Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 18, 1868.

A. G. THURMAN was on Wednesday elected United States Senator from Ohio.

SINCE Gen. Hancock appeared on the scene in Louisiana, Union men are insulted and in some instances shot down as if they were dogs. Such is "My Policy!"

THE two wings of the Copperhead party in Berks County, are to have daily organs soon. What a blessing it would be to Berks if that party would use its wings and fly away.

BETWEEN Andrew Johnson, the corrupt officers he has appointed after removing honest men, and the whisky "ring," the Government was robbed last year in the single item of whisky, of $125,000,000.

HOOFLAND'S GERMAN REMEDIES.—Testimonials of distinguished clergymen and others, are to the effect that for general debility of the system and especially for liver complaint, these remedies are safe and valuable. For particulars see advertisement.

ANDY has been completely outwitted in the reinstatement of Secretary Stanton, and naturally, feels sore. It is stated that Andy is preparing a proclamation directing that no business shall be transacted with the War Department, and refusing to recognize Mr. Stanton as Secretary of War.

NEW DRESSES.—Our cotemporaries, the Norristown Republican and Philadelphia Commercial List treat themselves this New Year to beautiful suits of new type. The Republican is a staunch, wide-awake, good Republican paper, and the List a most excellent and reliable commercial sheet.

PROPER.—On Thursday the House at Harrisburg passed a resolution thanking the United States Senate for reinstating Secretary Stanton, with an amendment complimenting Gen. Grant for his administration. The Senate will without doubt, adopt a similar resolution on Tuesday evening next, to which time it postponed the subject.

FERNANDO WOOD in a speech in the House on Wednesday, on the amendatory reconstruction bill, characterized the bill as "the most infamous of the many infamous acts of this infamous Congress." By resolution the fellow was subsequently simply censured by the Speaker, when he should have been expelled as unfit to sit with gentlemen.

THE Ohio Copperheads have control of the Legislature of that State, and one of their first acts is to pass a resolution rescinding Ohio's adoption of the Fourteenth Amendment to the Constitution, which guarantees the payment of the National debt, forbids the payment of the rebel debt, etc. The people can judge from this of the great danger which would attend Copperhead ascendancy in the Government.

THE West Branch Bulletin published at Williamsport, Pa., has been enlarged, rendering it nearly equal in size to the MINERS' JOURNAL. Friend Capron has succeeded in establishing the reputation of the Bulletin as an independent and able paper, in consequence of which its circulation and advertising patronage are not equalled by those of any other paper published in West Branch Valley. He will accept our congratulations upon the prosperous condition of his influential paper.

GOOD SUGGESTION.—A proposition has been presented to Congress by a member from Ohio, to sell the right to manufacture liquor for the United States, for $75,000,000. If that can be done and good security be given for the payment of this sum weekly to the Government, it is the best move made yet. Then let them cheat and defraud each other. They know the boys who are cheating the Government and will soon ferret them out. It will be then "dog eat dog."

GENERAL MEADE is by his action disappointing the Georgia rebels as well as Andy. The rebel Governor and Treasurer recently refused to pay the members of the Reconstruction Convention in session at Atlanta.—Gen. Meade remonstrated, and they still refusing he removed them and put in loyal men—Gen. Grant approving. The Georgia rebels find that in exchanging Pope for Meade to command that military department, they have got out of the frying pan into the fire.

PARDONS.—Gov. GEARY has sent to the Legislature a message in which he gives a detailed account of all the pardons granted by him since assuming the Executive chair. The names of the persons pardoned, their time of trial, crime, sentence, a list of the petitioners, and the reasons therefore, are all given. The statement is rather interesting, and is made in vindication of the Governor's exercise of power. It shows that Mr. GEARY has pardoned fewer persons than any former Governor in the same space of time.

THE COTTON CROP OF 1867.—Mr. Capron, the new Commissioner of the Agricultural Bureau, puts the cotton crop of 1867, at 2,340,000 bales.

Crop of 1866 at 1,900,000 "

Increase in 1867, 440,000 "

In 1860 the number of bales returned in the census, was 5,386,397.

The corn crop of 1867, is given at 775,820,000 bushels. The census of 1860 gives it at 838,796,740 bushels. This is a great falling off, according to the increase in population.

AN EXAMPLE FOR CONGRESS.—Recently in England a contractor of supplies for the Abyssinian war, charged with attempting to defraud the Government, was arrested, tried, convicted, and sentenced to five years imprisonment. In this country there has been too much leniency with public plunderers, and the consequence is a demoralization and corruption that are appaling. Congress would do well to emulate the example of England in this respect, and save the country from an evil as bad as slavery of which we have just been relieved.

CONGRESS.—In the Senate on the 13th a resolution was agreed to instructing the Judiciary Committee to inquire into the expediency of providing rules and regulations for the better procedure in cases of impeachment. A bill for the gradual reduction of the army was referred to the Committee on Military Affairs.

In the Senate on the 14th, during the debate on the bill for the contraction of the currency, the bill in regard to a quorum in the Supreme Court, with the House amendments, came over, and was referred to the Judiciary Committee.

In the House on the 14th, a resolution was adopted instructing the Committee of Ways and Means to inquire into the expediency of selling to the highest bidder the privilege of manufacturing spirits in the United States for the term of ten or more years.

THE SPECIAL POLICE ACT.—The Police act for this County has worked so admirably, that Gov. Geary in his late message, recommended that its provisions be extended to those counties the citizens of which might petition for them, and where they are required. We are not surprised at this, as the change which has been wrought here by the operations of the act, is signal and marked. The act went into operation here in April last. During the three years immediately preceding that date there were in Schuylkill County fifty-two homicides and murders.—Since, there has not been a single homicide or murder, nor even a known attempt to perpetrate so grave a crime; capital once more invests in safety in this Region, and the people feel secure in their lives and property. As crime has thus decreased, the expenses which formerly attended the criminal business of the County, have been lessened; thus lightening the burdens of the County Treasurer.—As beneficial as this act has been, the good effects of the accompanying legislation obtained, would added even to it, if the new Criminal Court had been permitted unobstructedly, to have gone into operation.—That matter will however, in a week or two be acted upon by the Supreme Court of the State, we trust favorably, when the co-operative acts will make our County one of the most orderly and law-abiding in the State.

In connection with the police act, we might state that as it carries security to all classes of the community,—to the farmer who brings his produce to market as well as to the coal operator in the transaction of his daily business—we think it might justly, be amended so as to permit its expense (which is much less than its saving to the County) to be paid out of the County treasury, instead of solely by the coal operators, as at present. No citizen in favor of law and order, and who recognizes the great change effected by the operations of the act, can offer a reasonable objection to the proposition.

A BIVALVULAR FEAT.—On Monday evening last while several gentlemen were in Pearsol's restaurant, in the basement of the Merchants' Hotel, Wm. Watson, a colored waiter, employed in the Hotel, entered. A basket filled with oysters, was standing at the entrance, and noticing that Watson cast rather a longing glance at the bivalves, the gentlemen offered to pay for them if Watson would eat them after they were opened. Watson consented and stuck to them manfully until the last one disappeared. He eat some three hundred oysters, occupying about an hour and a half in the operation. This is certainly, a remarkable feat, almost as astonishing as the engorgement by Watson's white confreres in the Poor House, of "them" Ten Thousand Dollars—the most striking difference being that the tax-payers can comprehend where the bivalves went, but they have not the most remote idea of the whereabouts of the "stamps."

LETTER FROM HARRISBURG.

[CORRESPONDENCE OF THE MINERS' JOURNAL.]

HARRISBURG, Jan. 16th, 1868.

Two weeks have passed into eternity since the Mower, Lycoming, Legislature and Affairs of the State convened. In that time what have they done? Let us enumerate:—The Senate organized, elected a Speaker and the usual array of petty clerks; voted themselves pay in accordance with custom, a Purdon's Digest and Ziegler's Manual; appointed a committee to examine into the condition of the Governor from the feudal families who rivalled it in wealth and power. Then, look at Dundee, and what would it be unless it had its linen manufactures employing 35,000 people, its engineering, iron ship-building, and other trades? And there is Barrow-in-Furness, whose inhabitants, within living memories, did not amount to more than fifty: now the population is at least twenty thousand, occupying such a position of importance as to have a municipal charter—all owing to its iron mines and the remunerative employment they afford. Here, too, is the town of Belfast, brought from the condition of a mere fishing village, in a comparatively short period, by its great linen, industry and trade generally, while other towns in the north of Ireland have declined with the decline of their linen manufactures and linen market.

What is there to hinder trade doing for all Ireland what it has done for Belfast, or Leeds, or Sheffield, or Dundee, or Barrow-in-Furness, or scores of other places which might be named! The Irish are apt to learn, fond of comfort, undergo voluntary exile in the hope of attaining independence, and are always disposed to earn and invest money. This is their natural character, but it is completely destroyed by the political habits in which they are trained. They will conspire for Ireland, commit murder for Ireland, and die on the scaffold for Ireland; but they will not live in peace with their neighbors and work for Ireland, without which virtues Ireland would return to barrenness if they had it in their own management to-morrow. Was not the country in a fair way of doing, and beginning to get into the iron and other manufactures, when the cowardly and bloodthirsty massacre occurred in 1641? Was not the country gradually reviving from prostration when the tyranny of James and Tyrconnel forced the revolution? Were not several enterprises established and our industrial resources being developed, even moderately, when the rebellion in 1798 swept all away? The 10 volunteers of 1779 had secured rights and privileges of trade from England, and our country's prospects were brightening when they were dimmed, destroyed by the last Parliament and coupling Ireland with the Union to our own time, have we not had three separate attempts at rebellion—one not yet disposed of—an uninterrupted conspiracy against the Crown and Government, the peace and progress of the country?

It is not strange that of all the plans for the improvement of Ireland, the revolutionary party has never adopted one that could be reckoned practical? Whether the conspirators be Young Irelanders or Fenians, no matter what they call themselves, they followed the Fates in a project which could not be realized, and, if realized, would leave our country in a worse condition than ever. And in his sane mind might see that some four millions of Roman Catholic Irishmen (which is over-estimating the number considerably, could never wrest this island from the grasp of England, with her population of twenty millions, recruiting her armies from some three hundred millions of subjects, and having her fleet ruling in every sea. Taking it that the whole population of Ireland were united on this subject (which will never be the case), what would six millions be able to effect against such tremendous odds? The idea is only fit for some lunatic asylum; and some men ought to be ashamed at being told that they ever entertained it. We know well that the fault does not rest with the people, but with their advisers—with those who keep such facts as we have named in the background, and, from motives of jealousy, envy, or disappointment, pander to the popular mind against England, and the credulous into crimes which end in penal servitude or at the gibbet. "God bless poor old Ireland" will not, therefore, bear any connection with the Manchester Fenians, because Fenianism has brought a curse on the land. The prayer can only be realized by means of truth and unity. Influencing our countrymen to be peaceful and industrious.

THE LEGISLATURE AND ECONOMY.—We hoped when the Legislature met, that in compliance with the known wishes of the people of the State, it would inaugurate a system of retrenchment and reform. One of its first acts acted as a damper upon that hope. We allude to the passage of a resolution by the House, giving each member a copy of Purdon's Digest. Costing $10 a copy, the expenditure involved in this item is $1830. The purchase of so many copies for the use of the Legislature is entirely unnecessary. It is a valuable work it is true, but five copies for the use of the House, and three for the Senate, would be amply sufficient. The purchase of so many copies to be carried off by members, and not left for the use of future legislatures, is simply, a robbery of the State Treasury, which meets the condemnation of the people without respect to party. In these pinching times the people look for measures of rigid economy at the hands of their Legislature, and they are resolved to hold representatives to a strict accountability.

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Fenianism.

The greatest humbug in this country at present, is Fenianism. In this section it is nothing but a tender to Copperheadism, and is to be used for that purpose by nine-tenths of the leaders in this country. In England it is but little better than ruffianism, and the people of Ireland are suffering more from its agitation in this country, than they are from what they term the oppression of the English Government. The best evidence of the truth of what we say is, that nine-tenths of the Fenians in this country WHILE THEY PROFESS HOSTILITY TO ENGLAND, ARE THE BEST FRIENDS THE ENGLISH GOVERNMENT HAVE. They, almost in a mass, vote for free trade with England, which builds up her wealth and power and destroys our labor and industry; and then profess to be opposed to England. Was such an arrant set of fools ever created before? When we have a little leisure, we will write an article on the difficulties between England and Ireland, from information we derived while abroad. In the mean time we publish the following from an Irish paper, which contains much truth worthy of the consideration of those who do not desire to be humbugged by Fenianism as it exists in the United States, and also for the demagogues in Congress who feel disposed to favor it:

(From the Belfast (Ireland) Weekly News.)

What the Discontented Might Do for Ireland.

"God bless poor old Ireland"—a pious sentiment, no doubt, but very ill-placed as the conclusion of an invitation to pray for the souls of Allen, Gould and Larkin, who were executed for the murder of Sergeant Brett. But God has blessed old Ireland with a healthy climate, a fruitful soil, fine natural resources, and a docile people, if they could only be kept from evil advisers. Our country has great historical associations, testifying to an advanced civilization in a remote period; to early fame in science, and literature, and the arts; to many foundations for religious and education-al purposes, the benefits of which were felt over all Europe; and to distinguished men in every department of life—philosophers, poets, orators, heroes, artists. Any man might be proud of being an Irishman, if it were not for the misconduct of a certain class of Irishmen themselves, because they have brought the curse of poverty and discontent on both land and people—caused penal laws to be enacted, resources to be underlooked, and famine to be perennial where the means of wealth are so abundant. Ireland is her own direst enemy. No people on earth could have done her half the injury which has been inflicted by her own people—by those ever-recurring conspirations which stab her vitalparts, and keep her blinded zealots continually in foreign excitement, contending with the strongest Power in the world, and always obliged to succumb, either in exile or on the scaffold. Allen, Gould and Larkin are the latest examples of mistaken patriotism driving its victims to deeds of cruelty and blood, which are expiated with their lives. Yet there are persons found sympathizing with the murderers, and they seem to think that the foolish end justified the wicked means employed to attain it—persons who speak of "their profound love of poor old Ireland" and the Fenian cause," in the hope of extracting pity for the memory of men who, with their associates, have wounded and bruised our ancient land.

Not could Ireland be anything but "poor," under the treatment she receives from those who call themselves her friends? Prosperity is only the reward of industry and industry is amongst us in the presence of turbulence. There is no *bona fide* guarantee of peace in the country; and capitalists shrink from those enterprises which would employ and improve society. What has made England and Scotland great ought to have the same effect in Ireland, if we followed their example. See how Leeds has grown up while Exeter declined, because the woolen trade flitter from one to the other; how Sheffield has surpassed Salisbury in fame and fortune, as the result of the cutlery trade leaving the one and settling in the other; how the iron manufacture has made the North of England so important, as a second to the Crown from the feudal families who rivalled it in wealth and power. Then, look at Dundee, and what would it be unless it had its linen manufactures employing 35,000 people, its engineering, iron ship-building, and other trades? And there is Barrow-in-Furness, whose inhabitants, within living memories, did not amount to more than fifty: now the population is at least twenty thousand, occupying such a position of importance as to have a municipal charter—all owing to its iron mines and the remunerative employment they afford. Here, too, is the town of Belfast, brought from the condition of a mere fishing village, in a comparatively short period, by its great linen, industry and trade generally, while other towns in the north of Ireland have declined with the decline of their linen manufactures and linen market.

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The Annual Statement of the Philadelphia and Reading Railroad Company.

The managers submit the following Report of the receipts and expenditures for the year ending November 30th, 1867, with the Treasurer's general balance-sheet, exhibiting the financial condition of the Company at that date:

[Here follows the usual Transportation and Income account, which we omit, as it is given below in condensed form.]

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1866.	1867.
Travel, 854,807 passengers	$1,098,217	
Merchandise, 1,057,191 tons	1,491,539	
Coal, 3,714,651 tons	8,945,697	
Mail	97,719	
Miscellaneous	191,647	
Gross receipts	$10,909,819	
Gross expenses	6,725,747	
Net profits	$4,184,073	

	1867.	Per Ct.
Travel 843,970 passengers	$1,088,647 Dec	$79 576
Miles, 1,138,604 tons	1,038,651 Inc	10 4,019
Coal, 3,644,824 tons	6,468,823 Dec	1,546,824 25 5 10
Mail	71,988 Dec	2 966
Miscellaneous	197,835 Dec	44,812 14 19
Gross receipts	$9,106,486 Dec	$1,794,333 10 5 10
Gross expenses	6,266,451 Dec	47,813 7
Net profits	$2,840,035 Dec	$1,836,016 81 6 10

Gross expenses, including Renewal Fund, in the

Year 1866 were $1 56-100 per cent. of gross receipts.
" 1867 " 69 81-100 " "

The receipts and expenses, per passenger and per ton, have been as follows:

	1866.	
Per passenger, cost,	$1 28 8-10,	Received $7 07
Miles per do.	66 4-10,	" 1 67
Coal per ton,	97 1-10,	" 2 21 9 10

	1867.	
Per passenger, cost,	$1 28 7 10	Received $7 91 6-10
Miles per do.	64 8 10	" 1 39 6 10
Coal per ton	91 9-10	" 1 85 5-10.

The result of the year's business, as condensed from Transportation and Income Account may be stated thus:

Receipts over cost of working the road		$3,360,043 75
From which deduct		
Interest on bonded debt	$156,644 60	
Interest on bonds and mortgages	58,336 56	
		$2,576,921 09
Cost of New Engines and Cars	60,991 17	
" New Branches to Lat-rville	96,918 34	
" New Coaling Stations at Palo Alto, Reading, Mahanoy, Richmond and Philadelphia	60,085 75	
" Eighth Street Bridge, Reading	27,628 24	
" Grading at Reading	31,623 41	
" Excavating Stone and Machinery, Pottstown	14,176 12	
" Bridge at Norristown	13,060 41	
" Tunnel	7,500 00	
" Propeller "Prospect"		
" Teams on Delaware and Raritan Canal	13,962 57	
" City Avenue Bridge	5,156 49	346,619 79
Dividend Fund, 1867		$2,039 761 90
Amount to credit of Reserved Funds, 1866	$2,920,119 01	
Deduct Dividend Dec., 1866	$1,187,193 34	
District U. S. and State Taxes	174,998 07	$1,311,691 43
		1,608,526 58
Add Balance of Accounts, Rents, &c.		
Paid by Schuylkill (Navigation Co., 1867		116,192 12
		1,724,718 70
Total Reserved Fund, 1867		$3,764,480 80
Out of which has been paid in July, 1867, 3 per cent. dividend on $25,856,101	$1,192,805 07	
U. S. and State Taxes on ditto	192,419 47	1,318,224 54
		$2 449,255 26

Therein has been declared a dividend payable in common stock on Jan 10, 1868, of 3 per cent. on the Preferred and Common Stock $23,656,

101 25 ..... $1,192,805 07

To meet this payment, there is stock created in lieu of bonds canceled 320,000 00

U. S. and State Taxes on dividend 122,419 47

872,805 07

	$995,224 54
Balance Reserve Fund	$1,454,031 46

The depression in the coal trade at the close of the year 1866, to which reference was made in the last report continued through 1867. This can hardly be regarded as unforeseen. The high prices for coal and large profits which prevailed during some years of the recent war, and, which—owing to the irregularities in the labor market continued for some time after its cessation, caused the erection of collieries capable of a production largely in excess of the consumption, thus leading to great competition and consequent low prices. The very large reduction in the price of coal in 1864, compared with that of several previous years, induced unusually heavy purchases, the increased production of that year having been very largely in excess of that of any former one.

The increase during the two years is fully equal to the usual average, which statement is equally applicable to the business of this Company, and there is no reason to doubt its continuance.

The Mahanoy and Broad Mountain Railroad and its branches, from which a large a proportion of the supplies of coal are now derived, has been materially extended.

The trust created for payment of all claims on the Allentown Railroad has been canceled, and the work of grading the road between Port Clinton and Topton has been resumed.

The Barnesville branch was completed in April last, since which time 91,598 tons have been prepared, at an average cost of 10 68-100 cents each.

The new mill for the manufacture of rails, the intended erection of which was announced in the last report, will be completed and in full operation during the ensuing spring. Great advantages are confidently expected from this expenditure.

Additions have been made to the real estate, rolling stock and other things necessary for the most expeditious and economical working, the details of which are elsewhere stated.

The advantages to result from these and similar expenditures cannot be realized during the year of their construction.

The most detailed statement of the Treasurer, of the Transportation and Engineering Departments are appended.

In July last, sterling bonds, payable in London amounting to $403 000, became due. The high rate of exchange then current rendered it inexpedient, in the opinion of the managers, to pay only $130,000 of them the amount required for the sinking fund, and to extend $110,400 for five years, $113 795 for seven years and the remainder, $134,400, for ten years. In addition to the bonds thus paid, $5,000 of the loan due in 1870 have been purchased, and $21,000 of the convertible loan due in 1886 have been converted into stock, thus reducing the bonded debt $182,000.

About a year ago the Perkiomen Railroad Company applied for assistance in the construction of their railway. The proposed line of road extends from the point where the Perkiomen creek empties into the Schuylkill, twenty-five miles from Philadelphia, to Emaus, on the line of the East Pennsylvania Railroad a distance of thirty six and a-half miles. The country through which it will pass has a fertile soil, and is rich in iron ore. By the use of six miles of the East Pennsylvania Railroad, a connection will be formed between the Schuylkill and Lehigh Valleys.—Great advantages direct and indirect are confidently anticipated from this new development of the resources of this section of the State, and the railway connections which it will thus be made. The road has been extended to this near and important feeder in as follows:

A mortgage on the property of the Company has been made, amounting to $1,800,000, payable in 1887, with six per cent. interest, semi-annually.

Bonds thus secured are issued, a portion of which have the following endorsement:

"Know all men by these presents, That the Philadelphia and Reading Railroad Company, for a valuable consideration paid by the Perkiomen Railroad Company, do hereby guaranty to the lawful holder of the several Income Warrants annexed to this bond, both the punctual payment thereof, as the same severally become due and payable, according to the terms of the said bonds.

"In witness whereof, &c."

Others bear the following' sargent:—"Know all men by these presents, That the Philadelphia and Reading Railroad Company, for a valuable consideration paid by the Perkiomen Railroad Company, do hereby agree to accept the within bond, when the same matured at the date of such acceptance being attached at the par of the principal of said bond, and all due and unpaid coupons of the said bond, at the place of said coupons in payment, to the extent of thirty-three and one-third per centum of all sums due into the said the Philadelphia and Reading Railroad Company, for tolls and charges for transportation of freight from any point on one of said railroads to any point on the other.

"In witness whereof, &c."

As subscriptions are made, the work to that extent is put under contract. A sufficient amount of these bonds, with the stock subscribed, have been taken to secure the construction of the road to Pennsburg, from the river Schuylkill, which will be completed and in operation early next spring. It has been a subject of much gratification to observe the interest and readiness to furnish the required capital which has been manifested by the residents in the vicinity of the new road. They evidently appreciate the advantages of the increased facilities and the augmented value of their property, which will surely ensue from the investment of their capital. It is proposed to continue the construction of the work, which is under the direction of the officers of this company, to completion as fast as the funds are thus furnished.

The preceding statements together with the annexed general account of the Treasurer, exhibit the financial position and transactions of the company. They also show that a portion of the profits have been invested for permanent improvements, which might be rightfully represented in the capital stock, and which explains why the last semi annual dividend was declared payable in the stock at par.

The design to maintain a gold basis for any increase of the capital stock has been fully carried out, and as the interest on the bonds, the addition to the capital resulting from the declaration of dividend in stock has yielded the same result to the Company as the negotiation of loans of an equal amount in gold.

The managers believe that the policy which has been adopted is only open to the question of the wisdom and good judgment exhibited in making the experiment.

On this point they have no doubt, and confidently submit it to the determination of the future.

The Managers would also point out the great reduction in the funded debt, amounting to six millions of dollars in five years, and its very small amount in comparison with the value of the property.

By order of the Board of Managers.

CHARLES E. SMITH, President.

PHILADELPHIA, January 13th, 1868.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 13th, 1868, the following resolutions were adopted:

RESOLVED,

1. *Resolved*, That the Report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted and adopted.

2. *Resolved*, That the Board of Managers be and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts for the purposes therein named.

3. *Resolved*, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at previous annual meetings be, and the same are, hereby continued.

4. *Resolved*, That a vote of thanks be, and the same is hereby presented to the President and Board of Managers, for the able manner in which the business of the road has been conducted during the past year.

And then the following gentlemen were unanimously elected officers for 1868:

President—CHARLES E. SMITH.

Managers—FRANK B. MCKEAN, A. R. ROOSE, R. B. CARROW, J. B. JEFFERCOTT, JOHN AIKMAN, STEPHEN COCHRIN.

Treasurer—SAMUEL BRADFORD.

Secretary—WILLIAM H. WEST.

LOCAL NOTICES.

☞ "A GOOD MAN LEAVES AN INHERITANCE." ☜

No man with a permanent family, is free from reproach if his life is not insured. See J. G. LOWRY & CO.'s advertisement, Fourth Page.

The Best Smoking Tobacco manufactured is Lynchburg, and packaged with the following named brands, viz: OLD VIRGINIA GENTLEMAN, SMOKING PET, JOCKEY, MAD HORSE, DOG, for sale by CHARLES WOLFERT & BROTHERS, 519 Centre St.

Jan. 1, '68 1-

Gloves, Neck-ties and Hose, to suit every taste, and at reduced prices, at J. A. Sharpe's Centre Depot.

Parties Fancy Long Dress, a beautiful article, at J. A. Sharpe's Centre Depot.

☞ Be sure and call at PETER COST'S, in Market, Centre Square, Pottsville, and examine his stock of Boots and Shoes, before purchasing elsewhere. Jan. 11, '68

THE COAL TRADE.

Pottsville, January 18, 1868.

The quantity sent by Rail Road this week is 52,692 01 tons against 30,822 tons for the corresponding week last year.

The trade is confined entirely to the city and the line.

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

	1867. WEEK	1867. TONNAGE.	1868. WEEK.	1868. TONNAGE.	Inc. & Dec.
P & R R	30,930	155,975	52,692	297,046	109,028
L V R R	24,460	73,457	32,254	120,290	113,833
Read 5th.	19,645	58,691	20,653	59,139	6,481
" 8th	6,692	10,588	6,910	14,984	4,397
Penn C C	12,252	20,304	14,288	24,139	3,835
Shamokin	2,221	4,661	6,110	8,886	4,227
Trevorton	525	545	534	534	5111
Short Mt.	566	526	747	747	222
L. V. Co.	305	305	785	785	480
Weston	175	225	400	625	354
Bed Top		8,121	2,611	4,480	41,429
	83,690	334,396	238,282	532,358	
			83,690	334,396	
			154,592	198,462	

The following is the result of the last auction sale of coal, which took place at New York on the 8th:

TONS.	JAN. 8, 1868.		NOV. 27, 1867.	
6,000 Lehigh	$3 10@$3 87½	Lehigh	$3 10@$3 75	
1,000 St. Bost.	$ 3 85@ $ 70	St. Bost.	$ 3 85@ $ 60	
3,000 Grate	$ 3 85@ $ 87	Grate	$ 3 85@ $ 60	
4,000 Egg	$ 3 75@ $ 00	Egg	$ 3 85@ $ 70	
2,000 Stove	$ 3 75@ $ 25	Stove	$ 3 85@ $ 85	
6,000 Chest	$ 3 75@ $ 85	Chest	$ 3 85@ $ 90	

It shows an average decline in prices, which was to be expected. As shipments are cut off very materially during the winter season, dealers in the cities are not desirous of increasing their stocks on hand without knowing whether the demand is likely to increase, and particularly so long as they can replenish their stocks monthly during the season from the same source.

OUR COAL STATISTICS.—In consequence of our failure to obtain returns in time from two points, which were absolutely necessary to complete our tables, we have been compelled to delay our statistics a week longer. Every year when the trade has not proved prosperous, we have always found it more difficult than usual to procure these statistics in full.

Pier 10 Fort Richmond.

SINNICKSON & Co.,

Shippers and Wholesale Dealers of the

CELEBRATED FRANKLIN COAL

OF LYKENS VALLEY.

Sole Shippers and Dealers of the well-known

HENRY CLAY COAL.

OFFICES: (132 Walnut St., Philad'a. 68 Trinity, Building, N.Y. 31 Doane St., Boston.

Jan. 18, '68 3-

BRIGHT & CO.

HARDWARE

POTTSVILLE PA

Jan 1, 68 October 19, '67—1y. 1-

COAL FREIGHTS.

Freights from Ft. Richmond (Philad'a.

No report.

Freights from Elizabethport.

No report.

Freights from Baltimore.

To Philadelphia	$1 40
" New York	1 30
" Boston	2 70

Freights from Georgetown or Alexandria

To Philadelphia	$1 40
" New York	1 30@1 00
" Boston	2 90@1 00

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

(CORRECTED WEEKLY FOR THE MINERS' JOURNAL.)

AT PHILADELPHIA.

FOR EASTERN SHIPMENTS.

Jan. 17, 1868.

Schuylkill Red Ash Prepared	5 00@	$ 75
" Chestnut	5 00@	
" White Ash Lump	4 00@	4 10
" St. Boat and Broken	4 00@	4 10
" Egg	4 25@	4 40
" Stove	4 25@	4 40
" Chestnut	4 00@	
Locust Mt. Lump	4 00@	4 10
" St. Boat and Broken	4 00@	4 10
" Egg	4 25@	4 50
" Stove	4 25@	4 50
" Chestnut	4 00@	4 25
Lehigh Lump	5 00@	
" St. Boat and