Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 21, 1868

UNION REPUBLICAN STATE TICKET.

For Auditor General,

MAJ. GEN. JNO. F. HARTRANFT,

For Surveyor General,

COL. JACOB M. CAMPBELL.

TO PRINTERS.—FOR SALE CHEAP

A Washington Hand Press—size of Platen 22½x28. One Copper Roller Mould 2½ inch diam 44 inch long.

BANNAN & RAMSEY, Miners' Journal Office.

PROSPECTUS OF THE WEDNESDAY JOURNAL.

In a few weeks we will issue from this office every Wednesday, a paper half the size of THE MINERS' JOURNAL, which will bear the name of

THE WEDNESDAY JOURNAL.

We enter upon this enterprise for the purpose mainly, of relieving the columns of the MINERS' JOURNAL of a portion of the matter which continually presses upon them. The Wednesday paper will be conducted in the same spirit which characterizes the MINERS' JOURNAL. It will be independent on every subject of public interest; neutral in nothing worthy of discussion, and Republican to the backbone. It will be peculiarly attentive to County matters in every department, and be an earnest and zealous champion of the principles of Truth and Justice in the important Presidential campaign upon which we are entering. Attention will be paid to local and general news, to literary and useful matter, and to everything which goes to make up an interesting and reliable paper.

THE WEDNESDAY JOURNAL will be a permanent institution, and the matter which it will contain will be fresh and varied, and will not be a duplicate of that which appears in THE MINERS' JOURNAL. We might state that as soon as circumstances will permit, it will be converted into a Tri-weekly or Daily Journal.

TERMS—$1 50 per annum in advance, or $1 75 if not paid within the year.

5 copies to one address, in advance		$7 00
10 "	"	13 50
15 "	"	18 00
25 " and upwards	"	31 25

All copies above 25, at the rate of $1 25 each. To the getter up of clubs of 10 copies and upwards, one copy will be furnished gratis.

Advertisements will be inserted at the usual rates.

☞ THE WEDNESDAY JOURNAL and THE MINERS' JOURNAL will be furnished for $4 per annum, in advance.

Send in the names as rapidly as possible. It will be a lively paper.

BANNAN & RAMSEY, Publishers.

Pottsville, Pa., March 21, 1868.

☞ We invite attention to the above Prospectus.—We hope our young friends will take hold of it. We intend making it an excellent paper for all the interests of the County, and it will be particularly adapted to them. While it will ever advocate the extreme views of Temperance, it will still aid the cause of Temperance in our midst.

We call particular attention to the advertisement of Messrs. Lathrop, Ludington & Co., in another column, who are among the largest of the Importing and Jobbing Dry Goods Houses in New York.

THE NEW YORK SUN—Attention is invited to the advertisement or THE SUN newspaper in to-day's paper. THE SUN is the newiest and most enterprising, as it is the cheapest of all the New York papers.

SENATOR WILSON'S finance and currency bill recently presented to the U. S. Senate, is the best that has yet been offered to Congress so far. With a couple of amendments; it would settle these questions. We are sorry that our limits will not permit us to publish a full abstract. Senator Wilson is a practical business man. He sprang from the ranks of the masses, and fully understands the wants of this country.

We are glad to learn that Col. Henry C. Deming, who was much distinguished in the last Congress for his eloquence and power in debate, and who was greatly instrumental in procuring the passage of the act creating the office of Lieutenant General, has been engaged for some time on a Life of General Grant.

The terms of intimacy and confidence which subsist between the eloquent author and Grant and his friends—Washburn, of Ill., Gov. Gates and others—give him greater facilities in his labor than any other writer could have.

Those who have seen portions of the manuscript speak of it as being written with great power and of absorbing interest.

This will probably be the Life of Grant, for wide and general circulation. We learn that it will be published by S. S. Scranton & Co., Hartford, Ct., and the National Publishing Co., Cincinnati, Ohio.

THE REGISTRY LAW.—We are glad that some of the Philadelphia papers have discovered that there is a registry law before our Legislature. We can inform them that the law was before the Legislature last winter also. This bill was drawn up by an eminent jurist at the instance of Senator Shoemaker of Luzerne, and the Senior Editor of this paper. It passed the Senate last winter, and would have passed the House if we could have obtained sufficient interest in the measure by the city members, but some of them had other measures there of more importance to them personally. The registry law failed, and we lost the election of a Judge of the Supreme Court in consequence. We do not recollect seeing the law recommended or advocated by a single city paper last year, and it was only brought before them by the members of the recent State Convention in Philadelphia. It emanated from the country, and that we presume was sufficient reason for the Philadelphia papers to take no notice of it.

Special to the Philadelphia Press.

NOT TRUE

Speaking of reduction of the whisky tax, the special dated, Washington, March 17, to the Philadelphia Press says:

Gen. Van Wicke's report recommends a reduction of the $2 whisky tax. In this he is sustained by Secretary McCulloch; Special Commissioner of Revenue Pleasonton, the Board of Internal Revenue and almost the entire country by the country, with the exception of all shades of political opinion. The "have not" States, however, insist that, notwithstanding the failure to collect the tax for the past two years, another trial shall be made.

We are perfectly astounded to find such an article sent from Washington to the Press.—It is a most wilful perversion of facts. We admit that the Copperhead press, and a portion of the Republican press advocate a reduction, but the most influential Republican, and all the religious press of the country will scarcely an exception are opposed to any reduction whatever, until another trial is made with stringent laws under an honest administration. Is not the Secretary of the Treasury a conniver at these frauds by remaining quiet, and holding his office, while they are being perpetrated with his knowledge? As for Commissioner Wells, the people who have watched his course, have not one particle of confidence in his views, except so far as they are willing to receive his statistics, which the Government pays him for collecting.

This is evidently put forth to forestall public opinion, and looks very much as if it was part of the conspiracy in the interest of the whisky ring to effect a reduction, or why falsify the facts so notoriously? The population of the cities on the seaboard only constitute about 4,000,000 of the 38,000,000 inhabitants of this country, and what if a few papers and a few traders in these cities do express an opinion in favor of the reduction of the whisky tax, that ought to have but little weight out of a population of 38,000,000. The Committee of Ways and Means are right in maintaining the tax, until it is honestly tried, and the people will sustain them in that policy in despite of such misrepresentations. It is high time that the city press should cease presuming to speak for the whole country, and if they do not, they ought to be snubbed.

A TALK WITH SENATOR WADE.

HE IS A FRIEND OF AMERICAN INDUSTRY.

HIS FEELINGS IN REGARD TO THE PRESIDENCY—HIS VIEWS OF A PROSPECTIVE PERIOD—THE IMPEACHMENT TRIAL.

A correspondent of *The Cincinnati Gazette* gives the following report of recent conversations with Senator Wade:

In the outset it may be said that Mr. Wade displays a feeling with reference to the great duty that is about to come upon him, very creditable to his judgment, and very little in accord with some popular notions of his character. I don't suppose anybody will believe me, he says—at least it is the fashion not to believe such things and so I suppose there is no use in saying it; but, in truth, I would very much prefer to escape the seeming prospect of the Presidency than not, if I could do it honorably, and without desertion of duty. I don't mean to say that I wouldn't like to be President—I would be a fool to say that. But to be a piece of a President, to go in for a fragment of a year, in the midst of the excitement of the Presidential election, when there is much to do and so little time to do it—is not a thing to be coveted. Under the circumstances, there's no great honor in it; it's only my fortune to be in a place that may make it necessary; and there is no chance for much of a career in it. I'd have plenty of time to make thousands of enemies by my appointments, and not time enough to make many friends by my administration.

"Now I would like," continued the blunt old veteran with characteristic frankness; "I would like to stay where I am, and I don't make any secret of it. This is something that I think I know something about—I've been in Congress a long time, and I believe I know what a member of Congress ought to do. If I can't stay in the Senate, then I should like to get as near to it as I can by presiding over it. The Senate was good enough for me, and if I had my own way there wouldn't have been much likelihood of my ever trying to get out of it.

HIS POLICY, IF MADE PRESIDENT.

"I told a man the other day," said the Senator, "when he commenced trying to pump me about my intentions, for the benefit of some New York newspaper, that I hadn't forgotten the picture in the old elementary spelling-book, of the milkmaid arranging what she was to do with her chickens before they were hatched. But then," he continued, "it should be a very curious fowl indeed, that I did not do some thinking as to what my course ought to be in case I have to assume the duty to which these proceedings point.—And there's one thing I've fully made up my mind to; whatever else may be done, I shall try, if the power is put into my hands, to bring the Executive Department of the Government into harmony with the Legislative. I'd put it before the President ought to be a set of a Grand Lama, reigning in seclusion at the Capitol or east of the sewer, and never letting us know what he wants or intends; all the time taking Congress by surprise, and holding aloof from many who, so that there is no inducement for comparison of views he is to both sides are committed. I don't believe," he continued, "that a President ought to be setting himself up as a policy-maker. When I am asked what my policy will be in case I have to discharge the Presidential duties, I generally answer that I won't have any policy. It is the duty of Congress to adopt a policy, and the duty of the President to execute it. We have had trouble enough from the efforts of Presidents by trying to set up a policy for themselves, and force Congress into its adoption by the use of the Government patronage and otherwise."

On several points, however, Mr. Wade seems to have decided that it will be his duty, if he should succeed to the Presidency, to have a policy. "The very first thing I should try, it such a thing as we are talking about should happen, would be to see to it that the real Union men of the South are protected. To see people down there have made us enough of trouble, first, by their treason, and after their surrender by their continual turbulence. I don't believe they have ever been ruled with a firm enough hand. I am, of course, in favor of giving them justice always; but they must not interfere with the rights of others, or disobey the laws.—Then, there is another point," continued the Senator, "on which I feel very strongly. We must economize everywhere, if possible, but especially at the points of our greatest expenditure—the army and navy. Then I believe there's another thing we've got to do. The party can't live without it, and we have to remember the country can't prosper. We must stop this outrageous system of fraud and speculation. The Government can't stagger under such burdens much longer. There's but little hand under Lincoln's Administration. But now the money of the people is used with a lavish hand to corrupt the people. Why, Sir, two-thirds of the revenue officers are men without credit at home. Men that couldn't get trusted for a pipe of tobacco in their own towns are selected to collect the revenue of the Government I know them, and so do you, to whom some of my constituents have to pay their taxes, to whom my neighbor would even lend $50, with the utmost idea of getting it aid this side of judgment day." Yet your body confirmed them?" "Yes we did. Sometimes we were outvoted, and sometimes we were deceived. Some of these recals are enough, unless you have a personal knowledge of them, to deceive the very elect. I don't know that I can't escape being deceived if I were President. Likely enough I would get picked up sometimes, too. But one thing I do know I shouldn't select men because I knew they were rascals, and wanted rascally work out of them. And there's one more point I've long had my mind made up about. Of course, if the power came into my hands, I should try to carry out my ideas about it. I believe that in trying to do so we ought to keep our eyes steadily on one principle, which should govern us throughout; we should strive to take the burdens of industry, and to secure our laboring classes first from foreign competition." "That means tariff—pretty strong, doesn't it, Mr. Wade?" "Yes—that means tariff, present or prospective, a high tariff. We can't protect our laboring classes any other way half so well—can't secure the revival of business and set up the balance of trade, and of gold from being perpetually against us in the markets in the world.

WADE'S EXTREME RADICALISM.

"People who think there's great danger of my running heading right into war," continued the Senator, "are doing some other exceedingly silly thing, simply because I've always had the habit of speaking my mind freely, don't seem to know much about human nature. I suppose that some of your sense and responsibility always tends to make a man more cautious. Now you know my course here is well enough. You know that I never differed to any serious extent, from my party except on one matter. As to everything else, why, if I was wrong, my friends, and the majority of the American people were wrong; if I was intemperate in action, or over-zealous, or extreme, or impracticable, so were they. But on one point I did differ from my party—That was in opposing Mr. Lincoln's course in pocketing our Reconstruction bill, and setting up a reconstruction policy of his own. Such a thing I felt was going to run into all this trouble now. I did feel much opposed to that, and I said a—gholy a short time before the assassination, Mr. Lincoln told Senator Sumner that that thing was the great error of his life, and he never should have given occasion for what the papers called the Wade and Davis manifesto. Now, what other intemperate measures have I taken? I am very proud that from the Committee on Territories I reported the first bill prohibiting Slavery in all the territory in the United States to be subsequently acquired. I reported the bill for negro suffrage in the District of Columbia, and I got it on the very first day of the session. I got the Homestead bill through the Senate. I got Nevada and Colorado into the Union after a whole Winter's debate, and right or wrong I led in the Senate in the division in Virginia and the formation of the new State of West Virginia. These are some of my main acts, and by them I am perfectly willing to be judged."

"Old Ben Hendricks the other day," said the Senator, "used to like to know if he had conquered his client when he was objecting to my being sworn in. I told him Andy and I had always been pretty good friends, if he had let politics alone, and I wouldn't believe that he thought he wouldn't get invite from me till he said so himself. The truth is, though," he continued, "I'm sometimes afraid to have any more jokes with anybody. They're all getting to attach such a high and mighty importance to whatever I say. Why, I can't say a word about celibacy, for example—can't give any of my old friends a side-winder or hint, for fear of being thought serious. Then, when it comes to being serious about it, I wish they'd all remember that I'm likely to try and find out whether I need a cabinet before I begin the selection of one. And as to that whole business of office hunting, I wish the public knew that—if I should have the task of making appointments—nobody going to be benefited by having some here now to bore me about it."

WADE AND GRANT.

"Then it time," he said, in answer to a question, "that I am not on good terms with Grant. I've always been cordial with him. That story of my saying that when I talked politics he talked horse, is a pure invention of some man that wrote it. I never said that nor anything like it.

WADE'S HABITS—A PLEASANT DOMESTIC PICTURE.

I ought not to close these fragmentary jottings of things Mr. Wade said in the course of an evening's talk, without adding—for the comfort of many very good and very innocent people who have been misled by malicious inventions of not over-friendly newspapers—that, in the course of the whole conversation there was not an oath. Mr. Wade cannot be sure, he gives a certificate for entire freedom from the use of unevangelical terms; but it is unjust to speak of him as more profane than the great majority of Congressmen, or to describe him as a man affecting tremendous oaths of peculiar and unique blasphemy. A more absurd idea has also been somewhat prevalent. Respectable newspapers have spoken of him as a drunkard. Remembering that Irwin McDowell, who never drank anything even as strong as coffee, was currently believed to have been drunk through the whole period of his active service, Mr. Wade has done well to save notice such slanders. I know, however, that many good people will thank me for a statement which I can make in entire good faith. I have known Mr. Wade for a long time, and have seen him present on social occasions; when other Senators were intoxicated, I never knew him to be so, never heard of his being so, never saw his natural, hearty manner in any appreciable degree affected, and have rarely seen him join in the drinking. Whatever the country, dreaded at his Radicalism, may apprehend from the prospect of Mr. Wade becoming President, it may at least dismiss the fear that we shall again be disgraced by a wet in the White House.

Mr. Wade's early educational advantages were those of the pioneer. He has scrubbed his way, literally, through a long life of actual activity. There are few better read men in most walks of English literature in the Senate. Probably there are not three better historians. To this day, he leaves the skimming of his immense newspaper mail to his wife; and one climbing the flight of stairs that lead from the door of the Washington House, to the parlor, is very likely to find the Senator deep in some new book, and

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LOCAL NOTICES.

THE finest Smoking Tobacco manufactured in Lynchburg, amongst which are the full wing meat favorite brands, viz: Old Virginia Cheroots, Old Virginia Pick, JOHNIE MAC, UNCLE DICK, for sale at CHARLES WOLTJEN & BROTHER, 216 Centre street.

FRENCH PADDED LINEN DRILLS, a beautiful article, 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.

☞ "A GOOD MAN LAYETH AN INHERITANCE." ☜ No man with a dependent family, is free from reproach if his life is not insured. See J. G. LOVERT & Co.'s advertisement, Fourth Page.

THE reason why MISHLER'S HERB BITTERS cures so many different diseases, is because it is the best remedy for disorded stomach, or dyspepsia, now known, and because it invigorates the entire system, strengthens the nervous fibres, elevates the standard of the vital forces, and sustains a healthful tone of the entire human organism. Medicine that will do this, will cure any disease, for the simple reason that nature will do the rest.

We guarantee, that no woman or child, however pale and emaciated, can use these Bitters regularly for twenty-one days, without the return of the rosy cheeks and fair complexion characteristic of good health. Sold by all Druggists and Dealers.

DR. S. B. HARTMAN & CO., Proprietors, Lancaster, Pa., and Chicago, Illinois. 8-1m

FRENCH, 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 CHEROOT," at CHARLES WOLTJEN & BROTHERS, 216 Centre St. Jan 1, '68 1

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

THE COAL TRADE.

Pottsville, March 21, 1868.

The quantity sent by Rail Road this week is 56,110.05 tons against 49,439 tons for the corresponding week last year.

The trade opens under very auspicious circumstances this year. There is a perfect coal famine in some portions of New England, and in Boston the retail prices run up last week to $10 and $11. The harbors are now however, all open, and there are ample supplies for immediate demands at all the shipping points, so that the advance will only be temporary.

The Canal was to have been opened yesterday. The water is in, but at this writing we are having quite a snow storm. The tax on Railroads will probably take action next week. In the meantime petitioners are coming in from the leading manufacturing towns along the line of the road and in Philadelphia. Some of them however, are unwilling to commit themselves against the great corporation for fear they will be made to suffer more than they have heretofore. Others however, do not hesitate to endorse the measure, and if the wishes and interests of the majority are consulted the bill will become a law very soon. What *material* arguments may be used against it cannot now be told, but it is not likely they will be wanting. Yours, SCHUYLKILL.

[NOTE.—Since the above was placed in type the Free Railroad Bill passed the House by a majority of one.—EDITORS MINERS' JOURNAL.]

THE NEW RAILROAD.

We received the following important letter from R. A. Wilder, Esq., who is making the survey for the new road, leading to New York:

MESSRS. EDITORS—*Gentlemen*:—I have the pleasure to inform you in reply to your note, that the surveys of the new Railroad line to New York were commenced on the 27th of February, but the very inclement weather in the early part of the month obliged us to suspend all field operations for a few days; we are again at work upon the location and shall proceed with it as rapidly as the opening spring weather will permit.

Some important changes at a few points in the valley, give us much better grades than we had on the Schuylkill Branch and Lehigh Been Railroad, without increasing the cost, or interfering with that work.—The present location is so much superior, that I would not exchange it for the old line with all the work which had been done upon it, thrown in. There is plenty of room for the new location between Pottsville and the Lehigh, with a branch to connect with the Mine Hill Railroad at a very favorable point, so that all delays to the progress of our work by litigation, will be avoided. The connection of the Philadelphia and Erie Railroad into a great "through freight road," from the west, will have its important bearing upon the lines we have in view for connecting the Lehigh Valley with New York. By the simple method of working our road, it can be made to accommodate twenty millions of tons of freight annually, and if the road is provided sufficient means are furnished at its terminus, to handle that amount of tonnage; consequently its capacity will be equal to the movement of all coal that goes to the water from the Anthracite districts, as well as the through freight from the west, via the Philadelphia and Erie Railroad, to New York. The country between our proposed road and that line is invitable for a connection, and whether the present surveys are finished, it will be advisable to extend them westward to some point on the Shamokin Valley and Pottsville Railroad. I send you the report of the Chief Engineer of the Pennsylvania Railroad Company, whose remarks upon "through freight roads," will please you, as they emanate from the most accomplished railroad officer in the country. Yours, with respect,

R. A. WILDER.

The following are the remarks of J. EDGAR THOMPSON, Esq., President of the general Pennsylvania, Central and Erie Roads, in his report alluded to by Mr. Wilder. Mr. Thompson in speaking of the necessity of extending the facilities to the great West by additional tracks, remarks:

A line possessing a large mixed traffic, such as commanded by the Pennsylvania Railroad cannot fully meet the requirements without the construction of a third track throughout its length by which trains can be moted at a low rate of speed without serious interruption to the main track, and at a cost far less than a more rapid movement. Instead of a third track upon the Pennsylvania Railroad to meet the demand, as originally suggested, it has been proposed to use the tracks of the Philadelphia and Erie Railroad, as far as practicable, to relieve for such throughfare. This line will cross the summit between the Susquehanna and Lock Haven where the elevation is but 1450 feet above tide, which may be overcome by gradients not exceeding a mile—a half of a foot to the hundred feet, to permit through freight, origin abounding in the best bituminous coal in the world.

A road built to accommodate the object contemplated must be located and constructed with a view to secure the lowest possible cost of movement of trains, and its locomotives and freight cars must be such as they are intended to move and the speed they will travel. Instead of changing locomotives at the end of each division, one should be used through, and the system will be provided with double cross, alternating their time upon duty until their destination is completed, and the return trip finished. The speed of the freight trains should not exceed an average of six miles an hour.

As through traffic and general merchandise will seek lines where the movement is more rapid, a railway operated upon this principle can be made to secure to its stockholders a profitable investment and profit to its shareholders, where the traffic that it will command is very large. The profits upon the capital invested in such a line must be realized from a small margin over cost upon a very large tonnage to be moved. But few, if any, lines can at present afford such a tonnage to justify the construction of a railway specially operated upon this principle and one between the east and west will be sufficient to meet the wants of the country for many years. In New York the Erie Canal fulfils the objects of such a work not only for that State but for through tonnage between the east and the west, via the Susquehanna, Pennsylvania or elsewhere between the sea board and the West affords equal facilities for the introduction of the system as the line occupied by the eastern portion of the Philadelphia and Erie Railroad, where a basis for it may be laid with confidence of its being a most favorable results. A railroad operated upon this plan will ultimately be extended to the Mississippi River across the table lands of Ohio, Indiana and Illinois south of the great lakes, which when the tonnage is sufficient to justify its construction, will afford a medium of transportation in all respects equal to the Pennsylvania and more expeditious than via the lakes and Erie Canal, without materially interfering with the profits of existing lines, or the interests of the public. This system of railways to supersede the present lines can only end in a disastrous failure wherever tried.

The present system of operating railroads is adapted to the wants of the country, and is the only one applicable to lines of mixed or moderate traffic, or that could now be profitably introduced into regions where new railways are required.

The preponderance of east bound traffic upon all of the trunk lines so far always give a preference to the faster lines for western shipments, while the financial value of expedition and the necessity for it in the conveyance of live stock and perishable fruit will keep the lines operated under the present system.

We can state that the projectors of this great through route will adopt the line now proposed to be built as the terminus leading to New York, while another will be extended to Philadelphia, and desire that it may be built with that view.—This will secure to it a tremendous trade.

We again call upon all the Schuylkill County interests to unabashed their resources. We are beginning to see daylight.

Delaware and Hudson Coal Company.

(*Circular Prices for Coal for 1868.*)

	April, May.	June.	July.	Sept.	Oct.	Nov.
Broken	$4 00	$4 25	$4 25	$4 00	$4 50	$5 00
Egg	4 10	4 25	4 25	4 00	4 50	5 00
Stove	4 30	4 40	4 50	4 65	4 60	5 75
Chest	3 90	4 00	4 10	4 15	4 40	4 50

Contracts will be made for large quantities on terms not given.

Freight from Rondout to New York 65 to 70 cents.

Reading Railroad Company.

(*Prices of Tolls, &c., for the present.*)

	L.	St. B.	Bl.	Egg.	S.	C.
	$2 00	$2 00	$2 00	$2 00	$2 00	$2 00
Drawbacks	1 25	1 15	1 00	65	50	75
Rate from N. Y. and E. ward	75	85	1 00	1 25	1 60	1 25

Tolls, &c., to Phila.

Broad Street	2 18	2 18	2 18	2 18	2 18	2 18

Contracts will be made for large quantities on a sliding scale.

Prices of Provincial Coals.

(*Corrected weekly by L. J. Bellomi, Jr., 45 Pine Street.*)

Duty, $1 25 per ton.

Block House—on board	$2 00 in gold.
Gowrie	7 75
Lingan	7 75
Wyndeg	7 75
Picton	8 25
Little Glace Bay	7 87½
Intercolonial, Day	7 50
Black Cool, H. H.	7 50
" " G. H.	7 00

—*American Journal of Mining.*

N. D. HALL H. E. HAYWARD

HALL & HAYWARD,

SHIPPERS AND DEALERS IN

Locust Mountain, Lehigh, Wilkesbarre, Shamokin, also, Allegheny & Broad Top

COAL,

By Railroad, Canal, and from Port Richmond

GEORGETOWN, CLARK'S, CUMBERLAND, FROM GEORGETOWN, ALEXANDRIA, AND BALTIMORE

OFFICE, 313½ WALNUT STREET

PHILADELPHIA.

March 21, '68 12-6m

Price No. 14.

BORDA, KELLER & NUTTING,

Wholesale Dealers in Best Varieties of

ANTHRACITE & BITUMINOUS COAL.

OFFICES: 327 Walnut Street, Philadelphia. 42½ Kilby Street, Boston. (Room 64 Trinity Building, N. York.

☞ Sole Agents for West Lehigh Greenwood Coal and Clearfield Bituminous.

GEORGE CHASE, BITUMINOUS COAL BROKER, 3 Baltimore Street, Baltimore. Jan 11, '68—1.

LEWIS AUDENRIED & CO.,

MINERS AND SHIPPERS OF

COAL.

Lehigh, Spring Mountain and Wilkesbarre, Locust Dale & Merriam Locust Mount, Greenback Shamokin, Tremont Lorberry, Wolf Creek Diamond, & Star Red Ash, Plank, Ridge Shenandoah W. Ash, George's Creek & Broad Top.

OFFICES: 1206 Walnut Street, Philadelphia, 110 Broadway, New York, 14 Kilby Street, Boston, 31 South St., Baltimore, 23 Westminster St., Providence.

SHIPPING WHARVES—Pt. Richmond, Port Johnston, Jersey City, Baltimore.

LEWIS AUDENRIED, GEORGE H. POTTS, ADDISON CHILD, WM. G. AUDENRIED, FREDERICK A. POTTS.

March 21, '68 12-1

JUST PUBLISHED—BESSEMER'S STEEL SUCCESS.—A Pamphlet on the Manufacture of Malleable Cast Steel, its progress and employment, by Henry Bessemer, with illustrations of machinery and dies. Price 25 cents. Sent on receipt of 25 cents by mail free. For sale by BANNAN & RAMSEY'S, Pottsville.

MINERS' SAFETY LAMPS of the most approved Davy Patterns, for working, made of inspected Gauze. Also the Clanny Lamp Pattern for Bosses and also for working. Also Iron and Copper Gauze, all of which will be sold wholesale and retail by BANNAN & RAMSEY, Pottsville.

☞ Lamp Gauzes, both Iron and Copper, ready made, always on hand. Odd sizes made to order.

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 HENLEY.

March 20, 1868.

Schuylkill Red Ash Prepared	$4 25@	4 50
" Chestnut	2 45@	2 50
" White Ash Lump	3 00@	3 25
" St. Boat and Broken	3 25@	3 50
" Egg	3 75@	3 90
" Stove	3 90@	4 00
" Chestnut	2 50@	2 65
Locust Mt. Lump	3 25@	
" St. Boat and Broken	3 25@	3 50
" Egg	3 75@	4 00
" Stove	4 00@	4 25
" Chestnut	3 00@	
Lehigh Lump	4 50@	
" St. Boat and Broken	4 50@	
" Egg	4 75@	
" Stove	4 75@	
" Chestnut	4 00@	
Broad Top	4 00@	
Cheberly Coal	4 00@	
Franklin (Lykens Valley)	4 50@	
SPECIAL COALS.		
Hill & Hardie, Lump (Locust)	3 75@	4 00
" St. Boat and Broken	3 75@	
" Egg	4 25@	
" Stove	4 25@	
" Chestnut	3 75@	

☞ Special quotations of Coal will be made but the prices must be furnished us, by those who desire the quotations.

AT BALTIMORE.

March 19, 1868.

To trade by cargo or car load.

Wilkes'n & Pittston W. Ash	$4 25@	4 50
Lykens Val. R. Ash	5 00@	
Schuylkill, Egg or Stove	4 75@	5 00

Freight fixed or wharf, 50 @ 75 cents per ton.

Delaware to consumers.

Coal shipped by Railroad and Canal, 1 to 2 c. d. b. at Locust Point for shipping.

AT NEW YORK.

March 19 1868.

Schuylkill Red Ash by Boat Load	6 00@	
" Chestnut " "		
" White Ash Lump " "	5 25@	
" Steam Boat and Broken " "	5 50@	
" Egg " "	5 75@	6 00
" Stove " "	5 75@	6 00
" Chestnut " "	5 25@	
Lehigh White Ash Lump " "	5 50@	
" Steam Boat and Broken " "	5 50@	
" Egg " "	5 75@	
" Stove " "	6 00@	
" Chestnut " "	5 25@	
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 50@	
Scranton Coal at Elizabethport.		
Lump, Auction prices	$3 45@	
Steamer, " "	3 80@	
Grate, " "	4 33@	
Egg, " "	4 41@	
Stove, " "	5 18@	
Chestnut, " "	3 95@	

At private sale 25 to 40 cents a ton advance. Freight to New York 50 cents per ton.

COAL FREIGHTS.

Freights from Pt. Richmond (Philada.

Boston	3 75	Portsmouth, N. H.	2 80
Salem	3 50	Medford (orange)	4 00
New Bedford	3 00	Marblehead	4 00
Providence	3 00	Lynn	4 00
Washington	2 50	Fall River	2 50
Georgetown	2 50	Newport	3 00
Alexandria	2 50	New York	1 50
Portland	3 50	Key West, Fla.	3 00
Portland	3 75		

Freights from Elizabethport & Port Johnston.

Boston	2 75	New Haven	1 50
Portland	3 00	Bridgeport	1 40
Providence	2 00	Norwalk	1 50
New Bedford	2 00	Hartford	2 25
Fall River	2 00	Middletown	2 00
New London	1 62	New York	65
Norwich	1 75		

Schuylkill Co. Railroads for 1868.

The following is the quantity sent for last week:

	week.	prev. wk.
Mine Hill & S. H. R. R.	10,651 17	174,513 11
Schuylkill Valley	9,715 07	27,449 16
Mt. Carbon	897 02	11,734 11
Mill Creek	4,093 14	56,917 00

BLACK BAND IRON ORE.

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

Previously	191 17
Total	

Coal Trade by Railroad, for 1868.

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

Lorberry Creek	22,038 05
Mt. Carbon	4,036 07
Pottsville	412 19
Schuylkill Haven	14,675 13
Auburn	1,149 07
Port Clinton	3,378 04
Total for Week	56,119 05
Previously this year	553,149 00
Total	610,268 05
To same time last year	431,766 03
Increase	178,502 02
Decrease	

Pinegrove Coal Trade for 1868.

	MONTH.	TOTAL.
Amount transported during the month:		
Lorberry Creek	1,797 10	3,108 03
Schuylkill	4,651 11	8,007 04
Union Canal Railroad	4,463 02	8,111 06

Lehigh Coal Trade for 1868.

For week ending on Saturday last:

OPERATORS.	WEEK.	TOTAL.
Hazleton	5,491	14,463
Beaver Meadow	2,423	84,243
Mt. Pleasant	611	4,716
Laddo	2,020	23,296
Parrish	961	14,539
Coxe Bro & Co		
Beaver Coal Co	1,855	13,536
Stout	829	5,793
Gomrell Ridge	1,668	24,040
Buck Mountain	2,186	16,342
New York & Lehigh		8,919
Honey Brook Coal C.	4,694	30,559
Lehigh Coal & Nav.	14,432	116,185
Spring Mt. Coal Co	2,264	12,317
Coleraine	1,575	14,628
Lehigh Coal & Meadow		
John Connery		
Lehigh Zinc Co		
Weiss, Fisher & Co	1,850	7,249
McNeal	1,832	13,214
Knickerbocker Oil C.		
Lehigh Navigation	2,359	29,915
Rathbun Caldwell Co		
Glendon Coal Co	1,377	5,511
Hazleton Coal Co	430	7,585
Delano Coal Co		
H. Meyers		
Williams	2,359	29,915
Baltimore Coal Co		
Franklin		50
Audenried		
Lehigh & Susq. Co	267	3,517
Pottsville	1,500	11,724
Warrior Run	499	4,954
Smith & Thomas	1,420	17,669
Leh. Coal & Nav Co		
Packer, Sluter & Co	75	80
Other shippers	5	691
Mt. Eliza		
North Mahanoy		
Water Street & Co		
J. Yeager Coal Co	269	4,743
John Laubach & Co		220
Trenton Coal Co		
Union Coal Co	802	2,816
Wyoming Coal Co		3,165
Frances Coal Co		500
Thomas Coal Co	659	4,771
Williams & Herring	1,000	2,811
Ashburton Coal Co	53	390
Highland Coal Co	1,082	17,721
Mount Hall Coal Co		220
Upper Lehigh C. Co	1,463	18,325
New Port Coal Co		
Everhart Coal Co