Miners' Journal.

POTTSVILLE, PA.

SATURDAY, DECEMBER 4, 1869.

SENATOR SUMNER concluded his appointments for the delivery of his great lecture on "Caste," on Friday evening. We presume it will be published in pamphlet form for general circulation.

ROMAN CATHOLICS.—An article in the Philadelphia Press states that in the Diocese of Philadelphia, embracing the ten counties of Philadelphia, Chester, Delaware, Bucks, Berks, Montgomery, Schuylkill, Lehigh, Northampton and Carbon, there are 100 churches, 180 priests, and 226,000 communicants. This would give 2200 members to each church, and 1222 to each priest.

THE December debt statement places the whole national indebtedness at $2,648,234,087, reduced to $2,452,559,735 by cash in the treasury, of which $105,969,949 is coin. There is a reduction of $71,903,524 since March, and $7,571,454 in November. The reduction last month was the consequence of increased receipts from customs and internal revenue. The increase was more in the first fortnight than the last by between two and three millions. The coin reserve fell off about two millions in the last half of the month.

THE TARIFF.—The Ways and Means Committee is busy on the tariff, and has agreed to a portion of the free list which was submitted by Judge Kelley, of Philadelphia. A Washington correspondent of the Press says, that Judge Kelley claims that the reduction of customs receipts which will ensue from this will not interfere with the capacity of the Government to redeem the public debt in excess of the amount provided for by the Sinking Fund, and that it will, at the same time, tend to enlarge the capacity of mechanics and others to develope the internal resources of the country. He has prepared a report from the sub-committee appointed to investigate the subject of metals, which is very voluminous, and will be submitted to the full committee as soon as Mr. Blair, of Michigan, arrives. After completing the free list, the committee will proceed to examine the proposed changes in the list of articles to be placed on the duty list.

On the subject of removing the duty on Nova Scotia coal the Committee seem to be equally divided. It has all the help bearing on the question before it, and it should decide either not to reduce the duty at all, or to a figure not below one dollar a ton. That will encourage the development of the home bituminous interests, which is necessary to keep the price of coal down.

A WRITER hinted as the following article in Coal Mining in England compared with the system practised in the United States, recently communicated to the N. Y. Times, which he desires published:

Coal Mining and its Mechanical Defects American and British Systems.

[illegible] It is too much to assume of the American people that the Arcadian dream is still in their minds. Judging from the little that has been said about it through the press, beyond the mere fact, I would say it was. The sensational source has taken no note of the occurrence, except to lessen the calamity and exaggerate the number of victims, either don't seem to know what—will be done or indeed—they certainly don't know who—to prevent a repetition of such disasters. The daily Press published reports from the scene of the accident, made shortly after it occurred, but the knowledge of the public permitted, sought refuge in the perfectly safe assertion that it was accounted to be badly managed in its mining direction, and that "there is much in mining matters." The blue-tinted papers of course made their sensational sketches, but gratified their readers by harrowing up their feelings with pictures of a wonderful nature; even tender hearts, and then the poor sympathies were hurried off from Scranton to Wall street, to share the joys and sorrows of the bulls and bears, the last being utterly ignorant that the cause related by the late coal flurry are really nothing, in a national point of view, as compared with those produced by that system of coal getting of which the Avondale disaster was only a startling illustrate.

This side of the subject is the only one I propose to look at—the loss of money, and not the loss of life. There is not one proprietor in coal working who would mind the danger of life, mine; which does not add more than proportionately increase the profit to the proprietor, and still it is too much to ask human nature to be honest, truthful or humane unless there is money in it, this is the only side which is open to the philanthropist, the economist, or the man of science to operate.

I have had some opportunities for getting familiar with the coal working in different countries, and in having some experience *de visue* that I venture to express my opinion on the subject. I have never seen a district where coal could be so easily, cheaply and abundantly gained in respect to thickness and lay of the seams, solidity of roof, ventilation and drainage, as the anthracite region of Pennsylvania. *And I have never seen a district where coal could have little with a view to respect to profitability, cheapness and the regulations and administration under which the winnings were carried on.*

In the Pennsylvania anthracite mines, with which I am familiar, natural ventilation, guided by the "[illegible]" is in nearly all cases, sufficient to keep the working clear, so that upon lights may be dispensed with altogether; no timbering is necessary in 90 per cent of the gangways; the water is easily mastered by small pumps; in fact, the only difficulties which in other districts seem inherent to mining, are one encountered in the other hand, [illegible] of all instances the [illegible] and the want of capital, work is ordinarily commenced with such beneficial installations that [illegible] by their own initiation, and, in order to continue the course of two things remaining other new openings have to be made, or the old slope deepened—the disadvantages of the slope system, [illegible] in general rate with every fathom of depth, while the mine is said to be all time with the natural and indemonstrated lasting old workings [illegible] back. The want of power in the engines has to be overcome either by putting in more or by introducing larger ones. In this way the working expense of a mine are constantly increasing and the profit diminishing.

The English system of mining is diametrically contrary to the foregoing, so the whole profit may be summed up in a few words: Make all your installations perfect on the start. Put up adequate plant at once. Do not do everything as you go along. Get to your furthest point and work toward home.

I do not mean to say that these principles are invariably carried out in England, but they are the admittedly correct ones, and a colliery in conformity to the rule will worked as it approaches or recedes from the standard. The advantages of the system are apparent. All the difficulties and accidental ones are met at the start, and work once begun is prosecuted early and successfully, every penny of coal taken out of the mine and brought to back is the [illegible] marketable condition. As the work proceeds and the further every day, expenses diminish and profits increase, the hardest part is done first, and adequate or comparative certainty attained which other mines will be out of the question.

Now, it is commonly easy to point out defects; the essential thing is to show the remedy. This is here more difficult. To put our mines on the same footing as the English, we should require both the amount of money and time invested and expended in the coal operations here. Let the want of English capital might, in some degree, be paried by confiscating the mines on a little winning, and installing that properly, rather than gaugeller half a dozen by spreading a small amount of money over the whole.

At present capitalists have not the confidence in coal mining that would enable them, to stay out of large sums of money for the one, two, three or more years necessary to get the pits properly installed. The want of capital is not the only difficulty, there would be more difficult to supply. The "viewers" of the English district have a training from childhood which is unattainable in this country, where there are no precedents at hand for inspection. It would be quite useless to impart such men to manage our mines, for lack of their knowledge would be available in our [illegible] seams. The experience must be gained on the spot. But if capital should lead the way the men would soon be forthcoming. The effort to obtain the highest excellence in the installations and workings of the pits, would gradually train up a body of practical, educated engineers, from whose ranks we might expect justice to our noble coal fields. Instances are on record where Government inspectors might be appointed to see that the few general regulations which the statutes can enforce for the safety of miners were observed, and in this way a correct and profitable system of coal mining would be gradually developed.

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The above statement is correct, when the landholders make the improvements and then lease the colliery, which is done on many of the large estates; and when they have a [illegible] means to wait, they always run the gangway to the end of the adjacent they propose going, and then work back, by which means they can mine cheaper and take out all the coal. But when the lessees make the improvements, and it is not stipulated in the lease that the mines are to be worked in this manner, they generally adopt the same plan as we do here by working in the breasts near the shaft, until the gangway is pushed to the furthest extremity, when they work back from the extreme end. At the most improved and complete colliery, near New Castle-on-Tyne, belonging to Mr. Forster, they commenced working near the bottom of the shaft after it was sunk. But they never permit the terrible waste of coal in mining that figures in our anthracite regions. They have, however, this advantage over our anthracite regions, their seat is not ground up with breakers which, as now used, are terribly destructive.

The best mode of mining, and the most economical, can be found in "Coal, Iron and Oil," by Baddow & Dahnas, which also shows the immense resources of the country in Mineral wealth. &c.

THE TARIFF—INCREASED REPRESENTATION.—A letter from Washington says that the Committee of Ways and Means held their preliminary meeting to-day, all the members present except Mr. Blair, of Michigan. The tariff bill was taken up, and after a general discussion upon the propriety of placing certain articles on the free list, it was agreed to address a letter to the Secretary of the Treasury, enclosing the proposed free list, and inquiring what amount of revenue has been derived from the articles which it is designed to strike off. Until a reply is received from the Secretary, the Committee will suspend action. What they wish to ascertain is whether the Government can afford to do without the revenue which it is receiving from these sources. The Committee they seemed to be unanimous in the opinion that it is absurd to tax chalk at the rate now fixed by law, and without waiting for the Secretary's reply to their letter, voted to put it on the free list. The Committee hope to be able to perfect a bill before the holidays. As soon as the tariff is disposed of they will take up the Internal Revenue Bill.

Several prominent members of the Census Committee have under consideration the advisability of increasing the representation in the lower branch of Congress to 300. The representation in Congress at present is 243, and this would be an increase of fifty-seven. The principle argument in favor of it is in order to take in the two fifths not included in the apportionment under the census taken in 1860.

THE BIBLE IN THE PUBLIC SCHOOLS

We have heretofore published extracts from leading Roman Catholic papers on the action of the School Board in Cincinnati, Ohio, to show that the exclusion of the Bible would not satisfy the Roman Catholics, but that it was opposition to our whole public school system, which they desire to destroy. The following sweeping article is from the New York *Tablet*, a leading paper among the Roman Catholics in this country:

"The School Board of Cincinnati have voted, we see from the papers, to exclude the Bible and all religious instruction from the Public Schools of the city. If this has been done with a view to reconciling Catholics to the Common School system, its purpose will not be realized. It does not meet nor in any degree lessen our objection to the Public School system, and only proves the impracticability of that system in a mixed community of Catholics and Protestants: for it proves that the schools must, to be sustained, become thoroughly godless. But to us godless schools are still less acceptable than sectarian schools, and we object less to the reading King James's Bible, even in the schools, than we do to the exclusion of all religious instruction. American Protestantism of the orthodox stamp is far less evil than German Infidelity.

In a community in which all are Catholics or all Protestants, or in which the Catholicity or Protestantism has any recognized rights, a system of Public Schools supported by the State, leaving the religion to be looked after by the spiritual authority, is defensible, and perhaps the proper system to be adopted.—Such, in fact, was the case in their origin with New England Common Schools. The difficulty begins the moment the community becomes divided into Catholics and Protestants, with both placed on a perfect equality before the State; for then the State is bound by the conscience of each alike. The State has no right to exclude the religion of either; for it is never the educator, and obviously the religion of both cannot be taught in one and the same school.—

Since our community is composed of Catholics and Protestants, and both have the same political and civil rights, and the Government is bound to respect and protect the conscience or full religious liberty of each, it can sustain no system of schools for both to which either the Catholic or the Protestant objects. It must, then, either leave the whole question of Education, as it does Religion, to the voluntary principle, or it must divide the schools, as is done in most European nations, into two classes, the one for Catholics and the other for Protestants, with the education in each under the supervision and control of its respective religious authority. Nothing less than either the one or the other will secure to Catholics their equal rights and satisfy the Catholic conscience.

The system of Common Schools as now adopted in this country is in the main an imitation of the system decreed by the Convention which sentenced Louis XVI. to the guillotine, abolished Christianity, and declared death an eternal sleep. The object of the Convention was by a system of Godless Schools to root out religion from the French people, and make of the French youth an absolute ignorance of or unbelief in any life beyond this life, and any world that transcends the senses. If we adopt and carry into the same system our American youth must grow up thoroughly unbelieving and godless as the order of the Cincinnati Board of Education not directly foreshadows.—Catholics will do well to be on guard against forming an alliance to help them get rid of one evil by fastening on the country another and infinitely greater evil—the very evil the forever infamous Convention sought with devilish ingenuity to fasten on France."

The latter clause is rather a sweeping assert'on against the alleged tendency of our Public Schools, coming as it does, from such a source, when it is known that in those countries where they have the complete control of the education of all the children, there is ten times more ungodliness, immorality and crime, than exists in any protestant countries on the face of the globe. It is a base slander upon our schools, our people, and our institutions.

If we have time we may give our opinion on this question next week.

WOULD you have continual cheerfulness and happiness on your wife's countenance? Would you have your home irradiated with those beams of joy which can come only from the well-governed smile of lovely woman in her best estate? Then you must be considerate of the good woman's comfort. And you must not depend on her for the making of your family clothes. When you can buy clothes for the little fellows, as good, as beautiful, and as cheap, as Rockhill & Wilson make them, it is a sin to deny that much toil on your wife.

Our readers will do well to take their juveniles with them when they come to Philadelphia to buy their clothes, (as we know all the best looking of them do,) at ROCKHILL & WILSON'S.

OVERCOATS.—For real service and comfort, there is nothing like a good overcoat. Nothing helps us so well to defy the cold storms of winter, and nothing is so great a protection to our health. Rockhill & Wilson have "spread themselves" on their overcoats this season, and offer a rich variety of gloriously warm overcoats at very low prices.

A Remedy for the Steel Rail Difficulty.

MESSRS. BANNAN & RAMSEY: In your brief extract from the Boston Railroad Journal, showing that the principal breakage of steel rails on the Chicago and Northwestern Railroad occurs at points where the fish or splice-plates have been punched instead of drilled, on which you editorially remark: "all new rails should be rejected, and never laid down for an argument on both sides, but certainly if we can remove the cause of such breakage by a different mode of connecting the ends of rails the cost can be no necessity for any increase of expense. The old and well tried method, can be punched in the ordinary manner for all time.

Now just such a remedy has been recently patented, by Messrs. Snell & Crossland; their patent being applied for July 14th, and issued Nov. 16th last past.

By this invention the junction of the rails is really stronger than any other part where the fish plate is used, as it is made continuous from one rail to the other, and so either may pass a train over double the strain between the sleepers, as it does by section rails as now secured at the joints. In fact, there is no more necessity for a given amount of fish plates, or splice additional splices for short runs. As to breakage at the point of connection resulting from punched holes, this is caused by the outward strain on the cross-bolts; the rail being weakened and the "elongate" hence punched. By the bolt, the joint is more give way if between the cross-ties, and there must be fractures in a continuous length for the joint be made to be subject to rot and loose splices.

"The Snell & Crossland Railway Clinch" is applied between the cross-ties, in lieu of depending on fish-plates, half cut off; wooden side-stretchers, underbolsters, and cross-ties, long ties or cut ex tensed; one; underscrewed clamps, with bolts rusted fast, or any other plan by but effective applicable for the public, is a short time beside to cost and yield under heavy engines and a high rate of speed, especially as on short curves, where the side strain is always equal to the weight on the surface.

This invention is a marvel of strength on the lever and clinch principle, set up by the simple screwing of the two cross-bolts that take no downward strain whatever or injure the rail by such pressure. The patentees don't seem to rest their invention on the reasons used to describe it, but they do state to rest on the judgment of practical men exercised on the instant or within a few months, and they have had opportunity to prove an authoritative say to railroad companies, rolling-mill proprietors and the editorial fraternity, that if any proprietor of a railroad company will expose to us free of charge, the two ends of a rail, cold from the rolling mill and ready, as a return for connecting the rails on their road, say of 9 or 10 inches long, with the bolt holes exact; or if any manufacturer of rolled iron on a single winning, and installing that properly, rather than gaugeller half a dozen by spreading a small amount of money over the whole.

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THE COAL TRADE.

Pottsville, December 4, 1869.

The quantity sent by Railroad this week is 111,837 08—by Canal 29,427 18—for the week, 181,265 06 tons, against 78,687 for corresponding week last year.

The trade is dull. A large number of orders were countermanded after the Scranton sale, until the effect of said sale was fully developed. It has resulted in checking the trade, and also in reducing the prices to some extent, but it fails to rule prices in the market as heretofore, because they cannot deliver much of the coal before January. It also prevents dealers from increasing their winter stocks with such prices impending over them, after the coal is received. In no other country is coal sold at auction, and this company stands alone in this country in pursuing such a policy. If there is any power under the laws by which they can be reached, it ought to be invoked in putting a stop to such a practice by taxation or otherwise; it confers no benefit on the consumers whatever, but only tends to derange the whole anthracite trade of the country, and those who control it seem to be actuated by no other motive except to punish those who will not succumb to their arbitrary measures.

The official year of the Reading Railroad closed on the 30th of November. The quantity of anthracite coal transported from Schuylkill County,

In 1869 was - - -	3,688,904 11 tons
In 1868 " - - -	3,087,052 04 "
Increase in 1869 - -	601,852 07 tons.

This gives a handsome income for the year, and will enable the company to pay a cash dividend again.

The shipments by canal so far this year show a loss of 204,099 tons, making the gain by these two avenues 297,753 tons.

The whole tonnage of the Mine Hill Railroad for

1869 was - - -	1,781,251 tons.
1868 " - - -	1,491,922 "
Increase in 1869 - -	239,319 tons.

The fall of snow on Thursday night, and the increased severity of the atmosphere last evening, will in all probability, close up the canals shortly. It is the determination of the Schuylkill Navigation Company to keep it open as long as possible, but it seems now as if old Winter, who is giving us a trial of his power so early, will come off conqueror.

We have received the following from our Philadelphia correspondent:

We have nothing new except an excessive dull trade. The cold weather has induced the shipper willing to lose as little as he can on the excessive prices paid miners last month. These large fluctuations in prices scare purchasers as to use coal. The season is almost over, and those who have a stock on hand abroad, will find they have fared wisely in acting it.

We received no quotations of prices from New York, or rates of freights from the east. We presume they are so irregular that quotations cannot be made correctly.

The trade sums up this week as follows:

1869.	WEEK.	TOTAL.	WEEK.	TOTAL.	Is & D
P & R R R	41,983	3,057,052	78,443	3,687,904	601,852
Sch. Canal	29,427	181,265	78,687	479,365	297,753
L. Canal	30,998	637,190	6,485	598,569	38,621
D. L. & W. R. R.	24,000	442,124	24,000	383,000	59,124
Sunbury & Erie	38,802	998,643	34,163	931,360	67,283
Penn. Coal	10,735	569,635	15,067	525,000	44,635
Penn. R. R.	19,988	831,545	22,325	873,865	31,410
Del. Div. Canal	725	19,031	931	18,707	17,798
D. & H. Canal	44,196	1,576,061	33,832	1,543,901	32,160
D. & H. R. R.			7,812	1,042,000	7,812
Wyom'g R. R.		319,784		299,605	20,263
Wyom'g Val.		97,878		96,848	11,419
Shamokin	3,965	462,033	12,721	430,570	32,193
Tuscarora	1,587	33,164	3,554	34,614	1,750
Mt. Carbon	1,140	192,044	2,420	192,234	1,810
L. V. Co.	1,965	80,196	3,990	76,787	8,390
Worrick.	2,275	165,134	6,432	162,291	17,717
Red Ton.	6,196	265,861	9,004	258,329	79,486
	211,238	11,850,164	337,718	11,823,111	
		13,653,141	311,525		
		374,013	46,346		

*The total quantity sent by Lehigh & Schuylkill R. R. for the week was 27,551 tons, and for the year, 1,158,814 tons, the balance is embraced in the Lehigh Canal Report.

The shipments for this week show an increase on corresponding week last year of 46,345 tons; and the loss for the year from the regions embraced in our table is 378,013 tons. The increase in the supply from the Cumberland region so far this year, is 485,680 tons, which would give an increase of 111,668 tons of anthracite and bituminous coal, over the supply of last year to date.

The Schuylkill Navigation Company give notice that they will keep the Navigation open as long as possible during December, and that the drawbacks on tolls for coal frozen up on the line will be allowed as published a short time since.

Coal loaded in Line Boats, and not delivered in December, in consequence of stoppage by ice, will be forwarded at spring rates of freight after the opening of navigation.

SUPPLY OF COAL ON THE SEA-BOARD.

A Question of Importance.

There having been a surplus of coal produced for the last two years, owing to the extensive developments made during the rebellion for its production, which priced ruled so very high, the attention of the public, and particularly the consumers on the seaboard, have been diverted from the future. When we state that within fifteen years the requirements of the seaboard, and the interior by sailing between the seaboard and the coal regions, will require an addition of not less than TWENTY MILLIONS OF TONS for its increased steam marine, factories, and increased population, it is time for them to consider where it is to come from.

The anthracite regions lie from 93 to 145 miles from the cities of Philadelphia and of New York, and the bituminous regions from 250 to 300 from the seaboard. Last year the anthracite regions produced FIFTEEN MILLIONS OF TONS, of which a little exceeding THIRTEEN MILLIONS were sent to market. These regions can never produce over TWENTY-FIVE MILLION TONS annually, and of this quantity five millions will be required probably within the counties, to be used in the immense steam power required to produce this quantity, for manufactures and for domestic consumption.

The whole quantity of bituminous coal that is now moved towards the seaboard, including gas coals, does not exceed 3,500,000 tons—and of the twenty millions required, not less than thirteen or fourteen millions of bituminous will have to be furnished within that time, or prices of coal must advance on the seaboard. To procure this additional quantity of bituminous will require new avenues leading to the bituminous regions, requiring a large expenditure of capital, and the capacity of the present lines at least doubled to meet the requirements of the market.

The Reciprocity Treaty, which took effect in 1854, removed the duty on Nova Scotia coal—checked the development of our home bituminous regions to such an extent that in twelve years the home trade only increased 1,327,985 tons, which includes all the gas coals transported over the Pennsylvania Central Railroad. This would give an annual increase of only about 110,000 tons in round numbers. During the twelve years, Nova Scotia coal was admitted free, the importations increased from 139,125 to 465,194 tons, giving an increase of 326,069 tons, or about 27,000 annually. Since the abolition of the Treaty in 1866, the importation of these coals have fallen to 238,132 tons in 1868, showing a decline of only 239,062 tons by a little over two years—and from the knowledge we possess of these coal regions, do we believe the importations of Nova Scotia coal could be run up to one million tons in a period of fifteen years, while the demands of the seaboard will require in that time, in addition to what is already sent, not less than THIRTEEN MILLIONS TONS of coal, of the TWENTY MILLIONS increase, that will be required between the coal regions and on the seaboard in fifteen years from this time? It will require heavy investments to produce this additional quantity in that time.

If the duty is removed from Nova Scotia coal, they cannot supply our markets, but it will enable them to put it into our markets at a rate that will render investments in our home regions unprofitable, and of course will tend largely to check such investments.

By re-instating the duty on Nova Scotia coal, it gave such an impetus to our developments that our bituminous coal trade increased in two and a half years from 1,989,000 tons, in round numbers, to about 3,142,000 tons, an increase of 1,814,000 tons, which is greater by 498,000 tons than the previous increase for twelve years, making the increase about 710,000 tons a year, with a duty, against 110,000 tons a year, without duty. This proves that we ought to encourage our home trade in preference to the foreign trade, which may be cut off entirely in case of difficulty arising between England and the United States. With these figures before the reader, we ask whether it would be wise to check our home trade by removing the duty on Nova Scotia coal? We think not. As far as anthracite coal is concerned we do not care one fig whether the duty is retained or removed. If retained it will tend to keep prices of fuel down on the seaboard; and if removed it will most unquestionably result in enhancing prices. Examine the figures and then judge for yourselves.

The Philadelphia Bulletin, in an article on legislation for the protection of miners, seems ignorant of the fact that such a law has been in operation in this County for nearly a year, with a mine inspector, etc., and works well.

The Schuylkill Navigation Company have issued the following:

NOTICE.—On and after Wednesday, December 1st, 1869, the toll on Anthracite Coal carried on Philadelphia by way of the Schuylkill Navigation, will be as follows, and no continue until further notice:

From Port Carbon.....	$1 00 per ton.
From Mount Carbon.....	1 42 "
From Schuyl. Haven & Jct. Clinton	1 42 "

The freight to New York and the vicinity, is the Company's line of Barges, will be $1 75 per ton in addition to the toll and Steam Tonage of the Delaware and Raritan Canal (on Schuylkill Haven, with the usual differentials from the other shipping points.

On Coal that has paid $1 47, or more per ton, and has been delivered at Philadelphia and its vicinity, a drawback of 47 cents per ton will be allowed.

Freight to Philadelphia on the Company's line of Barges, will be one dollar per ton from Schuylkill Haven, with the usual differences from the other shipping points. F. FRALEY,

PHILADELPHIA, Dec 1, 1869. President.

SPERRING of the last Scranton Auction Sale of coal, the Engineering and Mining Journal says:

"These Scranton sales are humbugs, and will continue to be until the company can deliver an order for coal in a reasonable length of time, and not compel the purchaser to wait three or four weeks, or they do now. We have the past two weeks heard of cases where verse a have laid twenty days at Elizabeth waiting for a tow, and in other instances where the freight has amounted to $1 50 per ton, being some nine cents more than is paid by other parties shipping from the same place—delays, demurrage, etc., causing the difference. If the duty, and the profits of the sales are removed, the prices obtained at the auction sales will not be taken as any criterion of the market. Facts speak for themselves. We heard offered to day, for a cargo of Scranton Coal which happened to be in the market, $5 75; and 50 cents extra could be sold in Philadelphia at the same figure. Where is the influence of the Scranton sale? Why all both. They can trick and distract among the mining fraternity, disparagements among consumers; and they are generally a source of annoyance to the trade, but they give consumers no advantage to them any longer."

Pier 7 East Richmond.

HAMMETT, NEILL & CO.,

SHIPPERS OF

ANTHRACITE AND BITUMINOUS

COAL:

AGENTS for the sale of the celebrated SHENANDOAH CITY, WROAN & TREDEGAR Locust Mountain and Bernice Shamokin

WHITE ASH COAL.

Also EGGS and PEACH MOUNTAIN

RED ASH COAL.

FROM HOBOKEN.

The best varieties of Lehigh, and BOYLAN'S CELEBRATED FAMILY COAL.

Also BITUMINOUS and CUMBERLAND COALS of well established reputation.

OFFICES: PHILADELPHIA, 417 Walnut Street. NEW YORK, Room F, Trinity Building. PROVIDENCE, 76 Weybosset Street. BOSTON, 70 Devonshire.

February 22, 1869. 9-1y

SCHUYLKILL COAL TRADE.

Coal Trade by Railroad & Canal, 1869.

Coal Trade by Railroad for the week ending Thursday last:	RAILROAD.	CANAL.
St. Clair.....	36,994 13	
Pottsville.....	8,262 09	11,004 05
Schuylkill Haven.....	4,831 15	1,527 19
Auburn.....	3,146 18	2,297 05
Port Clinton.....	11,212 03	1,653 09
Total paying freight.	64,447 18	22,481 18
Coal for Company's use.	4,235 15	
Total for Week.....	68,682 17	22,481 18
Previously this year.....	3,610,441 04	616,326 16
Total.....	3,677,123 11	638,761 18
To same time last year.....	3,087,052 04	378,013 17
Increase.....	591,121 07	
Decrease.....		259,052 08

Schuylkill Co. Railroads for 1869.

The following is the quantity shipped last week:

Mine Hill & S. H. R. R.			41,251 09	1,731,211 01	
Schuylkill Valley.....			19,262 14	1,131,211 01	
Mill Creek.....			9,029 15	367,764 06	
Mt. Carbon.....			8,532 03	223,886 03	
			78,074 21	3,454,072 11	

PINEGROVE COAL TRADE—'69.

Amos at transported for the last month:

From Lorberry R. R.	2,652 16	54,111 03
" Good Spring R. R.	16,866 00	75,929 14
" Union R. R.	24,183 14	125,440 14
	43,701 30	255,480 31

LEHIGH COAL & NAVIGATION CO.

The following is the quantity of coal transported by the Canal and Railroad of the Lehigh Coal & Nav. Co. for the week ending on Saturday evening last:

	WEEK.	TOTAL.
Total by Canal.....		576,066
" R R.....	27,651	1,158,514
The coal was derived as follows:	WEEK.	TOTAL.
From Wyoming Region.....	14,929	749,315
" Lackawanna Region.....	9 07	407,199
" Hazleton Region.....	63	128,457
" Beaver Meadow Region.....	1,106	281,554
" Mauch C. & Nav. Co's mines	14,522	568,564
" Mahanoy.....	22	9,91
	41,651	1,653,990
	1,651	74,000
	41,581	1,431,645

CUMBERLAND COAL TRADE.

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

	PENNA.	MD. & L. R.	TOTAL.
For week.....	12,925	18,756	30,161
For year.....	1,000,000	485,680	1,485,680
For 1868.....	490,843	359,820	864,664
Increase in 1869.....	157,115	247,925	405,041

THE COAL MARKETS

PRICES OF COAL BY THE CARGO.

[SUBSCRIBE WEEKLY FOR THE MINERS' JOURNAL.]

AT PHILADELPHIA,

Dec. 3, 1869.

Trade is so unsettled that we cannot give correct quotations.

AT NEW YORK.

Dec. 2, 1869

Schuylkill Red Ash by Boat Load...	8 25@ 8 50			
" Chestnut, " "	8 50@ 8 75			
" Retail.....	9 00@ 9 50			
" White Ash Lump.....	6 00@			
" Stone Boat.....	6 00@ 6 50			
" Broken.....	6 50@ 7 00			
" Egg.....	7 00@ 7 50			
" Stove.....	8 00@ 8 75			
" Chestnut.....	6 25@ 6 50			
" Retail.....	8 50@ 9 50			
Lehigh White Ash Lump.....	9 50@			
" Steam Boat and Broken.....	8 75@			
" Egg.....	8 75@			
" Stove.....	9 50@			
" Chestnut.....	7 75@			
" Pea.....	6 50@			
" Retail.....	10 50@			

Lehigh Coal at Elizabethport & Port Johnson.

Lump.....	$8 50@	Egg.....	$8 00
Steamer.....	8 50@	Stove.....	8 50
Broken.....	8 00@	Chestnut.....	8 50
Retail.....			

Freight to New York 60 cents per ton.

Wilkesbarre Coal at Hoboken.

Lump.....	$6 50@	Egg.....	$7 75@
Steamer.....	6 50@	Stove.....	8 50@
Broken.....	7 00@	Chestnut.....	8 50@
Retail.....	8 50@		

Freight to New York 60 cents per ton.

Price of Scranton Coal at Elizabethport.

Lump.....	6 50@	Egg.....	@ 7 25
Steamer.....	6 50@	Stove.....	@ 8 50
Broken.....	6 75@	Chestnut.....	@ 6 50
Retail.....			8 50

Lackawanna Coal at Hoboken.

Lump.....	8 50@	Egg.....	8 25@
Steamer.....	8 75@	Stove.....	8 24@
Broken.....	7 00@	Chestnut.....	8 75@
Retail.....	9 00@		9 75

Freight to New York 65 cents per ton.

Penna. Co.'s Prices at Newburgh.

Lump.....	$6 50@	Egg.....	7 50@
Steamer.....	6 50@	Stove.....	8 25@
Broken.....	7 00@	Chestnut.....	6 50@
Grate.....	7 00@	Retail.....	8 50

Prices of Gas Coals.

PROVIDENCE.		AMERICAN.	
At Shipping points, Gold.		Delivered at N.Y. Currency	
Block House.....	2 17	Westmoreland.....	$4 75
Gowrie.....	1 75	Dunpard.....	4 50
Lochiel.....	1 75	Hawkins' Orrel.....	4 50
Sydney.....	1 12½	West Fatmouth (silk)	5 00
Pictou.....	1 12½	Foreline Gas.....	7 00
Nova Grace Bay.....	1 50	Cannel.....	from 25 cents
Caledonia.....	1 50	to 50 less.	

Mail freight cents to $1 50.

Provincial freights to New York $3 00—to Boston $1 50@$2 75 per ton.

AT BALTIMORE. Dec. 3, 1869.

To trade by cargo or car load.

Wilkes'rre & Red Ash..... $7 50@ 8 00

Lehigh Red. R. Ash..... 7 50@ 7 50

Shamokin, white or R. Ash..... 6 50@ 7 00

From yard or wharf, $0 50@$1 00 additional.

Delivered to consumers.

Baccon' creek and Cumberland Coal:

L. & S. at Locust Point for shipping: $4 75@5 00

AT GEORGETOWN, D. C., and ALEXANDRIA, VA.

Georges' Creek & Cumberland, f. o. b.

for shipping: $4 75@5

AT HAVRE DE GRACE, MD.

Wilkesbarre & Pittston on board.....	@ 7 25	
Shamokin " " "	@ 7 25	
Lehigh Valley " " "	@ 7 50	
Tuscarora " " "	@ 7 00	

COAL FREIGHTS.

	Ft. Rd.	Ets. Ship'g	Board.	New.
Boston.....	2 00	1 85	1 00	1 25
Salem.....	1 85		1 00	1 25
Lynn.....	1 85		1 00	1 25
Cambridgeport.....			1 00	1 25
Charlestown.....			1 00	1 25
Portsmouth.....			1 10	1 37
Portland.....			1 00	1 25
Portland.....	1 90		1 12	1 37
Bangor.....			1 25	1 50
Portsmouth.....	2 00	1 60	1 00	1 25
B