

THE QUESTION SETTLED.—Those eminent men, Dr. James Clark, Physician to Queen Victoria, and Dr. Hughes Bennett, say that consumption can be cured. Dr. Wister knew this when he discovered his now widely known BALSAM OF WILD CHERRY, and experience has proved the correctness of his opinion.

MRS. PARTINGTON'S ESCUTCHEN.—The White Mountains of New Hampshire are greatly an institution—very high, heavy frosts, beautiful view, four dollar dinners. But the practical eye of a certain renowned Drake saw those smoothed, faced rocks and thereupon adorned and variegated the bridle path to the Tip-top House with his familiar S. T. —1860.—X. PLANTATION BITTERS. This raised the ire of Mrs. Partington composing the Legislature of the Granite State, who got their wise heads together, outlawed Dr. Drake, and make it a penal offence to ply the artistic brush on their beloved hills. Verily, the fine arts are at a discount in New Hampshire. Query.—Did Drake pay them for this splendid advertisement?

MAGNOLIA WATER.—A delightful toilet article—superior to Cologne and at half the price. 48-2t.

LOCAL NOTICES.

THE finest Smoking Tobacco manufactured in Lynchburg, amongst which are the following most favorite brands, viz: OLD VIRGINIA GREENLEAF, BUCKINGHAM PRIDE, JOHNS MAN, UNCLE DICK, for sale at CHARLES WOLTJEN & BROTHER, 310 Centre street.

If you want a good Smoking Tobacco, go and call for the "OLD VIRGINIA GREENLEAF," at CHARLES WOLTJEN & BROTHER'S, 310 Centre St. 47.

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 one of the PRIZE CUPS in another column awarded to A. Speer for his celebrated Port Grape Wine. It is the best Grape Wine ever produced in this country and has become the standard Wine for communion purposes, and the most beneficial for females and weakly persons.

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

THE COAL TRADE.

Published Weekly at No. 40 Merchants' Exchange, Philadelphia.

Pottsville, November 30, 1867.

The quantity sent by railroad this week is 58,938 16—by canal 33,825 06—for the week 92,764 02 tons against 78,716 tons for the corresponding week last year.

The trade remains without much change, with the exception that the demand is slacking off a little.

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

	1866. WEEK.	1866. TOTAL.	1867. WEEK.	1867. TOTAL.	Inc. & Dec.
P & RRR	45,172	3,417,175	53,927	3,060,958	356,217 Dec.
Schuyl Ca	20,844	1,262,314	33,925	988,555	274,059
L Val R R	33,645	1,106,641	40,115	1,512,636	352,995
Leh Ca	42,033	1,445,811	46,080	968,068	477,743
Scrant Sch	33,112	974,991	21,705	1,192,525	147,844
" Nth	9,933	292,542	13,746	422,114	88,172
Penn Ca	19,027	443,235	16,269	761,444	320,221
By R. R.	122	24,929	117	81,170	2,139
By Canal	30,250	1,254,995	23,963	1,296,146	41,151
Lehigh Ca		438,102		544,846	92,216
do Nth		51,734		52,534	800
Schuylkill	14,220	511,751	11,060	460,646	17,185
Trevorton	1,411	49,809	1,498	43,192	7,197
Sham'kin	5,848	162,000	4,000	77,844	26,156
L. V. Co.		38,868	2,950	65,620	29,260
Wiconisco	2,853	62,338	2,473	110,935	48,435
Bird Top	4,465	347,839	6,703	317,916	29,914
	265,924	12,064,510	271,612	11,906,959	1,256,824
		11,806,959	265,924		
		170,041	9,259		

The following is the result of the auction sale of Scranton coal in New York on Wednesday last. The advance and decline in the different sizes sold, will about balance each other, compared with the last sale:

Tons.	Nov. 27.		Tons.	Nov. 30.	
11,000 Lump	$3 50@$3 75			Lump	$3 62½@3 90
11,000 St. Boat	3 62½@3 80			St. Boat	3 75@3 87½
12,000 Grate	3 80@3 90			Grate	3 87½@3 95
6,000 Egg	4 05@4 20			Egg	4 20@4 50
12,000 Stove	5 00@5 25			Stove	4 50@4 75
3,000 Chest	3 50@4 00			Chest	4 00@4 15

THE advertiser, a gentleman who has been connected with the selling of Dry Goods in New York City for the past fifteen years, and who is most favorably known to the entire trade, desires to make arrangements with some first class house to act as their salesman for the ensuing year. The advertiser can command a large trade for really good Coal, and would refer to some of the best houses in New York and Philadelphia. Address B, BOX 6163, New York Post Office. Nov 16, '67—46-3t

WANTED.—Colliers and Coal Pit hands at the Black Creek Mill Coal Mines, Christiansburg, Virginia. Apply at the mines or at the Office of the Clover Mill Company in Richmond, Va. 46 4t

COLLIERY MACHINERY for SALE.—The subscriber offers for sale the old "Sphinx" Breaker, on the Pollock Tract, near Minersville, containing Breaker, Pumping, Hoisting, and Saw Mill Engines and connections, Screens, Boilers, Shafting, Pumps, eight Boilers, Iron Cars, &c., &c. Also, about 300 yards No. 1 Slope Chain. Will be sold entire or in lots. N. B.—The Colliery will be leased on favorable terms.

HENRY C. RUSSEL, Real Estate Agent.
Nov 16—'67—46-tf 18 Mahantongo St., Pottsville.

TO COAL OPERATORS.

IMPROVED COAL SCREENS.

J. & L. LAUBENSTEIN,

Minersville, Schuylkill County, Penna.,

MANUFACTURERS OF

WIRE & SQUARE ROD SCREENS.

Patented February 4th, 1862.

And decided by the Circuit Court of the United States in Philadelphia, October 29th, 1867, to be an original invention, and that the "Patent has not been infringed by it, nor by weaving round wires of the plan of J. & L. Laubenstein.

(See the opinion of Court, published in the newspapers and in circular form.)

The square rods are justly celebrated for their superior strength and durability, and are preferred to all others wherever tried.

Different sizes manufactured as required. All orders promptly filled. Prices moderate.

November 2, '67 44-1y

ANTHRACITE COAL LANDS FOR SALE.—Five-eighths of in Mr. Jacob Eisele Estate in Schuylkill County, three miles from Pottsville, four Collieries on the tract and two others partly supplied from it. Water area nearly 700 acres. Description of property sent on application.

HARRIS BROTHERS, Civil Engineers, Pottsville.
July 27, '67 30-tf

LAFLINS, BOIES, & TURCK,
205 LACKAWANNA AVENUE, SCRANTON, PA.,
Manufacture the Superior "Star"

Mining and Blasting Powder,

Expressly for the Anthracite Coal Trade. Any size or quality of either A or S Powder, delivered promptly at the lowest market rates, to any operation in the Coal Fields, fresh from the Spring Brook Mills, and satisfaction guaranteed.

A complete stock of the Leffin Powder Company's

GUNPOWDER

Constantly on hand, and all kinds of

SAFETY FUSE.

Orders for the Lackawanna Region, from Scranton, Pa., for the Wyoming Region, from

R. J. PLICK, Agt., Wilkesbarre, Pa.
WM. ALLEN, Agt., Pittston, Pa.

For the Middle and Lower region from

WM. GOYNE, Agt., Ashland, Pa.

October 26, '67 43-1y

MINE HILL GAP COLLIERY TO BE LET.—The Colliery now worked by Messrs. Wm. Kear & Co., on the Gettis and Pottsville tracts, will be leased on favorable terms to an, experienced operator, from April 1st, 1868, the date of the termination of the present lease. It is situated on the line of the Mine Hill Railroad, eight miles from Schuylkill Haven, and has a run of two and a quarter miles of the Mine Hill gap at the mouth of the Schuylkill River. The slope is at the Mine Hill Gap at the middle of the tract. Its depth is but one lift below the water level. Apply to Wm. Kear, Pottsville, or to the undersigned, who will be found at the Office of the Clover Mill Company in Richmond, Va. 46 4t

COLLIERY MACHINERY for SALE.—The subscriber offers for sale the old "Sphinx" Breaker, on the Pollock Tract, near Minersville, containing Breaker, Pumping, Hoisting, and Saw Mill Engines and connections, Screens, Boilers, Shafting, Pumps, eight Boilers, Iron Cars, &c., &c. Also, about 300 yards No. 1 Slope Chain. Will be sold entire or in lots. N. B.—The Colliery will be leased on favorable terms.

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WM. GOYNE, Agt., Ashland, Pa.

October 26, '67 43-1y

MINE HILL GAP COLLIERY TO BE LET.—The Colliery now worked by Messrs. Wm. Kear & Co., on the Gettis and Pottsville tracts, will be leased on favorable terms to an, experienced operator, from April 1st, 1868, the date of the termination of the present lease. It is situated on the line of the Mine Hill Railroad, eight miles from Schuylkill Haven, and has a run of two and a quarter miles of the Mine Hill gap at the mouth of the Schuylkill River. The slope is at the Mine Hill Gap at the middle of the tract. Its depth is but one lift below the water level. Apply to Wm. Kear, Pottsville, or to the undersigned, who will be found at the Office of the Clover Mill Company in Richmond, Va. 46 4t

AT NEW YORK. Nov. 29, 1867.

Schuylkill Red Ash by Boat Load	$6 25@	6 25
" Chestnut, " "	4 25@	4 50
" White Ash Lump	5 25@	
" Steam Boat and Broken	5 00@	
" Egg	5 25@	
" Stove	5 95@	5 75
" Chestnut	4 25@	
Lehigh White Ash Lump	5 37@	
" Steam Boat and Broken	5 25@	
" Egg	5 35@	5 50
" Stove	5 35@	5,50
" Chestnut	4 25@	

Lehigh Coal at Elizabethport.

Lump, by Cargo	5 50@	
St. Boat and Broken	5 25@	
Egg, " "	5 25@	5 50
Stove, " "	5 50@	5 50
Chestnut, " "	4 25@	

Scranton Coal at Elizabethport.

Lump, Auction price	$3 75@	
Steamer, " "	3 92½@	
Grate, " "	4 20@	
Egg, " "	4 65@	
Stove, " "	5 32½@	
Chestnut, " "	3 90@	

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

Pennsylvania Company's Coal at Elizabethport.

Lump, Auction price		
St. Boat and Broken	$4 62½@	
Egg, " "	4 87½@	
Stove, " "	4 87½@	
Chestnut, " "	4 87½@	

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 October and November, 1867.)

Lump	$5 30
Steamboat	5 40
Grate	5 50
Egg	5 70
Stove	5 85
Chestnut	5 50

From Rondout to New York 50 cents a ton freight.

AT BALTIMORE. Nov. 28, 1867.

To trade by cargo or car load.		
Wilkes're & Pittston W. Ash	$5 50@	5 75
Lykens Val. R. Ash	5 75@	6 25
Shamokin, white or R. Ash	5 50@	5 75
From yard or wharf, 75 cents additional.		
Delivered to consumers	7 00@	7 75
Gregory's Creek and Cumberland Coal.		
f. o. b. at Locust Point for shipping	At 4 85@	5 00

AT GEORGETOWN, D. C. Nov. 28, 1867.

Cumberland, f. o. b., for shipping	$4 25@ 4 50

AT HAVRE DE GRACE, MD.

Wilkesbarre & Pittston on board	$4 85@ 5 10
Shamokin, Primrose & L. V. " "	5 25@ 5 25
Lykens' Valley " "	5 00@ 5 85

Schuylkill Co. Railroads, for 1867.
The following is the quantity of coal transported over the following Railroads for the week ending on Thursday, November 28, 1867:

	WEEK.	TOTAL.
Mine Hill & S. H. R. R.	99,000 15	1,433,000 19
Schuylkill Valley	5,048 10	119,016 04
Mt. Carbon	2,953 01	59,884 16
Mill Creek	7,814 08	225,339 17

BLACK BAND IRON ORE.
Sent over Mill Creek Rail Road for the week ending on Saturday last.

Week	151 00
Previously	4,344 19
Total	4,495 01

Coal Trade by Railroad and Canal 1867

	RAILROAD.	CANAL.
St. Clair	31,923 15	
Port Carbon	6,740 11	13,434
Pottsville	775 10	2,243 00
Schuylkill Haven	13,700 00	17,698 06
Auburn	3,320 00	
Port Clinton	14,173 10	1,119 00
Total for week	69,935 16	33,925 06
Previously this year	2,843,031 12	951,759 15
Total	3,062,964 10	985,684 04
To same time last year	2,417,117 12	1,262,114 07
Increase	645,847 02	
Decrease		276,529 03

Pinegrove Coal Trade for 1867.
Amount transported during the week ending Nov. 23, 1867.

	WEEK.	TOTAL.
Lorberry Creek	14,974 07	89,845 11
Good Spring	8,177 07	34,460 02
Union Canal Railroad		114,154 19

Cumberland Coal Trade.
Quantity of Coal transported over the Cumberland and Pennsylvania Railroad up to November 24, '67—67.

	RAILROAD.	CANAL.
For week	10,991	16,623
For year	857,998	658,548
For 1866	856,271	636,483
Increase in 1867	91,637	2,156
		97,793

Lehigh Coal Trade for 1867.
For week ending on Saturday last:

OPERATORS.	RAILROAD. WEEK.	RAILROAD. TOTAL.	CANAL. WEEK.	CANAL. TOTAL.
Hazleton	3,542	124,928	1,472	71,066
East Sugar Loaf	2,941	135,281		
Mt. Pleasant	344	10,884	1,210	33,610
Beaver	2,395	110,170	1,714	60,769
Harleigh	1,055	39,761	992	23,260
Coxe Bro & Co			1,000	12,000
Spring Mt. Coal Co.	1,651	61,477	1,141	37,075
Scott	760	29,844	88	21,194
Council Ridge	1,410	51,581	251	14,488
Lehigh Mountain	1,902	55,101	1,202	45,576
New York & Lehigh	9,019	92,934	570	19,504
Honey Brook	2,000	73,436	1,919	41,838
German Pa. Coal Co	677	36,141	585	11,619
Spring Mt. Coal Co.	2,767	112,964	669	8,511
Buck Mt. Coal Co.	1,107	50,066		14,522
Beaver Meadow		1,733		
John Gonnery		1,633		
Leeds Coal Co.				
J. B. Reber & Co.				
McNeal	2,605	90,985	99	8,297
Northumberland Co	1,023	61,211		1,082
Coal Run Coal Co.				
Rathbun Caldwell Co				
Gleason Coal Co.	671	16,930		95
Mahanoy	893	14,766		
Delano Coal Co.		33,873		1,741
H. Meyers				
Silliman	2,451	98,709		
Hallinger Coal Co.		30,136	402	16,925
Franklin		8,763		5,567
Audenried		1,760	153	6,123
Lehigh & Susq. Co.		11,246		2,933
Landmeser's	740	12,651	250	8,655
Wilkesbarre	234	55,908	2,137	77,615
Warrior Run	536	12,962		2,149
Parrish & Thomas	954	42,911	162	11,926
Leh. Coal & Nav Co			11,529	314,812
Carter, Skoer & Co.				1,575
Other Shippers		18	418	11,747
Mt. Eliza	87	2,122	290	3,975
North Mahanoy				1,575
Walter Bros. & Co.				81
N. Jersey Coal Co.	333	15,470	600	8,391
John Lanbach & Co.				353
Trenton Coal Co.		1,669		183
Tuscarora Coal Co.	417	9,717		5,833
Wyoming Coal Co.	229	18,960	57	7,259
Primrose Coal Co.	904	18,563		
Thomas Coal Co.	1,141