Miners' Journal.

POTTSVILLE, PA.

SATURDAY, DECEMBER 28, 1867.

THE MINERS' JOURNAL.

ITS NEW VOLUME.

On January 4, 1868, the MINERS' JOURNAL will enter upon its Forty-fourth Volume, and Thirty-eighth since it came into the possession of the present senior publisher.

The MINERS' JOURNAL is the recognized organ of the Coal Trade of Pennsylvania. It is the **Largest Paper Published in Pennsylvania**, and but three or four in the country exceed it in size. Its circulation never was so large as at this time, and its subscription list has doubled within the last five years, and is continually receiving accessions. What, we think, but a single exception. It has the largest circulation of any paper published in Pennsylvania, out of Philadelphia and Pittsburg. Its circulation now reaches nearly FOUR THOUSAND.

The course of this paper in the past shall be a guarantee of its position in the future. In the years wherein the Right most needed a soldier, we have endeavored to wage the good fight. Human Progress, Freedom and Enlightenment have been the lodestars that lives in our course, not petty partizan aims. We stood firmly for Freedom during the darkest period of the Slaveholders' Rebellion. We have combated usurpation in every form, and our best energies shall be directed in the future, to secure equal rights in all classes of freemen. In every department of this paper we shall endeavor unceasingly and unstintingly, to maintain its character as a FIRST CLASS JOURNAL.

The following departments will receive full and careful attention from the editors, in the new Volume:

THE STATE OF THE COAL TRADE.
LOCAL NEWS.
LEGAL INTELLIGENCE.
DOMESTIC NEWS.
FOREIGN NEWS.
THE PRODUCE MARKET.
LITERARY MATTER.
AGRICULTURE.
RECIPES.
EDUCATIONAL MATTER.
RELIGIOUS INTELLIGENCE.
WIT AND HUMOR.
EDITORIALS, &c., &c., &c.

Those who wish to be posted in all that goes on in and out of Schuylkill County, in connection with Coal interests, or affairs of general importance, should take the MINERS' JOURNAL. The JOURNAL goes free of postage within the limits of Schuylkill County, out of the County and to any other State of the Union, the postage paid in advance, is only 20 cents a year.

TERMS:

$2 75 in advance, or $3 if not paid in advance.—The continued high prices of paper, labor, &c., compel us to continue these rates of subscription to the JOURNAL, which is only 37½ per cent. advance on the rates charged before the Rebellion, and our paper is one-third larger than it was then.

CLUB SUBSCRIPTIONS.

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BANNAN & RAMSEY, Publishers,
POTTSVILLE, PENNA.

☞ Make up Clubs by the 1st of January, so as to commence with the new Volume.

To our Subscribers.—Those of our subscribers to whom we are now forwarding bills of subscription to the Journal, will confer a favor by remitting the respective amounts due at their earliest convenience.—The expense entering into the publication of the Journal, for labor, paper, etc., requires cash payments, and those subscribers who are indebted to us, can assist us materially in this matter by early attention to our request.

Read Judge Pitkin's letter to Gen. Hancock. It is a most scathing rebuke of that officer's conduct since he has been in command in New Orleans.

The Legislature of Pennsylvania will assemble on Tuesday, January 7.

In the tariff of duties established by the British Colony of New South Wales they levy a duty of £10 on every Chinese male passenger that arrives in the country.

A London dispatch announces that the Fenians are still active. On Monday evening an attempt was made to destroy the gas works at Glasgow. On the previous night attempts were made on the gas works at Warrington, in Liverpool.

Converting Loans.—The best mode to secure a conversion of the 5 20 securities, with a 10-40 loan at 5 per cent., is to enact a protective tariff, which will make money plenty in the country, and all these securities will be rapidly converted in accordance with the views of the Government.

We are pleased to learn that the Pennsylvania Female College at Perkiomen Bridge, Montgomery county, Pa., is prospering under L. P. Sherman, Esq., President, late of this Borough. The railroad will be completed in April next, and then access to the Institution from all directions, will be easy.

In Congress does not put a stop to Seward's land agency, all creation will be offered for sale to us. Our country is likely to become so prosperous under Congressional Reconstruction, that many peoples show a disposition to retire from competition and join us. We are not yet quite ready to receive them all until we dispose of the traitors at home.

Colonel Parker, of General Grant's staff, was married privately on Monday night in Washington, and thus disappointed a great many persons who gathered at the church, Tuesday morning to witness the ceremony. The Colonel mysteriously disappeared on the first day appointed for his marriage, and it was found so it is stated, that he had been dragged by an Indian chief of Col. Parker's tribe, to prevent him marrying a white woman.

Wayne county gets the State banner for the greatest Republican gain at the last election. Luzerne also gets a banner for the inroads made upon the Democratic strength there. Schuylkill ought to receive one for electing a Republican Sheriff. However, we offer one to the person who will discover the whereabouts of "them" Ten Thousand Dollars. Here's a chance for the Directors to decorate the Alms House on high days and holidays.

The Washington Post of the Grand Army of the Republic has passed resolutions urging on Congress the adoption of some measures by which the Heads of Departments connected with the Government will be directed, in reducing clerical forces, to retain soldiers and discharge civilians first. Unquestionably, it is the will of the people that the soldiers who saved the Government should in every case, have a preference for the places of honor in its gift.

The State Treasury.—The finances of our State were never in a more healthy condition than at the present time, owing mainly to the efforts of William H. Kemble, Esq., the Treasurer, who has been indefatigable in his labors to bring about this desirable result. Mr. Kemble's period of office expires in May next, and his successor will be chosen on the second Tuesday in January. Among the candidates for the position are two from Philadelphia, Mr. William Duffy and Mr. George Connell. The Philadelphia delegation it is stated, will support Mr. E. W. Davis for Speaker of the House.

Among the names mentioned favorably for Clerk of the next House of Representatives at Harrisburg, is Gen. Selfridge of Northampton County. He is a staunch Republican, so staunch that President Johnson removed him from the Collectorship of the Northampton District, because he would not endorse "My Policy," while his military career during the Rebellion was highly honorable to him. He commanded a brigade on Gen. Sherman's famous "March to the Sea." Personally, Gen. Selfridge is a competent, honest and reliable gentleman, who if selected, would unquestionably, discharge the duties of the position to the complete satisfaction of the members.

Distribution of Currency.—Mr. Wiley of West Virginia, has presented a bill in the U. S. Senate for the distribution of the National currency among the States. We have not seen the bill, but the fairest distribution that can be made, is to base the issue on the assessed value of the real and personal property of the country at the rate of one dollar in currency for thirty dollars of property, and then distribute the currency among the States in proportion to their wealth, increasing the volume of currency as their wealth and business increases. This is the most equitable distribution that can be made, and the volume gradually increases as the wealth increases, without any further legislation.

Copperhead Practices in New York City.—In that City ruled by the Democracy, it has been and is the practice of political leaders in the interest of the Democratic party, to hold at their command thousands of criminals, murderers, burglars, pick-pockets, counterfeiters, shoulder-hitters, gamblers, and villains generally, whom they use to carry elections. If the Democracy desire to carry a ward; if a candidate has any doubts of his force at any poll; if a Republican majority is to be overthrown in any particular locality; all that is necessary is to make an arrangement with the owners and managers of the material enumerated and the thing can be accomplished. Is it at all wonderful that corruption pervades every department of a city where such practices are countenanced, and that the Copperhead majority at every election is so heavy?

THE ANGOLA SLAUGHTER.

Full Particulars of the Accident.

The Buffalo papers give the following details of the recent frightful railroad slaughter at Angola 31 miles west of Buffalo, on the Lake Shore Railroad. The train to which the accident occurred was the New York express train, consisting of two first class and one second-class coaches, coming East. The catastrophe occurred at the crossing of what is known as Big Sister Creek, about a quarter of a mile east of Angola Station. The creek is a sluggish stream, at the ordinary level, bordered on the eastern side by a low flat 20 or 40 rods wide, while its western bank rises with tolerably abruptness for the level of the surrounding country. The track of the railroad is carried over most of the flat upon an embankment of earth, from the termination of which a trestle bridge about 160 feet in length spans the creek. The light of the bridge above the ordinary level of the creek is some 10 feet.

A heavy rain can be remembered, the night to the last car of the train was thrown from the track on starting a frog at the switch just this side of Angola station, and was dragged over the ties nearly to the bridge before the car behind it became unseated from the rails. The line during which this plunging along the ties continued was sufficient to enable some, but not many, of the passengers sitting at the forward end of the car to make their escape from it into the car ahead.

But ere the train reached the bridge the rear car was jerked from the track, and ran nearly across the bridge. An instant more and it would have reached the bank; but as it began to slide on the bank, it left the bridge and went with a fearful crash, and Arcadian, down the ice-covered slope 40 feet at least, to the flat below.

It is easy to imagine the frightful wreck to which the car was reduced by the terrible descent. All, or nearly all of its passengers, of course, were precipitated into a mass of splintered timber, and the forward end of the car, buried under a heap of ruins, and even the slightly injured, if such there were, unable to extricate themselves. The horror of the situation was sufficient without that which instantly became added by the ignition of the spilled contents of the broken, overturned stoves. A moment, at one of the three sole survivors describes it, and the whole was wrapped in flames. The dry wood of the car kindled like a heap of kindling, and it was little more.

How many the flames devoured in this car cannot be told with certainty. It was well filled with passengers, probably, says one of the survivors, not less than fifty, and only three are known to have escaped.

It was some moments before any one could reach the scene to attempt assistance. The second car, in the meantime—the car first thrown from the track—had plunged over the opposite side of the embankment, falling a less height, but suffering almost as complete a wreck, and its few uninjured passengers had enough to occupy their attention. The train, which had run some distance before being stopped, was checked to the stress as speedily as possible, and those on board set to work with promptitude and energy.—But the sheep and ice covered slope to the car, most horribly situated, was not easily descended, and when helping hands reached it, they were without weapons for fighting the flames or for breaking into the wreck.

As soon, of course, as help could be summoned, the people of Angola and nearer inhabitants ran to the spot, and it was not long before many buckets were employed in pouring water upon the burning wreck; but a raging fire is not to be overcome with buckets, and those desperately laboring at the work had to settle for the unpalatable knowledge of seeing their efforts made utterly in vain. The hideous, resistless flames mocked on: the shrieks died into moans, and moans into a silence more terrible, as the pall of death drew over the scene. Except one little fragment of the side of the car, nothing but a heap of smoking cinders was left for those gathered round to search into with sticken head.

As we have already stated, the car next the rear one was that which the Director originally, but its fate was less terrible than the fate of the car following. The handling plunge of the latter threw it over, but not until the passengers had escaped, and it made its descent on the opposite or right side of the embankment, where the blight was not more than twenty-five feet. The crash was only less awful than that already described. It was not followed, however, by the more frightful calamity of the fire. Twice the car was kindled by the coals from the broken stoves, but the passengers were in a less helpless situation, and the flames were extinguished.

One of the three persons who escaped from the rear car was Mr. I. Mayer, the traveling agent of Ristori, who is now at the Buffalo General Hospital under treatment for severe, but, we hope, probably not serious, injuries in the back, head and ankles. Mr. Mayer's statement to our reporter was as follows:

I had just stepped out at Buffalo to get a glass of ale when I felt the jerking of the car as it was thrown from the track—I sprang up instantly and caught hold of something in the rack, and, saving myself, I jumped. This saved me, when the car went over the bank, from being pitched forward with the rest of the passengers into the heap where every one was helplessly buried in the crash of the ruins. Exactly how I crawled out I do not know. I was out of the ruins when I escaped.—I saw an old gentleman and his wife get out of the wreck. I am sure that not another person escaped.—There was full and not less than fifty persons. I should think, within it. Those who were not killed outright were burned to death. The wreck was all in flames in a moment. I do not know how I did the two I have mentioned could have escaped.

At 6 o'clock, when the train arrived from Buffalo containing the physicians, &c., arrived at the scene of the disaster it was about dark, and objects at a short distance were anything but distinct. The burned car was a mass of ruins, but the odor of burning human flesh permeated the atmosphere and gave convincing evidence that the catastrophe was a heartrending and awful one. The second car which met with disaster was lying a perfect wreck. But all its inmates had been removed, and everything that medical skill and kindness could suggest was being done for them.

Justice Southwick's house presented the appearance of an army hospital. Every room in the house was filled with objects of pity, in the shape of injured passengers. In one corner could be seen a woman insensible, her face bruised, and discovered with blood; and in another a man who had, a few hours previously, started from home in the full enjoyment of health, but now was hovering between life and death. Everywhere could be seen those angels of mercy—kind and true-hearted women—administering to those thrown upon their hands, in the wreck, what we say, we know that the injured ones were kindly and tenderly cared for.

The following is from the latest corrected list of the dead and wounded, kept at The Courier office:

DEAD.

R. B. Graves, Brooklyn.
A. H. Myer, Northeast, Pa.
E. B. Farnham, Buffalo.
Eunice Fuller, Spartansburg, Pa.
Mrs. Wm. Freeman, Northwich, Del.
J. P. Hayward, Northeast, Pa.
James Sheridan, residence unknown.
Frank Walker, Buffalo.
An unknown woman and child.
An unknown man.
Norman Noble, residence unknown.
W. W. Towner, Erie, Pa.
J. A. Martin, Erie, Pa.
S. E. Thompson, Worcester, Mass.
Mrs. J. H. Strong, Buffalo, N. Y.
Stephen Stewart, Oil Creek Pa.
E. P. Harvey, Pottsdam, N. Y.
James Brown, Buffalo, N. Y.
Emma Teller, Utica, N. Y.
Mrs. Bartholomew, Angola, N. Y.
A. E. Fisher, Minn.
E. J. Mattison, Albany, N. Y.
S. T. Metcalf, Erie, Pa.
C. Gilpin, Galveston, Tex.
John W. Chapman, Boston.
John Fuller, Spartansburg, Pa.

SEVERELY INJURED.

P. Robbins, Buffalo, N. Y.
L. E. Howard, New-York, N. Y.
Ira Babcock and wife, Syracuse, N. Y.
W. C. Patterson, Oil Creek, Pa.
Hiram Sayles, Corfu, N. Y.
Mrs. Christiana Lang, Minneapolis.
John C. Gripps, Salem, Pa.
Robert Stewart, Oneida.
Robert Dixon, Buffalo, N. Y.
Mrs. H. Gale, Buffalo, N. Y.
Lizzie Thompson, Worcester, Mass.
M. M. Rissel, Franklin, Tenn.
Charles Wood, Buffalo, N. Y.
J. C. Whitney, Nashua, N. H.
Henry Jackson, ——, Illinois.
A. H. Thomas, Rochester, N. Y.

SLIGHTLY INJURED.

Randolph Love, Utica, N. Y.
Charles Love, Utica, N. Y.
Richard Reed, Sinclairville, Chautauque County.
L. C. Chase, Arkright, Chautauque County.
Garrett Hurley, Corry, Pa.
Isadore Mayer, New-York.
B. C. Morris, New London, Conn.
Mrs. J. H. Tymerson, Wauseon, O.
N. Teller, Utica.
M. Capely, Minneapolis.
Albert Provenburg, Albion, N. Y.
W. H. More, Corry, Pa.
James Walsh, Brooklyn.
Miss Mary Sayles, Corfu.
Mary Moore, Brooklyn.
W. G. Peyton, New-York.
L. L. Lombard, New-York.
W. S. Caldwell, New-York.
Daniel Catty, Brooklyn.
Frank Sherman, Conductor, Buffalo, N. Y.
John Vanderburg, brakeman.
W. T. Gregory, Skaneateles.
Mrs. Robt. Stewart, Oneida.
George Howard, Buffalo, N. Y.
Minnie McCarthy, Lowell, Pa.

A BLOODY ITEM.

Recently in Congress, Gen. Butler was called upon by Mr. Brooks, Copperhead member from New York, to explain the items of the Deficiency bill, then before the House.—He did so and among them was the following ghastly account.

City of New Orleans.

To Thos. E. Adams, Chief of Police:

July 31, 1866.

Cash paid for hauling forty-six loads of dead and wounded from around Mechanics' Institute to the Station House, at $3 per load.....$138
Cash paid for carrying dead from Station House to Workhouse yard, eight loads at $3.....24
Cash paid for hauling fifteen loads of wounded from Station House to Freedman's Hospital, at $4 60
Cash paid for carriage hire for self and aide during riot.....75
Total.....$237

I certify that the above was made necessary by the unofficial and informal riot of the 30th of July at the Mechanics' Institute.

Thos. E. Adams, Chief of Police.

Of this account the Albany Journal says:

The premeditated murder of leading Union men of Louisiana, it will be noted, is spoken of as "the unfortunate difficulty." The account not only confirms the reported extent of the massacre, but the brutal unconcern of the assassins. Forty-six loads of dead men heaped in a common wagon and driven off by a policeman article of the bodies, the Chief of Police, officially takes a receipt, at an expense of $75 per day—such is the simple record of Southern civilization A. D., 1867!

THE BANK QUESTION.

Some of our western cotemporaries are grouping together the States in the old way, as New England, Middle, Western and Southern, with their respective banking capital and circulation, under the national banking system, and the great bulk of both are monopolized by the northeastern States. We protest against putting Pennsylvania in this monopoly circuit. Our banking capital bears no part of taxation by our wealth, resources, population, trade, manufactures or commerce, and none of the Western and Southern States can be more zealous to break up the monopoly than we are. Under this arrangement Philadelphia has no more capital allowed her than Providence, R. I., while as for any effort to provide banking facilities for the vast mineral and manufacturing interests of the interior of the State, it is not even attempted.

The fact is that by transferring the old State banks to the national system, the government accepted the just policy of the respective States. Pennsylvania was so long governed by a political party hostile to banks, that bank charters were difficult to obtain; and the people of the State had to be satisfied by carrying on their business without banking. We need not say how seriously this has cramped all our development. Yet, our Republican auspices, begun to remedy the evil by establishing a free banking law, when in steps the national government and undertakes the management of the whole business. We do not object to the change, but we judge that it is a great mistake to assign us no more banking capital than the old Democratic State banks allowed us.

The population and industry of Pennsylvania are equal to those of all New England combined; yet while New England is allowed over a hundred millions of the capital under the national system, Pennsylvania gets but thirty-eight millions. Our State is one of the most productive in the republic. It grows in population and material interests as fast as the best of the older States. The state in the Union in positions. We contend, therefore, that the true principle is that we are to be managed in banking facilities. More especially are we disposed to see our western cotemporaries quietly claiming Pennsylvania with the Eastern States that have an immediate share of the banking capital under the national system.

We do not intend to discuss the paper circulation.—But we see no good reason why the great majority of the circulation should pay taxes for the profits to the banks of New England and New York; and when we see the journals of those States keep up an incessant cry against any change, we think at the same time that they cling with barnacle tenacity to their share of it, from which they make so much profit, we cannot help thinking that the big Yankee cannot be satisfied even in their course. We want our share of the bank circulation, which at present we are very far from having, in proportion to North America.

Our plan, if adopted, would remedy the discrimination of which our cotemporary complains. It is briefly, to allow one dollar of currency to be issued for every thirty dollars of the assessed value of the real and personal property of the country. Also to have distributed in exact ratio to the wealth of the respective States, &c., of the country. In this way, where the population and wealth are greatest, the banking facilities will be equal to the requirements and not be unjustly circumscribed as is the case alluded to by the North American. This plan also provides for the gradual expansion of the currency, as the wealth and business interests throughout the country, without any further disturbing legislation.

Ashland National Bank.—A paragraph appeared in the Journal last week, copied from another paper, stating that Messrs. Rahn, Work & Couch, bankrupts of Philadelphia, were indebted to said bank for $6,315 40. We are authorized to state that said firm is not indebted to the First National Bank at Ashland, Schuylkill County, any amount. It must be some other Ashland Bank.

To railroad Kershner, Company H, Thirteenth United States Infantry, stationed at Fort D. A. Russell, D. T., we are indebted for late Cheyenne papers. The Argus of 11th inst., reports the railroad track to Fort Russell, two miles from the city, completed the day before, and that a freight train had gone up the same day. Fort Russell is a great shipping point to the frontier posts. It is estimated that during the coming Summer, at least one hundred millions of pounds will be shipped from that point.

From the "Local Affairs" of The Cheyenne Leader, a lively little sheet, we extract the following items:

—Four-horse stagecoaches, with footmen behind, are the style in Chicago.

—There are fifteen hundred Cheyenne, besides an endless number of restaurants, private boarding houses, etc.

—We respectfully inquire of Omaha and Denver, how do you do? We have three papers as well as you.

—Some people here, are much astonished that we should have such a beautiful Indian summer. Nothing remarkable in that—don't you know you're in an Indian country?

—A few towns, called Dale City, is being built in the Black Hills, thirty seven miles west of Cheyenne, on the U. P. R. R. It contains, at present of some fifteen buildings, and others are being erected. Gold has been discovered in the vicinity of the town. Go in gentlemen—this is a progressive country.

—Last July we arrived upon the bank of Crow Creek, where now stands the City Brewery. Near the locality where now stands Gen. Stevenson's massive warehouse, was then a party of hostile savages, killing some the Cheyenne nation. They were encamped and were whipping about, hither and thither, but kept at a respectful distance from our rifles. What a mighty change has come over this then barbarous wild!

Why Working Men are out of Employment, and our Manufacturing Interests Depressed.—From the monthly report of the Director of the Bureau of Statistics is compiled the following statement of the imports and exports of the United States for the four months, June, July, August, and September, 1867:

Imports (gold value)	$132,856,762
EXPORTS.	
Gold and silver	$29,612,911
Foreign goods	3,877,050
Domestic produce $97,004,332	
reduced to gold value	70,000,000
Total exports (gold value)	$103,490,961
Excess of imports	$29,365,801

Yet with this heavy balance of trade against us which must be paid in coin or our bonds, Congress is legislating, and some of the papers are prating about resuming specie payments. Stop the drain of coin by adopting a sliding scale of duties, which will protect our industry, and the banks can resume at any time, and make an resumption without an out injury to any branch of business.

THE WAY THAT THE PEOPLE ARE ROBBED.

Commissioner Rollins, on oath, testified that many millions of dollars were lost to the Government, in consequence of the removal of honest and competent officers, by President Johnson, and his appointment of dishonest and incompetent men in their places. As a specimen of the way these dishonest officers conduct their operations, we give the following copy of an affidavit, sworn before Dr. Ready, assessor of the internal revenue for New Orleans, and filed with him. And this it is said, is only a trifling part of the evidence that can be collected of the enormous villainy practised in that city:

New Orleans, Nov. 14th 1867.

John W. Elder, being duly sworn, stated as follows: That I am a member of what is called the "Whisky Ring;" that the amount required to be paid (to wit, $1,000) on entering this association was paid by my partner, Mr. Peale, to Mr. Irwin, deputy collector of the First district of Louisiana, in the month of July, 1867; that, after said $1,000 was paid, I was further required to pay $1,000 monthly thereafter; that the large of running my distillery upon the further condition of my turning over one barrel out of every fifteen to be placed in bond.

I further state that Mr. Cornell, assistant assessor of my division, was to have $200 per month in addition to the amount paid by me monthly to the "Whisky Ring;" Mr. Cornell further stated to me that $300 was the least amount that any distiller in his division paid him, and he told me that Mr. Lane, a distiller at No. 50 Commerce street, paid him $150 a month when he was not running. He told me that Mr. Crooks paid him $300 a month. I refused to pay the amount, so with $200, claimed by Mr. Cornell, whereupon he afterwards informed me that I could not run the still without paying the tax on every gallon manufactured to me, stating that if I could not pay him I should pay the Government; that my difficulties was in my only one that had ever beat him. I further state that I paid Mr. Rowland, United States inspector, one dollar for every barrel branded by him, which amount was paid by my clerk, Mr. Colton, to Mr. Rowland.

And I further state that this is the plan of working all the distilleries in this district that are connected into the "Whisky Ring:" that I conversed with a great many of them, and they all state that this is the plan upon which they were the Ring to all. Lawyers often free the Government on whisky manufactured by them.—Most all of the distillers have rectifying establishments near by so as to get their whisky from the rectifies to their rectifying establishments, which is done by means of false pipes put down into the receiving cisterns, with a pump attached thereto. In this way they can get whisky into these rectifying establishments without trouble. I further state that a gallon still will make from 8 to 10 barrels of spirits in twenty-four hours, and I don't think that any smaller than an 8-barrel still can pay the $1,000 required to be paid by the "Ring" (whisky) and make any money, and pay the tax. In fact, I don't know any small stills that have license. I further state this "Ring" (whisky) can be identified by the rectifiers brand, which is in all cases placed on the head of each barrel by the rectifiers. There is no tax paid on whisky manufactured and rectified in this city.

J. W. Elder.

Sworn before Justice Ready, Assessor, Nov. 14, 1867.

For these official rascals, Andrew Johnson seems to have a fellow feeling, as whisky sentiment) and even if they should be convicted of their crimes, he would pardon them as he does all the counterfeiters, as soon as they are convicted. The demoralization among office holders springing from the traitorous conduct of Johnson, can only be stopped by his impeachment and removal. Congress failed to appreciate it when it voted against his impeachment. A grave mistake.

All the iron manufacturing establishments in the vicinity of Wheeling and Pittsburg have determined upon a reduction of the wages of the operatives, or a total suspension of work on the 1st of January, the capital employed in Wheeling in the iron manufactories is about three million dollars, which, by a stoppage of the mills, will be idle, and the hands thrown off be thrown out of employment. If the laborers consent to a reduction of thirty-three per cent. on their wages, operations will continue. In the Lake City, Minnesota, have stopped, and hundreds of men are consequently thrown out of employment, and unsuccessfully offer to work in the platoons at ten dollars a month. But the lumbermen of that vicinity cut one hundred million feet of logs last Winter, overstocked the market, and consequently, do not need the services of the men this season.—Exchange.

The above is another "hint" to Congress to act promptly on the subject of Protection to American Industry. By the report of the Statistician of the Treasury Department for the months of June, July, August and September, $9,398,833 worth of iron and steel, and the manufactures of iron and steel, were imported into the United States. The industry of our country must be stimulated by additional protection, which will cause increased consumption, otherwise there is no prospect for any revival in business at present.

We admit that hundreds of thousands of workingmen vote at every election in favor of the enemies of the industry of the country, but at the same time it is the duty of Congress, notwithstanding the blindness of so many ignorant persons, to protect those who do vote intelligently, and in favor of sustaining the best interests of the country.

The Great American Hair Preparation, Valued at home and abroad, a real Hair Restorer or Dressing, (in one bottle.) A great triumph of science. Mrs. S. A. Allen's Improved, (new style.) Every Druggist sells it. Price One Dollar. 4t

This Poor Man's Friend.—Doctors' bills are too long for a poor man's pocket, but many of them may be avoided by keeping Grace's Celebrated Salve in the cupboard. It is the "precious pot of ointment," curing burns, cuts, scalds, bruises, sprains, wounds, chilblains, chapped hands, &c. Mothers, do not neglect to save your husband's hard-earned money, but purchase a box of this salve, only 25 cts.

LOCAL NOTICES.

To Consumptives.—The Rev. EDWARD A. WILSON'S Prepared Prescription for the cure of CONSUMPTION, ASTHMA, BRONCHITIS, COUGHS, COLDS, and all THROAT and LUNG AFFECTIONS, has now been in use over ten years with the most marked success.

This remedy is prepared from the original Recipe chemically pure, by the Rev. EDWARD A. WILSON, 165 South 2d Street, Williamsburgh, Kings Co., N. Y.

A Pamphlet containing the original Prescription with full and explicit directions for preparation and use, together with a short history of his case, with symptoms, experience and cure, can be obtained (free of charge) of Mr. Wilson, as above, or by calling on or addressing

H. N. COXE, Druggist, Schuylkill Haven, Pa.

Dec. 28, '67—52-1t.

☞ "A Good Man Leaves an Inheritance."—☜ No man with a respectable family, is free from reproach if his life is not insured. See J. G. Lowery & Co.'s advertisement, Fourth Page.

The finest Smoking Tobacco manufactured in Lynchburg, amongst which are the following most favorite brands, viz: Old Virginia Gentleman, Sunshine Pocket Mac, Uncle Dick, for sale at CHARLES WOLTJEN & BROTHER, 310 Centre street.

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

If you want a good Smoking Tobacco, go and call for the "Old Virginia Gentleman," at CHARLES WOLTJEN & BROTHERS, 310 Centre St. 4t.

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 invalids and weakly persons.

Persons paying Lemon Dulles a beautiful article, at D. A. Smith's, Centre street.

THE COAL TRADE.

Pottsville, December 28, 1867.

The quantity sent by Rail Road this week is 84,647 06 tons against 19,083 tons for the corresponding week last year.

The Lehigh Valley Railroad sent for the week 38,215 tons, beating the Philadelphia and Reading Railroad. This road leads to the Bay of New York, and the Philadelphia and Reading don't—that's the difference.

The trade so far, opens very auspiciously for the year, both the Reading and Lehigh Valley roads showing a considerable increase since the 1st of December.

Our remarks last week on the preparation of coal has attracted much attention. Many of our operators state that the cause of complaint rests quite as much with those who complain as with the operators. Many of the middle-men are in the habit of buying different qualities of coal at different prices, and then mixing them at the shipping ports, which causes much of the complaint. Several of those who mine and ship their coal unmixed, have not heard any complaint.—We are also assured that while some coal is shipped badly prepared, the quantity is small compared with that which is shipped in good condition. They positively declare that the bad preparation of coal had but little to do with the decreased supply from this Region. It was caused mainly by high charges of transportation and the want of a direct outlet to the New York harbor, which curtailed the shipments so largely from Schuylkill County this year. An operator informed us that dealers who purchased his coal in the East last year, stated to him that they liked his coal better than any other kind, but they could buy cheaper from New York, and were forced to give his up.

We clip the following from the Wilkesbarre Spirit of the Times:

From every part of the land new roads are reaching towards the coal fields. In Luzerne and a party of contractors and workmen started to work on the Hartford and Erie railroad, the old Boston, Providence and Fishkill project. A late New Haven Journal hails an article, "A short route from Boston to the Coal Regions," and claims a shorter route through New Haven, and says:

"We are informed the surveys show that following the Air Line, where it diverges from the Boston and Erie at Williamsville it lies through New Haven is twenty-one miles shorter than the line through Hartford. Interested parties are now in the field to take advantage of this fact, and are organizing to secure the extension of the New Haven and Derby Railroad to the Hudson River, and there form a connection with the Erie road. A company has been organized under the general railroad law of the State of New York, to build a line of the same, and an application will be made to the next Legislature for authority to construct the Connecticut part.

"That such a road must ultimately be built, does not admit of doubt."

All the above is true, except so far as the Schuylkill Region is concerned. There are no new roads leading to the Schuylkill Region, which contains a larger quantity of Anthracite than any other county in the State. Here we seem to be entirely devoid of enterprise, so far as securing cheaper and more direct outlets to market, are concerned. The landholder quietly looses from 30 to 35 per cent. of his coal, and his property is so damaged that it will take double the cost to prepare it for working to greater depths when required, because the high charges of transportation takes away all the profits of the operator, and he is forced from necessity to rob the collieries and permit so large a portion of the coal that will not pay to work, to be lost forever. Yet these landholders quietly look on, and will not extend a single helping hand to extricate themselves and the region from the difficulty. If Schuylkill County were located in Italy or Spain, we should not be surprised at such apathy and indifference. But that it should prevail here in Schuylkill County, where the investments are so heavy, is a burning shame and a disgrace to all parties concerned.

The Scranton Republican states that the Pennsylvania Coal Company have purchased the coal lands of the Monumental Coal Co. below Wyoming, containing about 1000 acres. The coal and carrying companies located in the Wyoming Valley are gradually buying up all the coal lands they can lay their hands on within the reach of their works.

Improved Coking Ovens.—Mr. A. Fesquet, 323 Walnut St., in a communication to the editor of the U. S. Rail Road and Mining Register, on the new French coking ovens, says:

In the North of England a comparison has been made between these new ovens and those of the old system, working with the same bituminous coal.

One coke oven of the old system produces yearly 400 tons of coke, using 700 tons of bituminous coal. All the gases, tar, ammonia liquors are lost.

One coke oven of the new system produces yearly 400 tons of coke, using only 550 tons of bituminous coal, and saving, besides, the gas, coal tar and ammonia liquors.

Above Charlestown, on the Great Kanawha, there is a fine vein of Bituminous coal that will make capital iron in the raw state without any coking whatever. There is also an abundance of iron ore and limestone in the vicinity. This is a decided improvement over the French coking oven.

M. Simonin has published in France some curious statistics relative to the production of iron, and shows that in England the quantity of coal produced in 1852 was 50,000,000 tons, and in 1864, 92,000,000; that in Belgium 2,000,000 tons were produced in 1845, 7,400,000 tons in 1860, and 10,000,000 in 1863; and that in France the quantity produced in 1848 was 4,700,000, tons; in 1858, 11,000,000 tons; in 1863, 14,000,000. From these and other facts, M. Simonin concludes that in England, Belgium and France the amount of coals produced is doubled every ten years, and in the United States every five years.

British Exports to the United States—Their Increase.—From the last quarterly report of our Bureau of Statistics we learn that the British exports to the United States increased as follows:

1852	£16,507,737
1857	18,985,929
1860 (before the rebellion)	21,667,667
1865 (close of rebellion)	21,227,956
1866	28,484,146

During the rebellion the imports fell off considerably.

Showing an increase in one year of £7,256,190, or about $36,000,000, and during the first quarter of the fiscal year commencing July 1, 1867, the importations exceeded the exportations upwards of $23,000,000.—Herein lies the secret of the great prostration of business in the United States, in permitting to be imported what she could make at home and thus give employment to her people, if they were sufficiently protected. The United States is the best customer England has, and in the year 1866 more than 14 per cent—nearly one-sixth—of all her exportations were sent to this country.

No market reports were received this week, and being crowded we omit our usual tables of prices in New York, Philadelphia, Baltimore, etc. We presume that prices are unchanged.

P. W. SHEAFER, Agt. for Owners,

OFFERS FOR RENT AND SALE,

Two leases of Four Miles run on the Lykens Valley Coal Mines.

2000 Acres Timber Land near the Lorberry and the Lackawanna and Susquehanna Railroad.

300 Acres Timber Land near Orisaville R. R.

1000 Acres Red Shale farm lands on the E. Mahanoy Railroad.

17,000 Acres Potter County Timber Land.

Town Lots in Offerton, Mahanoy City, Shenandoah, Preston, Jalapa and Pishback.

Also one Best Locomotive and the Clark Patent Burr Mill.

Pottsville, Dec 21, 1867. No. 125 Centre St. 51-

To Coal Operators.—The undersigned having been for many years Agent of the Reading Railroad Co. for the Coal delivered on the line of Broad and Washington streets, and in the employ of the Company, has turned his attention to the sale of coal to the City trade. I have an intimate knowledge of the City Dealers. Miners and Shippers who may desire to secure a good city custom, will find it to their advantage to place their coal in my hands.—Reliable references furnished. Address,

DAVID I. McLAUGHLIN,
1608 Washington Avenue, Philadelphia.

December 14, '67. 4t.

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a.

Boston	2 00	Norwich	1 95
Salem	2 15	Norwalk	2 00
Charlestown	2 00	New London	2 00
Chelsea	2 05	New Bedford	2 00
Dighton	2 10	Newport	2 00
Fall River	2 00	Pawtucket	2 20
Gloucester	2 20	Portland	2 40
Hartford	2 05	Portsmouth	2 40
Lynn	2 25	Providence	2 00
New York	1 40	Roxbury	2 15
New Haven	2 00	Salem	2 15

16 vessels and 14 tools arrived for week.

Freights from Rittenhouse.

New York	1 60	Newburyport	1 75
Fall River	1 80	New London	1 50
Newport	1 75	Pawtucket	1 65
Boston	1 80	Taunton	1 70
Norwich	1 50	New Haven	1 50
Providence	1 60	Portsmouth	1 75
Norwalk	1 50	New Bedford	1 80
Middletown	1 50	Bridgeport	1 50
Portland	1 50	Hartford	1 50
Salem	1 75	Fall River	1 80
Albany	60	Lynn	1 90

Freights from Schuylkill.

To Philadelphia	$1 00
New York	1 75
Boston	2 25

Freights from Georgetown or Alexandria

To Philadelphia	$1 00
New York	1 50
Boston	1 90

Schuylkill Co. Railroads for 1868.

The following is the quantity sent for last week:

	Tons.	Cwts.
Mine Hill & S. H. R. R.	1,000	11
Schuylkill Valley	1,004	11

The quantity sent by the Reading Railroad for the week ending Saturday last, was as follows:

	Tons.	Cwts.
Previously	4,540	04
Total	[illegible]	[illegible]

Lehigh Coal Trade for 1867.

For week ending on Saturday last:

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