Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JUNE 20, 1868.

NATIONAL UNION REPUBLICAN TICKET.

For President:
Gen. ULYSSES S. GRANT,
OF ILLINOIS.

For Vice President,
Hon. SCHUYLER COLFAX,
OF INDIANA.

UNION REPUBLICAN STATE TICKET.

For Auditor General,
MAJ. GEN. JNO. F. HARTRANFT.

For Surveyor General,
GEN. JACOB M. CAMPBELL.

Campaign Journal.

As the coming Presidential election is likely to be one of the most exciting ever held in this country, we will furnish the MINERS' JOURNAL to clubs at the following rates, from the first week in July, until the week after the Presidential election, at the following low rates, which only pay the expenses of printing the same:

5 copies to one address		$3 50
10	" " "	6.50
20	" " "	12 00
40	" " "	22.00
60	" " "	30 00
100	" " "	50 00

Any person ordering 100 copies of a single number, of which notice must be given in the early part of the week, $2 per 100. $1 75 for 50 copies.

Friends of **Grant and Colfax**, and Republican Principles, make up your clubs, and send them in as rapidly as possible. The JOURNAL circulates free of postage in Schuylkill County. The whole country is organized for the great contest. The next four years will settle the reconstruction of the country, and it depends upon the people whether the great principles of Freedom, in which so much blood and treasure were spent, are to insure for the benefit of mankind throughout the world, or whether the principles of Despotism, Slavery and Aristocracy are to trample over the Republican principles of Equal Rights, Universal Suffrage and Political Equality, which are the leading Democratic Republican Principles, and the very essence of the Immortal Declaration of Independence.

The only way to enlighten the people, is to circulate information among them.

PETITIONS from over one hundred business houses of Philadelphia were on Tuesday last presented to Congress, praying for the consideration of the tariff act laid aside by the last Congress.

PROFANE BUT CHARACTERISTIC.—The mellow Salisbury says in view of the proposition to nominate Chase as the Democratic candidate for the Presidency, that he has no objection to Chase, but he will be d——d if he goes in for Sumner for Vice President.

THE bolters from the late Democratic County meeting have called another meeting for Monday next at the Court House.—Whether the whangdoodles will stand the nonsense remains to be seen. Charge! Hipple, charge! oh! Bennett, oh! and the de'il take the hind most.

THE Reading *Evening Dispatch* in consequence of the pressure of advertising upon its columns, has been compelled again to enlarge by lengthening them. The *Dispatch* is one of the most spirited and ably conducted dailies in the interior, and we congratulate the proprietors upon its prosperous condition.

A LONDON correspondent has discovered that Mr. D'israeli has but one hundred and forty-two hairs on his whole head.—*Exchange.*

Such a pains-taking explorer and successful discoverer should be engaged to come here and see if he could find out the whereabouts of *them* ten thousand dollars.

GENERAL MCCLELLAN it is stated, will return to this country in August, and stump it for the individual who will be nominated to the Presidency in opposition to the man who took Richmond. All we have to say on this subject is, that if he don't stump it more effectively than he stumped it after the rebels during the late war, the Democratic party will not be much benefited by his efforts.

SOME of the rascals are catching it. Six collectors and inspectors of the Internal Revenue department.—two in New York, and four in Richmond—have been sentenced to pay certain fines and undergo imprisonment for collusion with whisky distillers in defrauding the Government. If Johnson don' pardon them they will have to pick oakum for a couple of years, and serves them right.

THE NEW TARIFF BILL.—It being impossible to reach it this session, in consequence of its already great length, and the fact that the Senate is behind in its work, a complete Tariff bill, a bill has been reported embracing principally those manufactures of iron and copper which are suffering the most for adequate protection. As this is the best that can be expected we hope that there will be no delay in passing the bill.

"TRUE LOUIS" is the name of the Grant and Colfax Campaign Club recently organized at Freeport, Ill. It is officered by a Captain, First and Second Lieutenants and Sergeants. Their uniform consists of oil cloth navy caps, oil cloth capes, and torches, similar to those of the "Wide Awakes" of 1860. They mean *work*, and that is what all Republicans everywhere ought to prepare for immediately.

TAX ON COAL.—On Tuesday last Senator Conkling presented the memorial signed by owners of seventy-six collieries of bituminous coal who reside in New York, against any reduction of duty on Nova Scotia coal. The Hon John Covode presented a similar one from Pennsylvania owners of over forty collieries, and Col. Phelps, of Maryland, one from over twenty mines in Western Maryland to the same effect.

CHASE the great Conspirator, has met his reward by being thrown overboard as a Democratic Presidential candidate by the World newspaper, the principal organ of the Copperheads. The difference arises from the inability of the Democratic leaders to swallow a renegade from the Republican party who yet declares that he is for negro suffrage, and they have given the cue to the World to throw cold water on his hopes.

A BILL to give to clerks 20 per cent. additional compensation from June 1, 1867 to June 30, 1868, passed the House on Wednesday last, the Democrats with two or three exceptions, voting for it. Should the Senate pass it and it become a law it will take from the Treasury the neat little sum of $2,000,000. Republican members should be exceedingly careful how they act with the Democrats in thus voting money out of the Treasury. It is a bad precedent to establish.

THE SOLDIERS' FRIEND.—Chaplain Lozier, writing to the Indianapolis *Journal* says that Mr. Colfax, on one occasion, gave the Indiana Sanitary Commission $100; at another time sent the same sum, and once on the adjournment of Congress, during the war, gave his entire milage, $690, for the relief of sick and wounded soldiers. When the Soldiers' Home Association were needing contributions for the support of the hospital, he lectured all over the country for its benefit.

THE TAX BILL.—This bill has been shelved for the session, in consequence of the lateness of the season, and the desire of members to get through the public business in view of the excitements of the Presidential campaign. The only question that will be taken will be on a separate bill to regulate the taxes on spirits and tobacco. So far as we can at present see, the tendency of sentiment in Congress is to a considerable reduction of the spirit tax, with a view to the practicability of collection.

A BILL ostensibly for the promotion of American commerce,—the provisions of which were to allow a drawback equal to the duties on articles entering into ship building,—but which was in reality a proposition to strike absolutely four or five great interests of the country, so far as they could be struck down by a vicious system of drawbacks, was we are glad to notice, laid on the table in the House on Wednesday, by the decided votes of 82 yeas to 45 nays. Our representative, Mr. Cake, voted in the affirmative.

ANDY SCOTT is to be looming up as a candidate for the Presidency of the distracted Democracy. A Washington dispatch to the *Press* says:

Gen. James S. Steadman, the chairman of the Louisiana delegation to the New York Convention, is here and publicly states that they support President Johnson on the first ballot as their candidate for the Presidential nomination. In this they expect to be sustained by the votes of all the Southern delegations. Other parties state that the Northern Democrats will be astonished at the strength of Mr. Johnson in the convention, and add that if the name of Chief Justice Chase is put in formal nomination, a well known Democratic leader will present in a speech which will at least save the merit of having been carefully prepared. This speech will embrace an assertion that if Mr. Chase or any other man is nominated who has not in the past been thoroughly identified with the Democratic party the voters will be absolved from their allegiance to the acts of the Convention, and will in consequence be permitted to bolt the ticket. Many Southern Democrats now here will sustain this speech, while others say they will accept Mr. Chase or any one else who will give a pledge to relieve them from their present political disfranchisement.

For the Miners' Journal.

MONODY

ON THE DEATH OF MISS SARAH LOUISA TOWNE.

Thou art gone to the home of the dead,
Where toil is not known, where light is never shed;
Where the storms which we feel, to thee are unknown,
Adown in the grave, earthly pilgrim last home.
For thee the bright flowers shall yield no perfume,
And the warbling of birds thy rest cannot time.
The green fields may smile in the soft summer air,
But all will not wake thee from slumbering there.

Thou hast gone to thy rest, in the summer of life,
Away from beloved ones, and pleasures so rife,
And they present thought, thy spirit attested to have
Has been re-lighted again, in a happier sphere;
Tho' art gone! but memory fondly to her bruised
Will shadow thee forth, again from the dust,
Like a star that has faded in the silence of night,
Thou hast passed all earth, to the glories of heaven.

PHILADELPHIA. H. P. T.

COMMUNICATION.

MAHANOY CITY, June 16, 1868.

EDITORS MINERS' JOURNAL: The Miners' Benevolent Union Society of Mahanoy City held their annual meeting on Monday, June 15th, at Mr. Joseph Hughes' National Hotel, Mahanoy City, for the last twelve months was found correct. The Society is in a prosperous condition. The funds are increasing, and twenty-one new members were added to the roll during the year. After going through the annual business, the members formed in procession, headed by a brass band, and walked up Oak street into Mahanoy street to the Wesleyan Church, where an excellent sermon was preached on the occasion by the Rev. J. S. J. McGonegal. After leaving Church they walked through the streets to the National Hotel, where an excellent dinner was provided by the hostess, to which ample justice was done. The afternoon and evening were spent in a very pleasant and agreeable manner, and everything went off very well, and pleased with the day's proceedings. The object of the Society is to assist each other in sickness, accident and funeral expenses, by showing a weekly sum in money, medical attendance and medicine. As miners are daily exposed to dangers, they are invited to join the Society. They can get all information by applying to Joseph Hughes or to George Gorbett. By heeding the above you will greatly oblige, yours, &c. Regular Miner.

HELMBOLD'S BUCHU.—In days past, among the unenlightened, and up to the present time, in our day and generation, no one article of drug has been in sufficient use, or considered more reliable, than Buchu. Scarcely a druggist among us but manufactures and has on sale a fluid extract of Buchu. None of these, however, have attained the rare celebrity as that of which H. T. Helmbold, of 594 Broadway, New York, is manufacturer and proprietor. His contains other ingredients, all of which are freely mentioned in his advertisement, and are named in the dispensatory in use by all colleges of pharmacy and by regular physicians. Add to this the fact that these same regular physicians are recommending it in all cases of disease of the kidneys and their connecting organs, is certainly an evidence that this medicine possesses virtues seldom accorded to advertised remedies.

There are counterfeits of this the genuine, in existence; so those buying should see they get Helmbold's rather than that of Helmbold's. He may be readily known, as each bottle has his name blown upon the glass.—*Springfield Republican.*

NO WONDER so many worthless medicines are advertised for the cure of various diseases, and when tried, found so deficient that the invalid loses all faith in specifics. We have yet to learn, however, of the first failure of *Wistar's Balsam of Wild Cherry*, to cure coughs, colds, and pulmonary disease.

"THE SWEETEST THING IN LIFE" is good health and good whisky, and if you have them not, the next best thing is what will restore bloom to the faded cheek and happiness to the drooping heart. The great and sure remedy is Plantation Bitters, which our physicians recommend to both male and female patients as a safe, reliable, agreeable and cordial stimulant. They contain nothing to disagree with the most delicate constitution, and have won golden opinions from all who have tried them; and probably no article was ever tried by so many persons. They elevate the depressed and give strength to the weak.

MAGNOLIA WATER is a delightful toilet article—superior to Cologne and at half the cost. 23-2t

MY WIFE'S choice, and the whole family prefer it. Mrs. S. ALLEN'S IMPROVED (new style) HAIR RESTORER OR DRESSING, (*in one bottle*). Every Druggist sells it. Price One Dollar. 20 4t

THE COAL TRADE.

Pottsville, June 20, 1868.

The quantity sent by Rail Road this week is 69,169 09 tons; by Canal, 30,347 14 tons; for the week, 99,517 01 tons, against 116,937 tons for the corresponding week last year.—Loss, 16,420 tons, of which 10,725 tons were by Rail Road.

The trade continues very dull with inquiry for only first-class coals. If prices do not improve soon, the present ruinous rates may result in a stoppage for a short time, which is already urged by many engaged in the trade. We doubt the propriety of it, because other regions will continue the trade, and make up for the reduced quantity sent from Schuylkill County. Our difficulties arise more from our present situation in having limited and monopolized outlets to market than from any other cause. Until this difficulty is remedied, we must continue to suffer unless there is a brisk demand for all the Anthracite Coal that can be produced in the different regions, which is not the case now.

To show our situation, a reference to our table below will show that Schuylkill County and the Shamokin Region furnished via the Schuylkill Valley for the week, only 99,517 tons, while there was furnished via the Lehigh Valley, 92,953 tons, only 6,564 tons less per week. Within a few years Schuylkill County furnished more than double the supply furnished via Lehigh Valley, now the Lehigh has nearly overtaken the Schuylkill, as these figures show. Schuylkill and Northumberland counties furnished via the Schuylkill Valley

In 1866	4,722,460 tons.
Sent via Lehigh Valley	2,796,778 "
	1,925,672 "

Difference in favor of the Schuylkill nearly 2,000,000 tons. Unless we procure another outlet leading directly to the New York Bay, the Lehigh Valley trade will shortly exceed that of the Schuylkill Valley.

The strike at Port Richmond continues, and our correspondent writes that the Railroad Company are gradually putting in men at the old rates, and with a full supply of vessels, he thinks that about one-half the men formerly employed can be dispensed with now, as the Railroad Company's cars are greatly beyond the present wants of the Company, and by permitting the extra number to remain loaded at Port Richmond instead of standing empty in the Coal Region, the number of men now employed as coal-heavers, &c., can be greatly reduced. This is a sad commentary on the management of the Reading Railroad that she should have so large a surplus of machinery standing idle, while other regions are using all their machinery in carrying coal to market.

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

1867.	WEEK.	TOTAL.	WEEK.	TOTAL.	INCR. & DEC.
P & R RR.	79,984	1,460,313	69,169	1,501,974	41,661
Schuyl. Cl.	37,048	864,146	30,348	881,929	17,779
L Val R R.	99,790	863,628	92,926	1,119,847	256,019
Lehigh Ca.	20,479	226,041	24,861	266,574	40,577
L Nav R R.	"	"	8,316	104,721	104,721
Schuyl. Sh.	21,466	568,867	20,109	680,176	111,309
" Nb.	3,764	170,354	13,969	210,675	40,411
Penn C C	"	"	"	"	"
By R R.	20,416	239,963	22,440	259,879	39,916
By Canal.	484	2,464	1,064	5,017	2,553
Del & Hud	41,041	414,402	42,296	540,011	125,609
Wy'ng Bdn	1,450	25,081	11,664	36,643	24,612
Wy'ng Nb	"	"	"	"	"
Shamokin	12,370	195,553	14,621	199,743	4,189
Tresorton	2,020	17,749	499	8,298	9,544
Short Mt.	3,520	29,921	3,498	29,671	12,749
L. V. Co.	934	24,850	1,608	23,509	11,009
Wmsport	5,832	36,648	4,459	42,998	16,440
Red Top	4,744	106,338	5,529	101,591	4,837
	319,462	4,925,119	329,197	5,322,995	
			319,602	4,929,179	
			9,925	397,816	

*Coal transported over Lehigh Coal and Navigation Company's Road that did not enter the canal.

The trade shows a small increase compared with the supply for the corresponding week last year, notwithstanding the falling off of 16,420 tons from the Schuylkill Region.

The increase for the year so far is 497,816 tons. The larger portion of this increase occurred during the long winter season.

[NOTE.—An error was made in the addition last week—it is corrected this week.]

The increase by the Reading Road up to the first of March was nearly 100,000 tons.—It has since that period dwindled down to a little upwards of 41,000 tons, and its trade is diminishing about 10,000 tons a week.—From present indications its coal tonnage will be less this year than last—yet the stockjobbers are running its stock up to par if possible, with a view of selling out, no doubt. This company did not earn the full dividend it declared last year, but paid a part in stock. With much lower rates of transportation on two-thirds of its tonnage this year, and with a prospect of decreased business, what probability is there for earning any dividend this year, with a considerable portion of its machinery lying idle? We would not hold it at $40 a share in the present situation of this corporation.

The Lehigh Coal Company's locomotive for underground transportation of coal, is a failure, and has been returned, to the manufacturer, so says the Carbon Democrat.

The Mauch Chunk Gazette states that the Lehigh and Susquehanna Railroad Company propose building the Nesquehoning Branch into Schuylkill County. If they do, we would advise them to unite their branches with the Schuylkill Haven and Lizard Creek Railroad. A connection of about six miles would connect the Schuylkill Haven route with Tamaqua, which would open the whole upper Mahanoy Basin by this route, and the distance would be about the same as by the Nesquehoning route. They would also have this advantage, that the Schuylkill Haven route opens the whole Schuylkill coal region, and also the Shamokin region, which would throw four times the trade upon the road than can be obtained by the Nesquehoning route, a matter of vast importance to a railroad. The idea of building a railroad along the Mine Hill from the Water Gap to Tamaqua as has been broached, is perfect folly. This route would have to cross all the streams, and the grades would be so heavy against the trade, and its position would be such that nearly all the coal would have to be hauled up planes to it; it would also have but a limited trade, while the expense of building this road, within a limited trade, would be more than treble the expense of building the Schuylkill Haven and Lizzard Creek Road which opens the whole Coal Region of Schuylkill, Northumberland, and Columbia Counties, and the charter permits the use of all the Lateral Railroads in Schuylkill County, which no other charter does. These are matters worthy of the serious consideration of all parties interested, before they project other roads. This connection with the Lehigh and Susquehanna Road at Lizzard Creek would give that Company millions of tonnage.

NOVA SCOTIA COAL.

Efforts are making by the British Minister at Washington, to have the duty taken off Nova Scotia coal, on the ground that Anthracite coal is now admitted free into Canada. If this duty is not taken off, he alleges that the Canadian Government will levy a duty of 50 cents per ton on Anthracite coal. This is all fair, and we have no objection to this proposition. Every government worthy of the confidence of the people, is bound to protect its own industry, and foster its own interests. Our Government derived upwards of $651,000 from duties on Nova Scotia and other foreign coals last year, and the consumers suffered no disadvantage from it, because domestic bituminous coal was supplied quite as cheap as the foreign coal which for nearly all purposes, is a superior article.—The largest importation of foreign coal we ever had, was in 1865, 685,052 tons, when Nova Scotia coal was admitted duty free.—In 1867, with the duty of $1 25 per ton, the importations was 521,305 tons, showing a falling off only 163,776 tons, while the domestic bituminous trade, leading towards the seaboard where the foreign coal is consumed, has increased upwards of a half million of tons since 1865, nearly equal to the whole importation of that year.

We have heard persons ask, "as the amount of coal imported is so small compared with the quantity produced in this country, why do you object to the importation?" Simply for this reason that when the market is overstocked with coal, which has been the case for the last three years, the introduction of over 100,000 tons duty free, would destroy the whole business and cause an immense sacrifice of money invested in the trade. Every business man understands this. In England, those engaged in the coal and iron business in order to prevent such disasters to these trades, hold quarterly meetings, and agree to curtail their works and will frequently send abroad at extremely low rates, the surplus product, to prevent a fall of prices below a fair rate, on the much larger home consumption; and by doing so they have frequently not only destroyed the profits of the American producer, but ruined his business.

The only persons benefitted by reducing or taking off the duty on Nova Scotia coal, will be the stockholders in those companies, and the owners of the property. The coal is mined near the shipping ports in Nova Scotia, and many of those who invested in these mines, made fortunes while the coal was admitted free under the reciprocity treaty.—This induced a large number of citizens of the United States and others to invest in these collieries,—stock has been distributed, and many members of Congress and their friends are interested in these mines. From this source nearly all the clamor comes for removing the duty on Nova Scotia coal, because their profits which, we understand, were upwards of TWO DOLLARS a ton, have been clipped by the slice paid into Uncle Sam's Treasury of $1 25 per ton in the shape of duty.

The consumer will not be benefitted by the taking off of the duty, but will be positively injured. A reference to the prices in the Boston market will prove that Nova Scotia Coal with the duty on sold no higher than with the duty off.—but when the duty was off the domestic trade could not compete with Nova Scotia Coal in the Eastern markets, because the Nova Scotia interests would keep the prices at such a rate as to prevent competition, and thus secure the control of the market, which these heavy profits would enable them to do. With the duty on, our own coal has entered into competition with Nova Scotia Coal, and this competition has tended to keep down prices to the consumer, and always will do so, while the reverse always occurs where there is no competition. Since the abrogation of the Reciprocity Treaty which permitted Nova Scotia Coal to enter free, the Cumberland Bituminous Coal Trade has nearly doubled, and very large sums are being invested in developing our immense deposits of Bituminous coal, for the purpose of cheapening transportation and opening up new avenues to market. Nearly if not all of these enterprises will be checked for year's to come if the duty is removed, and the tendency will be to enhance the prices of all kinds of fuel. The bituminous deposits lie a much greater distance from the sea-board than anthracite, and therefore it requires greater protection to secure its development. Anthracite also is confined to but four or five counties in Pennsylvania, and its area is nearly all covered, and consequently its supply is limited. If we were to pursue a selfish and sectional policy, we would say take the duty off Nova Scotia Coal,—check developments in the bituminous regions and the price of anthracite cannot fall to advance materially in all the markets on the seaboard. But such is not our purpose,—we have always discarded all mere sectional and local interests, and have embraced all the different interests requiring protection throughout the whole extent of this country. This is the only true and National policy which ought to prevail everywhere. Therefore to take off this duty would take upwards of $600,000 out of the National Treasury—check developments in our own immense bituminous coal fields—enhance the prices of fuel on the seaboard, and all to enable speculators in foreign coal lands to rob our Government and put immense profits into their own pockets; and in case of difficulty with England to have this supply of fuel entirely cut off without the ability of obtaining a supply from our own resources in consequence of their non-development. The almost total prostration of our domestic coal trade from 1857 to 1861, caused by the want of adequate protection to American industry, had so impoverished those engaged in the trade, and so checked developments, that when the Rebellion broke out the Government and the people were compelled to pay from $2 to $3 per ton more than they would have been compelled to pay if the home trade had been encouraged. In 1861 so great was the prostration of this trade, that out of about 125 operators in Schuylkill County, we doubt whether there were 12 solvent firms engaged in mining coal. This is the status of the whole question—and will Congress take the duty off?

People have a right to invest their money wherever they please, but if they invest in Foreign countries in preference to their own they have no right to ask our Government to protect their interests in a foreign land to the detriment of its home interests.

Nova Scotia Coal is also very liable to spontaneous combustion. It is dangerous to pile any quantity in cities or in the neighborhood of Factories. A large quantity of property has been destroyed from this cause.—The only way to prevent it, is by introducing pipes to convey air into the centre of the piles which tends to check it. But the best plan to avert such disasters is to use domestic bituminous, which is not, as far as we know, liable to spontaneous combustion, except the product of one or two mines in the neighborhood of Richmond, Va., when left laying a considerable time in large piles.

Since the above was written we observe that Mr. Beaman of Michigan, has introduced a Bill into Congress providing for a reciprocal trade between the United States and Canada by imposing an AD VALOREM duty of 5 per cent. on Canadian products, provided they do the same. The Reciprocity Treaty was abolished because it operated against the United States, and this is in effect reviving it again to our disadvantage, and we hope Congress will table the bill instanter. Such a bill would not be reciprocal because wages are lower in Canada than in the United States, and would operate injuriously against our labor, which produces the wealth of this country. And besides large quantities of foreign goods would be sent to Canada, and from there sent into the United States on the low duty of 5 per cent.

We are astonished to find that the Washington Chronicle should advocate such a bill. It is only another step towards opening the door for Free Trade with Europe.

JOHN Lesargent, Esq., has resigned his position of Superintendent and Engineer of the Lehigh Coal Company's works, and has been elected Chief Engineer of all the Company's works. Mr. Lesargent is a gentleman who enjoys the respect and esteem of all acquainted with him, and is eminently competent for the position he occupies. J. P. Haley, Esq., formerly connected with the Lackawanna and Bloomsburg road has been appointed Superintendent.

IT has recently been decided by the Treasury Department, at Washington, that all miners and producers of coal are liable to the tax on sales, viz: $2 per $1000 on sales in excess of $5000, under the recent act of Congress exempting certain manufactures from taxation.

MR. BENJAMIN F. ELY, a member of the coal firm of B. F. Ely & Co., New York, died at Bethlehem, Pa., on the 9th inst., aged 29 years. A number of gentlemen in the trade met in Trinity Building on the 11th, and passed a series of resolutions expressive of their esteem for him and regret at his early death.

THE STRIKE AT THE COAL WHARVES, PORT RICHMOND.—From the Philadelphia Morning Post of Wednesday last, we extract the following in reference to this strike:

The strike at the Reading Railroad Wharves, in the Twenty-fifth Ward, continues, and there are there another indication of an adjustment of the difficulty. About six hundred men are in the strike, comprising the entire force of weighers, "trimmers" and "track men." The demand of the "trimmers" for an increase has been granted, and they continued at work. The strikers are not satisfied with the action of the "trimmers." They contend that the latter should cease operations until the demands of all the operatives are granted.

The strike commenced Monday, June 8. At that time the pay was eighteen cents per hour. A few months ago it was fifteen cents. Petitions were presented for an increase to twenty cents and eighteen was obtained. Subsequently petitions were again presented for twenty cents, to which, it is alleged, the company paid no attention whatever. Then followed the demand and strike for twenty-five cents per hour.

The work performed by these men is exceedingly laborious and not unattended with danger. The "weighers" are those who convey the coal from the pier to the vessel. The barrow contains 224 pounds of coal and has frequently to be taken on a slippery gangway, before reaching the vessel. The "dumpers" attend to unloading the cars at the schutes, the coal leaving directly from the car into the hold of the vessel, where it is stowed by the "trimmers." The "trackmen" clear the cars of the coal that will not run out when dumped, and perform many case jobs of the work. All these men are paid only for the time actually employed. During five months of the year they cannot do anything. Occasionally a vessel arrives to be loaded, but from the 1st of October till the 1st of April, they will not earn a dollar. We saw yesterday the February pay roll of one of the largest shippers in Richmond, and the wages for that entire month were is no less government office. It is estimated by the shippers there, that the wages of the men during the winter will not average $4 twenty cents per hour, six dollars per week! How they manage to feed, clothe and shelter their families on such wages we cannot divine.

The "trimmers" earn more money than the other classes, but have much more severe and disagreeable work. Stripped to the waist, they enter the hold of a vessel and trim the cargo until it has reached a ceiling, when they are compelled to crawl from their miserable confinement almost on all fours, and are suffocated by the most impure atmosphere. For this they are paid from three to ten cents per ton, according to the character of the vessel, the highest price being for trimming schooners with one hatch, and the lowest for Richmond and Schuylkill boats.

Thus far there have been no violent demonstrations, and there appears to be a determination among the men to avoid and prevent any such occurrence. A policeman is stationed at every pier, but his services have not yet been required in a single instance. About eighty Germans were obtained yesterday. They are to be paid $1 50 per week in a storehouse. The proper prosecution of the work requires considerable experience, and the new hands progress indifferently. The piers are full of coal, the shipping is crowded with coal cars, and little progress seems to be made in shipping.

The laborers and miners in the employ of the Delaware and Lackawanna Railroad Company are on a strike for higher pay. They claim that in the spring of 1863 they were paid by the company one-third of the price paid by the company for cutting coal; that since that time the miners have cut down the prices to the laborers.

The Firm of HECKSCHER, BOWNS & CO., No. 70 Trinity Building, and Heckscher & Co., foot of 50th street, East River, as this day dissolved by mutual consent, Mr. Henry E. Bowns retiring.

RICH'D HECKSCHER, JR.,
HENRY E. BOWNS,
FRED. A. MASON.

THE WHOLESALE AND RETAIL COAL BUSINESS will be continued by the undersigned, under the firm name and style of HECKSCHER & CO. We will also settle the affairs of the old firm.

RICH'D HECKSCHER, JR.,
FRED. A. MASON.

5 New York, June 6, 1868. 24-6t

MINERS' SUPPLIES.—The subscribers are Agents for the sale of the Boston Gum Belting Factory, and furnish superior Belts at Factory prices, all sizes, kinds and lengths. Belts of greater thickness than those kept on hand made to order, at the shortest notice, as his orders for Colliery purposes have ten preference at the Mill. Also Steam Packing of every description, Blasting Paper by the single, or ten reams, or by the ton, at manufacturers prices.

SAFETY LAMPS, of the most approved patterns, made of inspected Government Wire, by the single dozen, or hundred. Wire Gauzes, Wire by the yard and shreds on hand. by

RANNAN & RAMSEY

Colliery to Let.—The Red Ash Colliery on the Wolf Creek Tract, near Minersville, now worked by Wm. Rear & Co., will be lessee on and after September 1st next, to an experienced operator, who will sink another lift on the Primrose Vein. For particulars apply to

HENRY C. RUSSEL,
Real Estate Agent, 18 Mahantongo St., Pottsville.

June 6, '68 23-3m

FRANKLIN COAL OF LYKENS VALLEY.

THE Summit Branch Railroad Company and the Short Mountain Coal Company now supply all of this Coal that finds a market in New York and the New England States. The only agents for the sale of this Coal are the cargo agents NICKSON & CO., and JNO. ROMMEL, Jr., of Philadelphia; in New York the office is in Trinity Building—ROBT. G. MOODY, Agent; in Boston office is at 21 Doane St.—B. F. HUDS, Agent.

Parties wishing the purest article must purchase through the above named agents. Further information if desired, can be obtained from

WILLIAM H. FOWLE, Treasurer,
39 City Exchange, Boston.

May 2, '68 18-1f

A RARE OPPORTUNITY TO OBTAIN A GOOD COAL LEASE.

THE LOCUST DALE COAL CO.,

Offer to LEASE a portion of their Locust Dale Estate as yet untouched, in the Ashland basin of the Mahanoy Region, containing the MAMMOTH, with the underlying and overlying VEINS, in very fine condition.

Application to be made to GEO. S. POTTS, Esq., President, No. 410 Broadway, New York, or to

S. C. HARRIS,
their Agent at Pottsville, Pa.

April 18, '68 16—tf

COLLIERY TO LET.

The Potteroun Colliery near New Castle, recently worked by the New Castle Coal Co., formerly by Wm. Lilt here, will be leased to any responsible coal operator who will sink a slope on the Dundee Vein, erection the water level tunnel to the west back of the Jugular, on his premises. For particulars, apply at the colliery. For terms, &c., &c.

HARRIS BROTHERS,
Civil and Mining Engineers.

Pottsville, April 25, 1868 18-tf

SCHUYLKILL COAL TRADE.

Coal Trade by Railroad, & Canal 1868.

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

	RAILROAD.	CANAL.
St. Clair	32,872 16	
Port Carbon	6,860 10	10,440 00
Pottsville	667 10	4,000 00
Schuylkill Haven	20,350 16	11,437 14
Auburn	2,462 11	
Port Clinton	2,844 13	120 00
Total paying freight	66,993 01	
Coal for Company's use	2,176 08	
Total for Week	69,169 09	26,347 14
Previously this year	1,432,513 05	350,571 10
Total	1,501,911 13	381,929 01
To same time last year	1,440,313 05	364,166 08
Increase	61,558 08	17,170 01
Decrease		

SCHUYLKILL CO. RAILROADS—'68

The following is the quantity sent for last week:

	WEEK.	TOTAL.
Mine Hill & S. H. R. R.	40,021 01	620 05
Schuylkill Valley	2,825 01	68,722 18
Mt. Carbon	7,768 07	49,210 01
Mill Creek	2,099 19	147,864 02

BLACK BAND IRON ORE.

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

Previously	432 03
Total	432 03

LEHIGH COAL TRADE FOR 1868.

Quantity sent by Lehigh Valley Railroad and Lehigh Navigation Co's Coal for week ending on Saturday last:

OPERATORS.	RAILROAD. WEEK	RAILROAD. TOTAL.	CANAL. WEEK	CANAL. TOTAL.
From Mahanoy	11,831	237,787	299	846
" Hazleton	12,519	571,971	10,249	56,427
" E. Sehigh	621	25,878	686	4,980
" Beaver Meadow	9,931	192,744	2,673	17,581
" Wyoming	4,675	126,244	6,190	45,702
" M. Chunk	"	"	14,526	111,029
Grand Total	39,556	1,118,547	34,261	236,374
Same time last year	53,159	863,525	30,849	238,047
Increase		254,615	3,913	49,327
Decrease	13,603			

CUMBERLAND COAL TRADE—'68.

Quantity of Coal transported over the Cumberland and Pennsylvania Railroad up to to Saturday last:

	Sent by Canal.	By B. & O. R. R.	Total.
For week	14,509	11,564	26,073
For Year	148,893	229,195	377,901
For 1867	97,690	220,240	317,930
Increase in 1868	16,619	8,959	19,971

PINEGROVE COAL TRADE—'68.

Amount transported during the last month:

	TONS.	TOTAL.
Lorberry Creek	11,853 08	22,989 05
Good Spring	7,669 12	14,818 06
Union Railroad	19,515 15	46,150 11

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 HENLOPEN.

	June 18, 1868.
Schuylkill Red Ash Prepared	$4 25@4 50
" Chestnut	2 50@4 75
" White Ash Lump	3 25@3 40
" St. Boat and Broken	3 25@3 50
" Egg	3 25@
" Stove	4 00@
" Chestnut	3 25@
Lehigh Red Ash Lump	3 25@3 50
" " St. Boat and Broken	3 25@3 50
" " Egg	3 25@
" " Stove	4 00@
" " Chestnut	3 50@
Lehigh Lump	4 50@
" " St. Boat and Broken	4 50@
" " Egg	4 25@
" " Stove	4 50@
" " Chestnut	3 50@
Broad Top	2 00@
Lorberry Coal	4 50@
Franklin, (Lykens Valley) Broken	5 00@
" " " Egg	5 00@
" " " Stove	5 00@
" " " Nut	4 50@

SPECIAL COALS.

Hill & Harris, Lump	3 50@
" " St. Boat	3 75@
" " Broken	3 50@
" " Egg	3 50@
" " Stove	4 00@
" " Chestnut	3 75@

Special quotations of coal will be made when the price must be furnished us, by those who desire the information.

AT NEW YORK.

	June 17, 1868.
Schuylkill Red Ash Broken Coal	$5 25@5 50
" " Egg	4 75@5 00
" " Chestnut	4 75@5 00
" " Stove	5 00@5 25
" White Ash Lump	5 00@
" " Steam Egg and Broken	4 75@
" " Egg	4 75@
" " Stove	5 25@
" " Chestnut	5 25@
Lehigh White Ash Lump	5 00@5 25
" " Steam Egg and Broken	4 75@
" " Egg	4 75@
" " Stove	5 25@5 50
" " Chestnut	5 25@
Pea	3 50@

Prices of Ice Shaken Coal at Elizabethport.

Lump	$4 00@	Egg	4 50@
Stamen	4 25@	Stove	5 00@
Grain	4 25@	Chestnut	4 25@

Freights from Elizabethport to New York 60 cents.

Prices of Lehigh Coal at Port Johnson.

Lump	$5 00@	Egg	4 75@
Stamen	4 75@	Stove	5 00@
Broken	4 75@	Chestnut	5 00@

Freights from Port Johnson to New York 60 cents.

Prices of Lehigh Coal at Weehawken.

Lump	$5 00@	Egg	4 75@
Stamen	4 75@	Stove	5 00@
Broken	4 75@	Chestnut	5 00@

Freights to New York 60 cents per ton.

Prices of Delaware Coal at Weehawken.

Lump	$4 50@	Egg	4 00@
Stamen	4 25@	Stove	4 75@
Broken	4 25@	Chestnut	4 25@

Freights to New York 60 cents per ton.

Freights from Georgetown or Alexandria To Philadelphia	$1 50@
New York	
Boston	
Freights from Baltimore. To Philadelphia	$1 25@
New York	
Boston	

Rates of Transportation in Tide Water

(BY RAILROAD.)

Reading Railroad Company.

(*Pr