Miners' Journal.

POTTSVILLE, PA.

SATURDAY, FEBRUARY 22, 1868.

THE Courts of the POTTSVILLE MINERS' JOURNAL can be had every Saturday afternoon, at Zieber's Periodical store, Third street below Chestnut, Philadelphia.

ADVERTISEMENTS crowded out this week will appear in our next.

OUR acknowledgements are due to Hon Simon Cameron, Hon. H. L. Cake, and other members of Congress, for public documents.

SPECIAL attention is invited to confectionary card of Sellers & Folwell, in this issue.

THE FREELAND SEMINARY, A. H. Petermit, A. M., Principal, at Freeland, Montgomery county, Pa., will open its Spring term on Monday, March 30, 1868. This Institution is one of the best conducted in the State.

THE State Legislature will adjourn finally this session on the 24th proximo—at least that is the day fixed upon by the Senate.

RIDICULOUS.—Andy trying to strike Gen. Grant over the shoulder of Gen. Sherman.—Won't do. Try some other game, sir.

DOES the Philadelphia Press consider it just to copy statistical tables from our paper, which we arranged with considerable trouble and labor, without credit?

ANDY'S PARTY.—By report to Congress, Andy has pardoned 125 counterfeiters and perjurers. Andy feels that he belongs to the fraternity, and he has commenced building up his party for re-election.

READING RAILROAD stock is gradually declining. There is a tremendous effort made to keep it up, but the knowing ones are selling out as rapidly as possible. The day of dividends, unless differently managed, has gone by, and its tremendous doubled up capital, nearly treble what it would cost to build another road, will sink it.

WILLIAM M. SWAIN, one of the original proprietors of the Philadelphia Ledger, died on Sunday last, aged 58 years. Mr. Swain made large investments in coal lands in Schuylkill County, in real estate in Philadelphia, in the stock of the magnetic telegraph companies, and in various other ways, and everything proved fortunate, so that he had been a millionaire for many years before his death.

GEORGE FRANCIS TRAIN, the great bag of wind, is in his glory in Ireland. They crowned him king of Ireland at one of the meetings, and the traitors afterwards carried him on their shoulders through the meeting. It was fortunate that they did not leave him fall or there would have been an awful explosion. George requested them all to write to their friends in the United States, and have him elected President. That's it! blow, George, blow.

SPRING is coming—the beautiful birds are flitting hither, the tender leaf, the lovely flower, lamb and green peas—everything delightful, will soon appear, to charm senses which have been held in icy bonds during the long and severe Winter through which we have passed—all will come just as we could desire, except we fear, one thing—definite information from the Directors of the Poor as to the whereabouts of "them" Ten Thousand Dollars. What a joyful surprise to our tax-payers it would be, if that would also come.

IMPORTANT RESOLUTION IN THE RIGHT DIRECTION.—In Congress on Thursday, the Hon. D. E. Morrell, offered the following important resolution, which is in the right direction:

MR. MORRELL, Rep., of Pennsylvania, asked leave to report from the Committee on Agriculture a resolution instructing the Committee of Ways and Means to report bills providing for the removal of the internal revenue tax from all useful productions; for the adjustment of customs duties, so as to equalize the disparities in the cost of capital and labor between the United States and other competing nations; to encourage the importation of the skilled laborer instead of the products of his labor; to secure the balanced trade in favor of the United States, and thus to insure to the nation financial solvency and a sound, permanent return to specie values, to industrial prosperity, and true independence.

RASCALLY.—Mr. Delmar gives the balance of trade against this country in five months, as follows:

Total imports in gold.....that.... $156,569,211
Total exports in gold..... 141,169,138

Balance against this country, ..$15,840,073

Now, this free trader does not separate the coin exported in the five months, to pay for foreign goods, amounting to $36,920,637, which added to the above, gives a balance of $52,760,710 against this country less the small quantity of coin imported, which this free trader does not give. We are glad that Congress has left out the appropriation to pay the salary of the enemy to our country. If we cannot get friends of the country in public positions, we ought not to pay enemies.

THAT TESTIMONY.—The Philadelphia papers continue to refuse to publish the testimony of our merchants, &c., before the legislative committee last fall, about the outrageous conduct and charges on goods over the Reading road. Business men in Philadelphia write to us and state that they cannot get the Philadelphia papers to do anything in their behalf. One goes so far as to state that they have not a single independent paper in Philadelphia. We would advise them to appeal to the legislature, as the people here have done. Our merchants dealing in Philadelphia, are determined to transfer all their trade to New York, if those with whom they deal in Philadelphia will not aid them in obtaining redress. We will furnish a synopsis of this testimony, and if it does not astonish the merchants and manufacturers of Philadelphia, nothing will move them.

THE Republican State Convention will be held in Philadelphia, on Wednesday, March 11, to make nominations for Auditor General and Surveyor-General, and also to form an Electoral Ticket, and to choose four delegates at large to represent the State in a National Convention to be held at Chicago on the 20th of May next, for the nomination of candidates for President and Vice President, it being understood that each Congressional district will choose two delegates to said National Convention.

We understand, that the friends of Ira Bartholomew, Esq., of Schuylkill County, will present his name to the Convention as a candidate for delegate at large, to represent the State at the Chicago Convention. Mr. Bartholomew has for years been in the front rank of the Republican party, battling for its great principles; he is one of the ablest speakers in Pennsylvania, and if the State Convention should see proper to select him as a delegate, he would represent the Republican party of the State, we are confident, with ability and satisfactorily.

HAVE YOU a Cough, Cold, Pain in the Chest, or Bronchitis? In fact, have you the premonitory symptoms of the "insatiate archer," Consumption? If so, Thomas' Eclectric Oil will relieve in many cases where hope had fled, has snatched the victim from the yawning grave.

RADICAL RESTORATION.—ITS GOOD EFFECTS ARE permanent. It not only restores the color of the hair, but the quantity and natural glossiness. This is said by every one using Mrs. S. A. Allen's improved *tonic* or hair restorer or dressing, (*two* bottles.) Every Druggist sells it. Price one dollar. 6-4t.

THE best and surest Fertilizer, and one which may be relied upon for enriching poor land, is without a shadow of doubt, "BOWERS' COMPLETE MANURE." It acts upon the soil, and furnishes it with that substance so necessary for producing large crops. For top-dressing Wheat and Grass it is unsurpassed.

OF INTEREST TO EVERYBODY.—Since the advent of the Star Shuttle Sewing Machine in the market about one year ago, the manufacturers have sold about Fifteen Thousand, and such unprecedented testimonials of their intrinsic worth has prompted them to enlarge the machine, and otherwise improve it, that now the Star Shuttle Sewing Machine stands without a rival. Mr. Wilson deserves great credit for assuming the responsibility in putting a Lock Stitch Shuttle Sewing Machine in the market at such a very low price, in direct competition with all the first-class and high priced machines.

S. D. & H. W. SMITH'S AMERICAN ORGANS.—All our leading musicians are unanimous in their testimony relative to the excellence of the musical merits of Smith's Organs, and the improvements, manufactured by Messrs. Smith of Boston. Their quality of tone is much admired, being resonant like the pipe organ, full and sweet, containing rich and expressive variety for Home music, and great depth and volume of tone for churches, Sabbath schools, &c. The manual *sub bass* has remarkable strength, and is truly organlike in effect, rendering it superior to all other reed organs, while the addition of the *auxiliare coupler*, gives double the power of ordinary instruments.—*Congregationalist.*

THERE is no business or branch of trade in which skill, knowledge and enterprise are more essential, than in the drug business, nor is there any branch of human industry in which more charlatanism and imposture prevails. It is, therefore, to the interest of the public to carefully discriminate between the true and false druggist. This can easily be done by a simple practical application of that rule which is as true in matters of business as morals, "by their fruits (or results) you shall know them." Judged by this rule, Helmbold is a true druggist, and those well-known medicines, known as "Helmbold's Preparations," are legitimate remedies. Those latter have been before the public prominently for many years, and have been universally successful; the Extract of Buchu especially has secured the public confidence. For the appropriate disease it is without a rival.—*Daily Tribune, N. Y.* 7-2t.

EAST PENNSYLVANIA RAILROAD.

RASCALLY BUSINESS.

A friend has sent us the affidavit of E. W. Clymer, Esq., former President of this Road, from which we make the following extract.

The sequel shows that McCalmont while secretly professing to assist Clymer in his Road, managed to get the control of the stock, transferred it to the Reading Road, and then turned him out:

40. At the annual election held in January, 1864, the Philadelphia and Reading Railroad Company, voting the stock bought from the McCalmont Bros. & Co., elected me as President, but displaced all the old Directors save two, Messrs. Reeder Trexler and Charles H. Hunter, electing in their stead six other persons, five of whom were viz: Messrs. Charles E. Smith, A. E. Borie, Robert Cabeen, Franklin B. Gowen and John S. Richards, had no other interest in the company than the few shares of stock (three in each case) which I have reason to believe were transferred to said five persons to make them eligible as Directors; but which actually continued to be owned by the Philadelphia and Reading Railroad Company, and not by said persons.

41. From the date of the annual election in 1864, although nominally President, I ceased to have any real power or authority as such, being deprived of it by the unwarrantable and criminal interference of the Philadelphia and Reading Railroad Company, through its President, Mr. C. E. Smith, my company and its interests and the interests of the stockholders being made subservient to the selfish and sinister motives which had ever been inimical to them. All our agreements, contracts, purchases of locomotives, rolls, cars, and supplies, and indeed every other important matter or thing being dictated by and under orders of Mr. C. E. Smith, the President of the Philadelphia and Reading Railroad Company, in doing which I was simply executing what I, in the capacity of President, should right have done—employing engineers on the extension to the Delaware, and if prevailing them at will; requiring me to enter into a contract with the Atlantic and Great Western Railroad without consultation or the approval of my Board of Directors; hiring detectives and placing them on the passenger trains of my road for the purpose of employing a stealing, which they never had done, but for which we were forced to pay several thousand dollars. Thus by these and many other acts left entirely discontent and demoralization into my company.

My position was most trying, and indeed humiliating. But I had initiated the enterprise; my members and myself were the owners of nearly one-sixth of the capital stock, and I had induced others to subscribe to and purchase it, and I felt bound by my full obligations of honor and of personal interest to submit to much in order to protect the large interests of others and myself so far as I might have power.

42. It was difficult to understand the change in the management of the road. I had received assurances from Robert McCalmont of his approval of my policy in the part of his entire satisfaction with it, of his regret at having parted with his stock, that sundry considerations had precipitated an investment of interests (with the Reading), that they had parted with it too cheap, that he would be greatly vexed if I should suffer personally from the change, and requested that the stock of myself and friends should be exchanged for Reading stock on fair terms—all this will appear from letters in my possession.

43. I also well knew it was by the influence of McCalmont Bros. & Co. that Mr. C. E. Smith was elected President of the Philadelphia and Reading Railroad, they having a controlling vote of its stock, and could not understand why it was that he who represented the very parties so entirely identified with my former management, which had brought success and prosperity to the enterprise, should at once attempt so to interfere as to deprive me entirely of it save in name.

44. Mr. Hugh McCalmont, one of the firm of McCalmont Brothers & Co., was in the country at the time the firm parted with their stock to the Reading Company, and prior to the annual election in 1866, he wrote a note to Mr. C. E. Smith, stating that it was his wish and that of his brother, Mr. Robert McCalmont, that I should be continued in the Presidency of the East Pennsylvania Railroad.

45. Prior to the election in 1866 at the suggestion of Mr. Hugh McCalmont, I called on Mr. C. E. Smith, to consult with him on the financial condition of affairs. He said that the McCalmonts desired that I should be continued in their presidency, but in all events, that I should be re-elected, but that as the Reading Railroad desired to buy up the East Pennsylvania Railroad stock, I should let as little be known as possible outside as to the real value of the stock. I felt indignant at the proposition to buy up the stock in this manner. I knew the latent fire, and that a few weeks before he had given McCalmont Brothers & Co. Reading stock, share for share, in exchange for their East Pennsylvania stock, and that the Reading stock was then selling (when the exchange was made) at from $26 to $28 per share, or thereabouts.

46. In order to establish the complicity of the officers of the Philadelphia and Reading Railroad Company in the effort to break down, depreciate, and if possible wipe out entirely the value of the stock of the individual stockholders, I produce copies of letters from W. H. Wenton, the secretary, Mr. Thomas Stafford, the treasurer of the Philadelphia and Reading Railroad Company. It is believed that other letters of the same kind can be produced.

PHILADELPHIA AND READING RAILROAD CO.,
OFFICE, 227 South Fourth Street,
PHILADA., September 27, 1866.

SAMUEL KNOX, Esq.,

MY DEAR SIR:—I have your favor of 26th inst.—There has been no sale of Reading and Columbia Railroad 1st mortgages, for some time to have had any thing to do with the concern, that I know of: I heard some talk about them the other day, and I suppose that they could be sold here generally, to 55 per cent. As I do not know of any holders here, I do not know what they could be bought at. I do not know of any for sale. East Pennsylvania Railroad stock could not be sold in this city, I judge, except at a very low figure: it might perhaps bring 20 per cent, that is $15 a share for the entire par. The Reading Railroad Company does not want to buy, and I do not know any one who does. I am sorry that I cannot give you any more definite or satisfactory information.

Yours Truly,
WM. H. WENTON.

Perhaps 82½ or 85 per cent. is too high. Warrants and Franklin 1st mortgage 7 per cent. bonds, class of taxes sell at 80 @ 81.

The letter of S. Bradford, Treasurer, is as follows:

PHILADELPHIA AND READING RAILROAD CO.,
Office, 227 South Fourth Street,
PHILADA., *October* 1, 1866.

S. BRADFORD, *Treasurer*.

DEAR SIR:—In reply to your inquiries as to the East Pennsylvania Railroad, I have to state that it is the convertible into the stock of the Philadelphia and Reading Railroad Company. I cannot inform you of its value, as I have transferred no shares recently, and do not know of any one who wishes to buy it. Some time since I learn that $17 per share was offered for it, but I do not know that it was refused.

Respectfully yours,
S. BRADFORD, *Treasurer*.

The foregoing letters from W. H. Wenton, the Secretary, and S. Bradford, the Treasurer of the Philadelphia and Reading Railroad Company, are official communications, signed by the parties belonging to and with the corporations, desires, and marks of said company. They are speaking for said company, and although the experience Mr. Webb, says that on the 27th of September, 1866, East Pennsylvania stock *initials packages bring* $15 per share, and on the 28th of October, 1866, just one month after, Mr. Bradford says that some time before, he learned that $17 per share was offered, the year in error, it was 1866 instead of 1865, and he says he did not know that within the year before their own company had bought over 7000 shares of it, by exchanging for it Reading stock at the rate of $26 to $28 per share selling at $56 to $58 per share thereabouts.

47. It cannot be, if the stock was only worth from $15 to $17 per share, that Mr. Secretary Webb and Mr. Treasurer Bradford would have permitted their company to pay $25 or $26 per share for it. The only rejection of their statements can be attributed to these gentlemen; they surely only intended to still further enrich their company by trying to get a few more of the shares of the holders' profits. Their finely-spun-out would not have been of a totally beneficial to the individual stockholders of the East Penna. Railway.

The following is the testimony of Mr. Borie:

A. E. Borie, a witness, produced a paper, and examined on behalf of the defendants, deposes as follows:

Question by Judge Perrin.

Q. And acting as a director of the East Pennsylvania Railroad Company?

A. Yes, sir.

Q. What number of shares of stock stand to your name on the books of the Company?

A. Three shares.

Q. By whom were they transferred to you?

A. I believe they were transferred to me by the Philadelphia and Reading Railroad Company.

Q. Are you the owner of those shares in your own right, or do they belong to the Reading R. R. Co.?

A. I have never been called upon to make any payment on them, though I would have done so if asked. That is a question that must be decided by law. I can say I own them as much as I consider the railroad company owns them.

Q. Have you a certificate, Mr. Borie?

A. No, sir.

Q. Did you ever transfer them back to the Reading Co., or execute any power of attorney for that purpose?

A. Not that I am aware of.

Q. Did you request the transfer of those shares to be made to you?

A. No, sir.

Q. Did you purchase those shares from the Reading Co., or were they transferred to you to enable you to act as a director?

A. They were transferred to me to enable me to act as a director.

A. E. BORIE.

Mr. Cabeen another appointed Director swears similarly.

Was there ever such a rascally transaction exposed to the public? Here are several Englishmen living in London, through their supple tool, Chas. E. Smith, conniving to rob the stockholders of the East Pennsylvania Road, of their property. If we had any interest in that Road we would have the whole party indicted for a conspiracy to defraud—and their charter ought to be forfeited by the Legislature at once, as a check to such rascality. Swindling and destroying investments seems to be the only stock in trade of this fore fgn corporation.

THE COAL TRADE.

Pottsville, February 22, 1868.

The quantity sent by Rail Road this week is 44,779 01 tons against 29,695 tons for the corresponding week last year.

As there is scarcely any shipping from the different ports, the supply is principally for the line on the different routes. At Port Richmond, however, we learn they are stocking large quantities, which, of course, will tend to depress prices.

The low rate of wages, and the absolute necessity of keeping men at work to prevent starvation in some portions of Schuylkill County, the ability to produce coal at many of our collieries, will be materially increased. If Congress will only take off the internal taxation on the industry of this country, and adjust the tariff in the interest of American labor and industry, the market will take a millions tons increase of Anthracite this year. The low price at which coal will be furnished will greatly extend the consumption by penetrating to much greater distance than heretofore.

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

	1867.		1868.		Inc. & Dec.
	WEEK.	TOTAL.	WEEK.	TOTAL.	
P & R RR	29,695	324,697	44,779	425,611	100,714
L Val R R	25,229	202,152	37,949	340,076	137,924
Sch'kill R	22,764	212,746	18,381	199,028	14,728
Penn C C	64	29,740	6,496	53,292	23,552
Shamokin	9,910	98,411	7,297	91,501	6,910
Trevorton		3,100	537	1,764	61,336
Short Mt.	295	2,357	492	3,292	416
L. Mt.	639	4,985	1,078	8,471	3,512
Wenton	959	8,961	1,018	6,125	2,764
Bird Top	3,558	20,956	2,621	16,533	65,508
	102,543	909,295	124,846	1,130,193	
			102,543	803,295	
			22,303	326,898	

WRITTEN notices have been sent to coal operators by the Reading Railroad Company, stating that the rates of toll on coal on the laterals will be 8 cents per ton per mile, and 25 cents per ton per car service on all coal sent to the scales and re consigned south of the Broad Mountain, and the same rate per mile and 50 cents per ton car service beyond the Broad Mountain. These are the same rates as were charged before, except that all coal sent on the main branches of the Reading Road cannot be re-consigned at the scales to other parties, as has been done heretofore, by middle men dealing in coal, without paying the extra tolls.

The Delaware and Hudson Company have issued their circular prices of coal for the year 1868 on board vessels at Rondout. The prices of lump and steamboat are not given. These sizes will be sold to meet the prices of other dealers:

	Broken.	Egg.	Stove.	Chest.
April	$4 10	$4 10	$4 30	$5 00
May	4 25	4 25	4 40	4 60
June	4 25	4 25	4 50	4 70
July	4 25	4 25	4 50	4 70
August	4 60	4 60	4 75	4 95
September	4 40	4 40	4 65	4 85
October	4 80	4 80	5 00	5 10
November	5 60	5 60	5 75	5 90
Average for 8 months	$4 81	$4 81	$4 99	$5 19

The price of freight from Rondout to New York is 65 cents per ton.

The price of Schuylkill Coal will have to rule low to meet these prices in the New York market, even with the heavy drawbacks allowed by the transporting companies to Philadelphia:

The rates of toll from Pottsville to Port Richmond is as follows:

	L.	L.	L.	Flour.	S.
	$2 00	$2 00	$2 00	$2 00	$2 00
Drawbacks	1 25	1 15	1 00	65	50
Rates from N. Y. and Eastward	75	85	1 00	1 25	1 50
Tolls, &c., to Phila.	2 25	2 15	2 15	2 15	2 15
Broad Street	2 25	2 15	2 15	2 15	2 15

THE RATES FROM BELOW.—We learn that some of the middle men below, who have always united with the Reading Road in fleecing our coal operators, threaten to withdraw their advertisements from our paper unless we desist in our course in trying to benefit the coal trade of Schuylkill County, and also the trade of Philadelphia. Well, if they can afford to withdraw their advertisements from a paper that circulates more largely among the coal dealers of the United States than any other, let them do it; and if we receive any more impudent threats of that kind from a responsible source, we will not wait for withdrawal, but will pitch their advertisements out of our paper. We publish the largest sheet in the State, and have more advertisements than we can well accommodate, although we have increased the prices 25 per cent. In a few weeks we will issue a Wednesday Journal in order to relieve us.—The people admire independent newspapers wherever they find them.

We might whisper into the ears of these threateners that the new road leading towards New York will be located as soon as the weather will permit, and when the tyranny of the Reading Railroad is thrown off, our operators may take it into their heads to cut those who are endeavoring to thwart them in preserving their property and interests.—That's all.

LOSS AND GAIN.

The Philadelphians permit the Reading Railroad to charge them $2 18 cents a ton, for carrying coal to Philadelphia, while they carry coal to New York at 75, 85, $1, $1 25, $1 50 and $1 75. The Reading Road is a local road, not leading through different States, like others, but it is only 93 miles long, built to carry coal to Philadelphia, where it terminates. It has nothing to do with the practice of long lines leading through different States, of allowing drawbacks on freight from the far west, and yet Philadelphians permit such a policy. Why don't they apply to the Legislature to compel them to carry coal as cheap to Philadelphia as elsewhere. Compel them to give Philadelphia and the line of the Schuylkill the advantages they possess in location. The Legislature will do it, if they apply—they are outraged at the practices of this Company. If the Company has mismanaged to such an extent that they cannot pay dividends without this extra charge on Philadelphians, that is their own lookout. All the people have to do, who gave them their charter for their benefit, who have rights also as well as for the benefit of the stockholders, is to demand those rights, in spite of the extraordinary timidity of the Press of Philadelphia, who permits her citizens to be so heavily taxed in silence. Philadelphia derives about 20 cents a ton benefit on the 2,000,000 tons of coal which crosses from the Falls to Port Richmond, and in the shipping of the same. This will give $400,000. Now she pays 75 cents a ton more on the 2,000,000 tons she consumes, than she ought to pay, considering her location, and that amounts to $1,500,000, making a tax of $1,000,000 annually, which she voluntarily pays to a corporation.

Now, all Philadelphia has to do is to apply to the Legislature, and compel the Reading Railroad to allow no drawbacks against Philadelphia—they will thus be compelled to put their tolls to Philadelphia at such rates as will enable them to compete with New York and the East, without drawbacks. They must carry the coal or forfeit their charter—and if they cannot pay dividends, let the stockholders attend to that. If they are willing to maintain such a miserable management, let them pay for it. With low tolls to Philadelphia they will ship abroad quite as much as they do now.

We are under obligations to several coal merchants in New York, for circulars, &c. We will be obliged to them for information whenever any change takes place, or any new movements are agitated. This is likely to be a rather exciting year in the trade judging from what has already transpired. The consumers abroad will obtain their coal cheap this year, except the week and lowly people of Philadelphia, and on the line of the Schuylkill, who seem to like to pay high prices.

THE following letter speaks for itself. It is important to the trade:

DELAWARE & RARITAN CANAL COMPANY,
OFFICE OF THE ENGINEER AND SUPERINTENDENT,
TRENTON, N. J., Feb. 19, 1868.

MESSRS. L. BARNARD & CO., *Philadelphia*:—In accordance with the request made in the memorial enclosed in your favor of the 13th inst., our towing limits for Schuylkill coal will be extended to Port Richmond. Will you be kind enough to communicate the above to the parties interested, and oblige

Your Obt Servant,
J. G. STEARNS.
Signed,

A FRIEND in New York has sent us the following petition. The prayer of the petitioners ought to be granted. It takes about 5 per cent to cover the waste of handling coal:

To the Morris Canal and Banking Company:

GENTLEMEN:—Whereas, it is now the custom of all Pittsburgh and Railroad Companies transporting coal to tide-water, to charge net rates of toll, over Company alone excepted; now, therefore, the undersigned, being largely engaged and interested in the coal trade, and desirous to be put on the same terms as those which have taken place, and will continue to take place under a system of gross tolls and drawbacks, do pray your honorable body that you will establish the same on all coal passing through your canal during the coming season of 1868. Respectfully,

R. Bowne, Jr.,	L. E. Morris,
N. V. & Lehigh Coal Co.,	German P. Coal Co.,
Randolph Bros.,	Dyberdin & Co.,
Bergen Mt. Coal Co.,	Emerald Coal Co.,
A. Parish & Co.,	Stout Coal Co.,
D. F. Linsley & Co.,	H. Ege & Co.,
White, Burke & Co.,	Wm. Cabeen & Co.,
Caldwell, Conant & Co.,	W. T. Carter & Co.,
Cutler, Bros. & Co.,	Phillips & Colt,
Henry Brode Coal Co.,	W. H. Tatham & Co.,
Lewis Audenried & Co.,	Quintard, Ward & Co.,
Caldwell, Conlyn & Co.,	John Bennett, Jr.,
McNeal Coal & Iron Co.	

REDUCTION OF WAGES.—The Glasgow (Scotland) Sentinel of Feb. 1, 1868, says:

In most of the mining districts of Scotland the wages of the colliers have been reduced, the masters complaining of dull trade, although as yet the public has not felt the same price for their coal as before the reduction, which it is to be suspected will be retained by the coalmasters, as there is not even any word of a reduction in price.

At nearly all the iron works in Wales similar reductions have been made. Under these circumstances the emigration to the United States will be large in 1868.

From whatever can gleam from the Sentinel, which represents the interests of labor, the general tendency is a reduction of wages, while breadstuffs are advancing. Unless we have protection to domestic industry, the laboring classes in our country, will soon be reduced to the same condition they are in Europe.

A NEW YORK correspondent writes under date of February 18th, that the harbor of New York is full of ice, and that a great many boats have been cut through.

HAMMETT & NEILL, Pier 7, Port Richmond, coal shippers, are agents for the sale of favorite coal of this and other regions. See their card.

A FRIEND in New York sends us the following, with a request to publish it. This article mentioned in it is very important to the manufacturers of steel in this country. We saw a specimen of the iron in New York and unhesitatingly pronounce it superior:

SPIEGELEISEN IN AMERICA.

To the Editor of The Tribune.

SIR:—Spiegeleisen, or iron containing the proportion of manganese necessary in the process of making Bessemer steel, is now being imported from Germany, and is worth in the market $65, gold, per ton, the supply being limited. An article quite equal to that imported is now being introduced in this State from Tennessee. The ores from which this metal is made is found in the Cumberland range, near Greenville, East Tennessee; not far from the Virginia and North Carolina line. The mountain is there composed of large dome-shaped, and the ore is found at its very top in the vast deposit, requiring but little labor to extract it. Two men and a boy mine or quarry an average of 30 tons per day, beside doing their other work of the mine. The ore is a limonite or brown hematite, with a large admixture of manganese, and free from any deleterious ingredients. Careful analyses have been made by Prof. Eglestion and others, and it is found to be exceedingly pure, with a laminated or crystalline structure, presenting an appearance, in broken pig, like that of new silver. This appearance is caused by its mixture with manganese, of which it contains a large percentage. The ore to which this iron has been successfully applied includes the manufacture of a fine quality of merchant iron, also its application as a mixture for fine castings, such as car-wheels, axles, bells, quartz-crushers, &c. Recently it has been used as a recarbonizer in the manufacture of Bessemer steel; it is now imported from Prussia for that purpose. It is also used as a mixture to improve the quality of badly-made irons, whether anthracite or charcoal, when too much decarbonized or "burnt." The manufacturers of steel from the bar have high expectations of finding it one of the purest and best shaped irons for their purposes. Joseph R. Anderson, Esq., of the Tredegar Iron works at Richmond, who was filling an order for 100 tons to be put in puddle bar for a celebrated Sheffield steel-maker now at Philadelphia, writes:—"We cannot help but be pleased with a sample, for after an experience of 25 years, I have never puddled an iron equal to it." Mr. Anderson, it is well known, has been accustomed to the finest irons in this country—Mr. Lillie, of safe notoriety, has pronounced it one of the best irons introduced into use in this country. It has been extensively used at Knoxville, Tennessee, for piling on the outside of railroad scrap and in this way makes a merchant iron of superior quality. The general want of knowledge of the practical working of manganese iron in this country, and of the uses to which it can be advantageously applied, renders the introduction of this new material a matter of delay and difficulty. When our manufacturers of iron become better informed in these respects, it will be as much sought for, and as freely used, as it is now in Germany and England.

EDWIN HENRY,
No. 164 Maiden-lane, New York.
New York, Feb. 6, 1868.

OFFICE OF MAHANOY VALLEY AND LEHIGH COAL AND NAVIGATION ASSOCIATION, ASHLAND, Pa., Feb. 17, 1868.

NOTICE is hereby given that the next regular meeting of the Mahanoy Valley and Lehigh Coal and Navigation Association will be held at the Reppler House, Ashland, Pa., at 2 o'clock, P. M., on Monday, February 24th, 1868. A full and punctual attendance is requested.

Feb 22—3-1t HENRY S. BONER, Secty.

DISSOLUTION OF PARTNERSHIP.—The late firm of Best & Pearson at Ashland, and that in Pearson Co., United States and New York, were dissolved on the 19th inst., by the retirement of Emanuel Best. The undersigned being the remaining partners, said firm will continue the business of mining and shipping Locust Mountain Coal under the firm name of Davis Pearson & Co., at Ashland. All Ashland accounts payable and dues will continue to be settled at the office and place of sale, by DAVIS PEARSON,
ROBERT McLINDSAY,
ROBERT TAYLOR.

Feb. 18, 1868. 8-2t

HAMMETT & NEILL,
Pier 7, Port Richmond,
SHIPPERS OF
WHITE AND RED ASH COAL.

AGENTS for the sale of the celebrated **Silver Brook**, (Schuylkill) **Shenandoah City**, and **Wiggan & Teichle's Locust Mountain White Ash Coals**. Also **Hyde's** and **Peach Mt.** Red Ash Coals.

FROM HOBOKEN.

THOMAS CORE'S COAL WILLIAMS & HERRING and BOYER'S Celebrated FAMILY COAL.

Also Binghouse and Cumberland Coals, of well established reputation.

OFFICES—PHILADA., 217 Walnut St.
NEW YORK, Room F, Trinity Building.
PROVIDENCE, 76 Weybasset St.
BOSTON, 93 Doane St.

February 22, 68 3-1w

TO COAL OPERATORS.—For Sale.—Two Grane Collieries in good working order. Also in the Shamokin and Mahanoy Basins, on the Mammoth Vein, two or three good coal leases, can be had by applying to WM. H. MARSHALL,
Feb 1, '68—3 6m Shamokin, Pa.

COAL FREIGHTS.

Freights from Pt. Richmond (Philad'a. No report.

Freights from Rituxbetport & Port Johnson.

Quotations of freights are irregular, in fact, nominal quotations on account of the ice.

Freights from Baltimore.

To Philadelphia	40c.
New York	1 90c.
Boston	2 75c.

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA.

FOR SHIPMENTS EAST OF NEW BRUNSWICK, AND SOUTH OF CAPE HENRY.

Feb. 21, 1868.

Schuylkill Red Ash Prepared	4 25@4 50
" Chestnut	2 50@
" White Ash Lump	4 25@
" St. Boat and Broken	3 25@3 50
" Egg	3 75@4 00
" Stove	4 00@4 10
" Chestnut	2 50@2 75
Lorain "	3 50@3 60
" St. Boat and Broken	3 50@
" Egg	3 80@4 00
" Stove	4 15@4 25
" Chestnut	2 75@3 00
Lehigh Lump	4 00@
" St. Boat and Broken	
" Egg	
" Stove	
" Chestnut	
Broad Top	
Special Coals.	
Hill & Harris, Lump	
" St. Boat and Broken	
" Egg	
" Stove	
" Chestnut	

AT NEW YORK.

Feb. 20, 1868.

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

Lehigh Coal at Port Johnston, N. J.

Lump, by Cargo	5 25@
St. Boat and Broken	5 25@
Egg	5 25@
Stove	5 50@
Chestnut	4 75@

Scranton Coal at Elizabethport.

Lump, Auction prices	5 54@
Steamer, "	5 50@
Stove, "	5 77@
Egg, "	4 08@
Chestnut, "	4 98@

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

AT BALTIMORE.

Feb. 17, 1868.

To trade by cargo or car load.

Wilkeson & Pittston W. Ash	5 25@ 5 50
Lykens Val. R. Ash	5 50@
Shamokin, white or R. Ash	5 00@ 5 75
Lykens Val. or Wharf, 50 @ 75 cents additional.	
Delivered to consumers	7 25@ 8 00
George's creek and Cumberland Coal	5 00@
f. o. b. at Locust Point for shipping, At $ 00@	

Schuylkill Co. Railroads for 1868.

The following is the quantity sent for last week:

	WEEK.	TOTAL.
Mine Hill & S. H. R. R.	22,347 16	115,277 15
Schuylkill Valley	2,206 17	18,900 06
Mt. Carbon	1,226 12	7,171 07
Mill Creek	3,500 17	30,372 19

BLACK BAND IRON ORE.

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

Week	191 17
Previously	
Total	

Coal Trade by Railroad, for 1868.

The quantity sent by Railroad, for the week ending Thursday last:

Mt. Carbon	947 10
Port Carbon	799 01
Pottsville	21,493 05
Schuylkill Haven	1,452 00
Auburn	836 00
Port Clinton	10,631 04
Total for Week	44,559 01
Previously this year	388,882 07
Total	433,441 08
To same time last year	424,867 06
Increase	10,714 02
Decrease	

To the Morris Canal and Banking Company:

GENTLEMEN:—Whereas, it is now the custom of all Pittsburgh and Railroad Companies transporting coal to tide-water, to charge net rates of toll, over Company alone excepted; now, therefore, the undersigned, being largely engaged and interested in the coal trade, and desirous to be put on the same terms as those which have taken place, and will continue to take place under a system of gross tolls and drawbacks, do pray your honorable body that you will establish the same on all coal passing through your canal during the coming season of 1868. Respectfully,

R. Bowne, Jr.,	L. E. Morris,
N. V. & Lehigh Coal Co.,	German P. Coal Co.,
Randolph Bros.,	Dyberdin & Co.,
Bergen Mt. Coal Co.,	Emerald Coal Co.,
A. Parish & Co.,	Stout Coal Co.,
D. F. Linsley & Co.,	H. Ege & Co.,
White, Burke & Co.,	Wm. Cabeen & Co.,
Caldwell, Conant & Co.,	W. T. Carter & Co.,
Cutler, Bros. & Co.,	Phillips & Colt,
Henry Brode Coal Co.,	W. H. Tatham & Co.,
Lewis Audenried & Co.,	Quintard, Ward & Co.,
Caldwell, Conlyn & Co.,	John Bennett, Jr.,
McNeal Coal & Iron Co.	

Pinegrove Coal Trade for 1868.

Amount transported during the last month:

	WEEK.	TOTAL.
Lorberry Creek	1,170 13	1,170 13
Good Spring	2,522 18	2,522 18
Union Canal Railroad	3,643 06	3,643 06

Lehigh Coal Trade for 1868.

For week ending on Saturday last:

OPERATORS.	RAILROADS. WEEK.	TOTAL.
Hazleton	3,001	40,567
East Sugar Loaf	2,022	27,153
Mt. Pleasant	1,295	17,393
Jeddo	1,951	26,354
Harleigh	755	11,814
Coxe Bro. & Co		
Bleichroden Coal Co	1,294