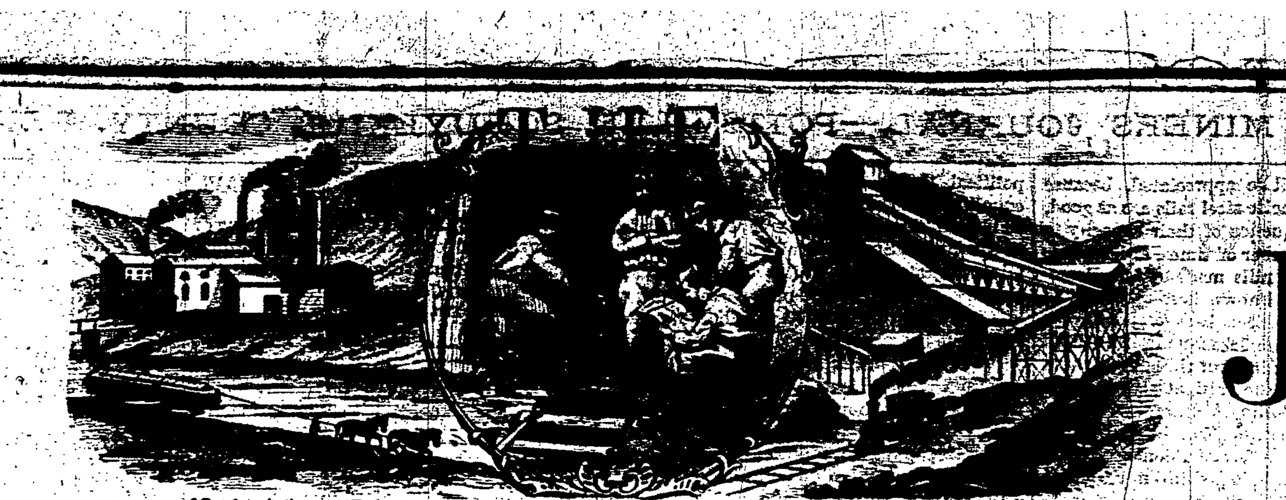
MINERS' JOURNAL.



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FORTY-SIXTH YEAR. No. 9. POTTSVILLE, SATURDAY MORNING, FEBRUARY 26, 1870. SINGLE COPIES SIX CENTS.

COAL TRADE ADVERTISEMENTS.

Port Richmond.

Pier No. 4, Port Richmond.

WELD, NAGLE & CO., Miners and Shippers of the Best Qualities LOCUST MOUNTAIN AND BLACK HEATH COALS, For Manufacturing and Domestic use, and Sole Agents in all markets FOR THE CELEBRATED PINE KNOT WHITE ASH, AND "JACKSON LORBERRY" COALS.

Offices: 205½ Walnut St., Philadelphia. 110 Broadway, New York. 11 Doane Street, Boston.

M. WELD. HENRY W. NAGLE. ED. SHERWIN. HENRY A. RICE, JR. Jan. 1, '70 1—

KASTNER, STICKNEY & WELLINGTON, Miners and Shippers of Coal. BURNSIDE, from their Burnside Col. at Shamokin. LEWIS VEIN (Red Ash.) LOCUST MOUNTAIN (White Ash.) Offices: 39 Trinity Building, New York. 203 Walnut Street, Philadelphia. 20 Doane Street, Boston. WHARF No. 6, PORT RICHMOND, PHILA. Jan. 1, '70. 1—

Pier 7, Port Richmond.

HAMMETT, NEILL & CO., Shippers of Anthracite & Bituminous COAL. AGENTS for the sale of the celebrated SHENANDOAH CITY, WIGGAN & TRIEBEL'S Locust Mountain and Burnside Shamokin White Ash Coal. Also, SPOHN 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, 247 Walnut Street; New York, Room F, Trinity Building; Providence, 74 Weybasset Street, Boston, 25 Doane Street. February 22, '69 8—1y

Pier No. 9, Port Richmond.

JOHN R. WHITE & SON, Shippers of Coal, No. 316 WALNUT ST., PHILADELPHIA. Depots for Storage and Sale of Coal: No. 514 West Thirteenth Street, New York. No. 802 Third Avenue, New York. Coal Wharf, No. 99, India Street, Providence. Libby's Wharf, Mt. Washington Avenue, near Federal Street, Boston. Jan. 1, '70—1—

Pier No. 9.

BANCROFT, LEWIS & CO., MINERS AND SHIPPERS OF THE CELEBRATED ASHLAND COAL, FROM MAHANOY MOUNTAIN. Offices: 111 Walnut St., Commercial Build., Phila. 111 Broadway, Trinity Building, Room 69, N. Y.—ISAAC SELTZER, Agt. 8 Doane St., Boston. January 1, '70. 1—

FRANKLIN COAL OF LYKENS VALLEY. DEALERS ARE CAUTIONED that there are four Collieries which mine this Coal, all of which are under the management of the undersigned. For the year 1870 SINNICKSON & CO., of Philadelphia, will be the only Agents for its sale in New England, New York, New Jersey, and South of Cape Henry. Our Agents will deal in no other Coal whatever, and parties wishing the pure genuine article can procure it of them. The object of this caution is simply to enable those interested to buy understandingly. The Agents and their assistants for the above places are as follows: SINNICKSON & CO., General Agents, 132 Walnut street, Philadelphia; their New York Office is at Room 68, Trinity Buildings, JOS. G. MOODY, Agent; assisted by ELISHA MOSELEY, Agent, 32 Summer street, Boston. Orders should be sent to either of the above named parties, and to no one else. WM. B. FOWLE, General Manager Summit Branch R. R. Co., the Short Mt. Coal and the Lykens Valley Coal Co. Jan. 1, '70—1

Pier No. 10 Port Richmond.

SINNICKSON & CO., Sole Agents for the Sale and Shipment of the "Franklin Coal of Lykens Valley," to New England, New York, New Jersey and South of Cape Henry. Offices: 132 Walnut Street, Philadelphia. 68 Trinity Building, New York. 32 Summer Street, Boston. JOSEPH G. MOODIE, Agent, P. O. Box 6428, New York. Jan. 1, '70-1-

Pier 13 North Port Richmond.

JOHN C. SCOTT & SONS, Miners and Shippers of Coal. SOLE AGENTS FOR THE SALE OF MAPLE DALE, LOCUST MOUNTAIN White Ash. "BEN FRANKLIN" Deep Red Ash. From the same veins and similar in all respects to the LYKENS VALLEY Coal. FRANK GOWEN SHAMOKIN Red Ash. Offices: PHILADELPHIA—No. 226 Walnut St. BOSTON—No. 19 Doane St. NEW YORK— Jan. 1, '70 1-1y

Pier No. 13, Port Richmond.

GEORGE S. REPPLIER, Miners and Shippers of Coal, REPPLIER, MOODIE & CO'S LOCUST MOUNTAIN, G. S. REPPLIER'S MAMMOTH VEIN. MEXICAN COAL CO'S LEWIS VEIN, (RED ASH.) GILBERT & CO'S LORBERRY. Offices: 329 Walnut Street, Philadelphia. 111 Broadway, New York. 27 Doane Street, Boston. Jan. 1, '70. 1—1y

Pier No. 14, North Port Richmond.

G. & J. H. EASTWICK & CO., SHIPPERS OF WHITE AND RED ASH COAL. Offices: No. 228 Dock St., Philadelphia. No. 19 Doane Street, Boston. Locust Mountain Red Ash. Shamokin White Ash. Locust Mountain White Ash COAL. January 1, '70 1—

Pier 14, South.

BORDA, KELLER & NUTTING, Miners and Shippers of Coal, LEHIGH GREENWOOD, TAMAQUA SHAFT, REEVESDALE, ECKERT LORBERRY, NORTH FRANKLIN RED ASH, BLACK HEATH, BIG RUN LOCUST MT., GARRETSON, GIRARDVILLE. Offices: 42½ Kilby St., Boston. Room 64 Trinity Building, N. Y. 327 Walnut Street, Philadelphia.

Pier 17. BORDA, KELLER & NUTTING. NORTH FRANKLIN WHITE ASH. April 24, '69. 17—

HAY, HUDDELL & CO., Miners & Shippers of Coal. Offices: 205½ Walnut St., Philadelphia. 111 Broadway, (Trinity Building) N. Y. 7 Doane Street, Boston. Agents for the sale of the following celebrated Coals: HARLEIGH LEHIGH COAL, HICKORY COAL CO.'S HICKORY AND DRAPER COALS, and the EXCELSIOR COAL CO.'S SHAMOKIN COAL. SHIPPING WHARVES: Pier No. 18 Pt. Richmond. Pier No. 3 Elizabethp't, N. J. Jan. 1, '70 1-

Pier No. 19 Port Richmond.

JOHN ROMMEL, JR., & BROTHER, SOLE AGENTS FOR the favorite and well known HILL & HARRIS, White Ash. the superior HENRY CLAY, bulky free-burning Pink Ash. the celebrated DANIEL WEBSTER Deep Red Ash and TOP SEMI-BITUMINOUS. OWEN'S WING LEHIGH at Elizabethport. Offices: 205½ Walnut St., Philada. 21 Doane Street, Boston. Room 53, Trinity Building, New York. GENERAL AGENT—SAMUEL F. RUGG, assisted by BROWN and E. P. UPHAM. March 6, '69—10

VANDUSEN BROTHER & CO., Miners and Shippers of COALS. Company's Lehigh, Locust Mountain, Locust Gap, Wilkesbarre, Lehigh, and other WHITE AND RED ASH COALS. SHIPPING WHARVES: Pt. Richmond, Elizabethport, Jersey City. OFFICES: 201 Walnut Street, Philadelphia. 111 Broadway, New York. 5 Doane St., Boston. Jan 1, '70—1-

DOVEY & KENDRICK, J. J. DOVEY. WM. KENDRICK. Miners and Shippers of Coal. AND DOVEY, KENDRICK & CO., J. J. DOVEY. WM. KENDRICK. J. F. DOVEY. Sole Agents for the Celebrated Rainbow and Plank Ridge Coals, Wharf No. 21 Port Richmond. Philadelphia—228 Dock Street. Pottsville—Centre Street. New York—Trinity Building, Room 67, Aechternacht & Silver, Agents. Boston—No. 17 Doane St., Jas. M. Reed, Agent. Washington, D. C.—Henry Romes, Agent. February 26, '69 9-tf

Port Richmond.

Pier No. 17, Port Richmond.

AUDENRIED, NORTON & CO., Miners and Shippers of FIRST CLASS COAL, LOCUST MOUNTAIN. From our two large and celebrated Collieries "HAZEL DELL,"..........C. F. NORTON & CO. "CONTINENTAL,"......GOODRIDGE & AUDENRIED. LORBERRY. Free Burning Red Ash, and Splendid Preparation. COLKETT COLLIERY,..........Owen, Long & Co. MIDDLE CREEK COLLIERY,......C. Colkett, Prest. SHAMOKIN. ENTERPRISE COLLIERY, T. Baumgardner, Prest. Locust Mountain and Lorberry, also via Schuylkill Canal, to all points accessible by boats. Offices: 328 Walnut Street, Philadelphia. 111 Broadway, New York. 27 Doane Street, Boston. J. T. AUDENRIED, C. F. NORTON, CHAS. D. NORTON, R. GORRELL, Jan. 1, '70. 1—

Pier No. 5, Port Richmond.

HAAS & BRENIZER, Miners and Shippers of THE SUPERIOR TURKEY RUN COAL, AND SOLE AGENTS Lee, Grant & Co.'s Celebrated PLANK RIDGE COAL. Offices: 218 Walnut St., Philadelphia, 81 Trinity Building, New York, 11 Doane St., Boston. Feb 19, '70 8-

New York.

DAVIDSON, YOUNG & CO. WHOLESALE DEALERS IN LOCUST MOUNTAIN, SHAMOKIN, LEHIGH, CUMBERLAND, SCRANTON & WILKESBARRE COALS. ROOM No. 16, TRINITY BUILDING, NEW YORK. WM. M. DAVIDSON, formerly of Tyler & Co. SAM'L B. YOUNG, formerly of Caldwell, Gordon & Co. ROBERT K. BUCKMAN. Jan 15, '70 3-1y

WHITE, FOWLER & SNOW, (Successors to John White & Co.) SHIPPERS OF LEHIGH, LOCUST MT., WILKESBARRE, SCRANTON and CUMBERLAND COAL. Office—No. 73 Trinity Building, 11 Broadway, N. Y. April 11, '68. 15—1y

PT. JOHNSON & HOBOKEN.

COAL. **VAN WICKLE & STOUT,** MINERS AND SHIPPERS OF THE Celebrated "Fulton" & "Stout" (Lehigh) Coals, From the Ebervale and the Stout Collieries, near Hazleton, Pa. Delivered direct from mines on board Vessels at PT. JOHNSON, HOBOKEN, and NEW BRUNSWICK, N. J. Offices: 44 & 40 Trinity Building, 111 Broadway, New York. (Temporary at 119 Broadway.) May 16, '68 20—

VERPLANCK & ATWOOD, WHOLESALE DEALERS IN LEHIGH, SCHUYLKILL, WILKESBARRE, SCRANTON, and SHAMOKIN COAL, Office: No. 77 Trinity Building, 111 Broadway, New York. P. W. VERPLANK, JOHN W. ATWOOD, Jan 8, '70 2—tf.

CALDWELL, CONANT & WESTON, NO. 111 BROADWAY, NEW YORK. (Rooms 35 and 36 Trinity Building.) WHOLESALE DEALERS IN LEHIGH, WILKESBARRE, PITTSTON, RED ASH, MAHANOY, SCRANTON, LOCUST MOUNTAIN, CUMBERLAND, BROAD TOP, ETC., COALS, SOLE AGENTS for New York and the North of the celebrated COUNCIL RIDGE FREE BURNING LEHIGH COAL. THE PRIMROSE, THE COWELTON Semi-bituminous and other first-rate Collieries. JAMES W. CALDWELL, C. B. CONANT, WALTER WESTON. April 3, '69. —14

OFFICE OF THE NIAGARA ELEVATING CO., 8 COMMERCIAL BLOCK, BUFFALO, N. Y. COAL. COAL. COAL. THE NIAGARA ELEVATING CO., having a large surplus of Lot and Dockage, will be prepared at the opening of navigation to receive from the Erie Railway, Canal, or Lake, any quantity of COAL for storage or transhipment to any place East by Canal or west by the Lakes, upon as favorable terms as any parties in Buffalo. Their lot is well located for a general city business. CYRUS CLARKE, Vice-President. March 27, '69 13—tf

Schuylkill County.

JAMES J. CONNER, Miner and Shipper of the Celebrated LOCUST MOUNTAIN COAL. POTTSVILLE, SCHUYLKILL CO., PA. Jan 1, '70. 1-

HILL & HARRIS.

Best and Purest Coal in the Market.

WE have made extensive improvements during the past season, which will largely increase the production hereafter. Every effort will be used to

KEEP UP THE STANDARD OF PREPARATION.

Especial attention will be given to sizes for manufacturers' purposes.

THIS COAL is always shipped by itself and not mixed or adulterated.

SOLE AGENTS, (To whom all orders should be addressed) JOHN ROMMEL, Jr., & BRO. OFFICES, 205½ Walnut St., Philada. 21 Doane St., Boston. Jan 22, '70. 4-4m

WIRE ROPE. MANUFACTURED BY TUCKER CARTER CO., New York. All sizes Hemp or Wire Centres, bright or painted. The Rope manufactured by this firm are considered by all parties using them, the best and handsomest Rope made in the world, made invariably from wire drawn from the best Norway Iron. The largest ships in the U. S. Navy are rigged with Wire Ropes made by this firm. Samples of these Rope can be seen with, and orders taken, and all information given, and orders promptly filled at reasonable rates and circulars furnished by A. HENDERSON, opposite Miners' National Bank, Pottsville. Jan 15, '70 3-6m

NOTICE.—Manufacturers and users of Steam Pumps, are hereby cautioned against the manufacture, sale, or use of any Pumps that are an infringement on Allison's Patent, dated September 24, 1867, as they will be prosecuted to the full extent of the law. I have already commenced suit against several parties, and will prosecute all other infringers. Port Carbon, April 8, 1869. ROBT. ALLISON. Parties in want of Pumps can be supplied at reasonable prices by the undersigned. ALLISON & BANNAN, Franklin Iron Works, Port Carbon, Pa. Jan. 1, '70 2-

Philadelphia, &c.

SCHUYLKILL NAVIGATION. Shipping Wharves for ANTHRACITE COAL at Greenwich, Delaware River, Philadelphia.

LEWIS AUDENRIED & CO., AGENTS FOR THE SALE OF THE Wolf Creek Diamond Coal Company's Diamond Red and Black Heath White Ash Coals. OFFICES: 205 Walnut Street, Philadelphia. 110 Broadway, New York. 14 Kilby Street, Boston.

Wharf No. 2. **REPPLIER & BRO.,** OFFICES: N. E. cor. Walnut & Fourth sts., Phila. 35 Pine Street, New York. Merchants' Bank Build'g, Providence.

DAVIS PEARSON, PHILA. EMANUEL BAST, ASHLAND. **DAVIS PEARSON & CO.,** MINERS AND SHIPPERS OF THE CELEBRATED LOCUST MOUNTAIN WHITE ASH AND SPOHN VEIN RED ASH COAL. OFFICES: No. 128 Walnut Street, Philadelphia. No. 111 Broadway, Room No. 9, Trinity Building, New York; No. 11 Doane Street, Boston. GREENWICH, DELAWARE AVENUE WHARF. Jan. 1, '69—1-

SNYDER & SHOEMAKER, Shippers and Dealers in COAL, SOLE AGENTS FOR G. W. SNYDER'S WELL KNOWN PINE FOREST COAL. 226 WALNUT ST., PHILADA. LOUIS SNYDER, 63 TRINITY BUILDING, NEW YORK. C. B. SHOEMAKER. Jan 1, '70 1-1y

THOMAS CAIN. MORRIS HACKER. JESSE M. COOK. **CAIN, HACKER & COOK.** SHIPPERS OF LOCUST GAP, LOCUST MOUNTAIN, BLACK HEATH. ALSO, DEALERS IN OTHER FIRST QUALITIES OF White and Red Ash Coals, No. 214 Walnut Street, Philadelphia, and Woodland Wharves, Schuylkill River. JOHN B. STRYKER, SHIPPER AND AGENT, Jan. 1, '70.—1 Schuylkill Haven, Pa.

THOMAS C. PARRISH, SHIPPER AND DEALER IN Lehigh, Schuylkill and Bituminous COAL. Consignments on Commission Solicited and taken on favorable Terms. Office—341 Walnut St., Philadelphia. May 1, '69. 18—1y

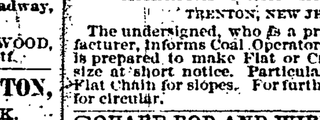
Lorberry Creek.

EAST FRANKLIN LORBERRY VEIN COAL. MY EAST FRANKLIN LORBERRY COAL is now sold exclusively by Messrs. CALDWELL, GORDON & CO., who are my sole Agents. Parties ordering from them may always depend upon getting a pure article. OFFICES: No. 112 Walnut St., Philadelphia. No. 35 Pine St., New York. No. 141 State St., Boston. Jan 1, '69—1- HENRY HEIL.

Mining Machinery, &c.

TO COAL OPERATORS. Screen Manufactory. SNELL & CO. REAR OF POTTSVILLE HOUSE, COAL ST., Screen Manufacturers, are now prepared to make all kinds of Screens for Coal Operators, and will guarantee perfect satisfaction in all work and prices. Coal Operators will consult their interests by giving us a call and trying us. Also, Iron Railing of all descriptions, manufactured by us on the most reasonable terms. August 7, '69. 32—tf

OVER 20 YEARS EXPERIENCE IN THE BUSINESS. PETER KENDRICK'S

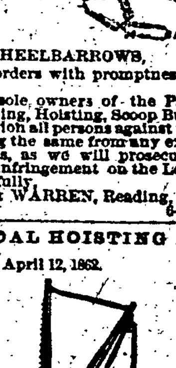


AMERICAN CHAIN CABLE WORKS, TRENTON, NEW JERSEY. The undersigned, who is a practical Chain Manufacturer, informs Coal Operators and others that he is prepared to make Flat or Crane Chains of every size at short notice. Particular attention given to Flat Chain for slopes. For further information send for circular. Feb. 15, '68—7—tf

SQUARE ROD AND WIRE SCREENS. J. LAUBENSTEIN, MANUFACTURER OF SQUARE ROD AND WIRE SCREENS. PATENTED FEBRUARY 4, 1862. THE SQUARE ROD SCREENS, ON ACCOUNT of their superior strength and durability, are preferred to all others wherever tried. Car Bolts manufactured to order. Screen Bolts, all sizes, always on hand. Orders promptly filled at moderate prices. May 29, '69. 22-

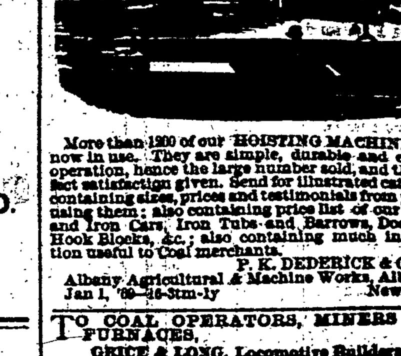
MANUFACTURERS OF COAL SCREENS. L. LAUBENSTEIN, E. MOYER. **L. LAUBENSTEIN & CO.,** Successors to John R. Diehm, Manufacturer of Coal Screens, Of the Latest and Most Approved Styles. The undersigned who are practical Screen Manufacturers, informs Coal Operators and others, that they are manufacturing a new COAL SCREEN, patented June 21, 1864, and another patented August 8, 1865; they guarantee that the MESH will always retain its original size until entirely worn out. Second-hand Screens and Segments always on hand. We respectfully solicit a continuance of the patronage heretofore so liberally bestowed. L. LAUBENSTEIN & CO., Railroad St., rear of Esterly's Hardware Store, Jan 1, '70—1- Pottsville, Pa.

THOS. L. ADDISON. FRANCIS WARREN. **TO COAL DEALERS, GAS COMPANIES,** &c. The undersigned having succeeded Focht & Warren to the sole manufacture of Focht's celebrated Patent SELF-DUMPING, HOISTING, SCOOP BUCKETS, AND IRON HOISTING BLOCKS, for unloading Coal, Ore, Sand, &c., &c. Also, in the manufacture of IRON CARS, AND IRON BOX WHEELBARROWS,



Are prepared to fill all orders with promptness and dispatch. NOTICE.—Being the sole owners of the Patent Right for the Self Dumping, Hoisting, Scoop Bucket and Dock Block, we caution all persons against manufacturing or purchasing the same from any except ourselves or our agents, as we will prosecute to the utmost limit any infringement on the Letters Patent. Respectfully, ADDISON & WARREN, Reading, Pa. February 6, '69 6—1y

DEDERICK'S COAL HOISTING MACHINE. Patented April 12, 1862.



More than 1200 of our HOISTING MACHINES are now in use. They are simple, durable and easy of operation, hence the large number sold, and the perfect satisfaction given. Send for illustrated catalogue containing sizes, prices and testimonials from parties using them; also containing price list of our Wood and Iron Cars, Iron Tubs and Barrows, Dock and Hook Blocks, &c.; also containing much information useful to Coal merchants. P. K. DEDERICK & CO., Albany Agricultural & Machine Works, Albany, New York. Jan 1, '69—16-3m-1y

TO COAL OPERATORS, MINERS AND FURNACES, GRICE & LONG, Locomotive Builders, 1320 BEACH STREET, PHILADELPHIA, PA., Would call your attention to their Colliery and Furnace Locomotives designed for inside or outside work, and for any required guage of road and sharpest curves, with capacity to draw from 50 to 300 tons gross load. Having developed in both the Anthracite and Bituminous regions of Pennsylvania, the most successful Tunnel Locomotive in the country, they offer with confidence their various styles of Locomotive Engines with every guarantee of their workmanship and performance, and refer to the many now in operation in the several mining districts, furnaces and forges in the State and country. Their small, first cost, great power developed, together with their durability, great economy, and light daily expenses over animal power or ordinary locomotive use, (as proven by their experience of several years) make a vast saving in expenses sufficient to pay their first cost in a very short time. February 12, 1870 7-6m

NEAR SIGHTED PEOPLE, or persons with other deficiencies of the eyes, should remember that they can be suited with the proper glasses by JOSEPH DUERR, Optician, No. 205 Centre Street, Pottsville. Sign of the Big Spectacle. March 20, '69—12—tf

Dry Goods, Clothing, &c.

Finest Clothing Ready made Clothing AS FINE AS Custom Work. SILK LINED READY-MADE CLOTHING THE HEIGHT of the STYLE. ELEGANTLY MADE UP. SUPERBLY FINISHED. READY TO PUT RIGHT ON.

The object of the Chestnut Street Clothing Establishment is to furnish a class of Ready-made Clothing superior to anything that has heretofore been offered to the public. Only the finer fabrics are used, and the best trimmings, and these are cut by the most skillful and artistic cutters, and made up in elaborate and tasteful styles. A full stock of such clothing is now in store, and being sold at moderate prices.

The Custom Department Connected with the establishment, affords rare advantages. Imported Goods, Choice Styles, Highest Art in Making Up. No finer work is done in any Merchant Tailoring House in the land. No better styles, no richer goods, no more renowned cutters, no more perfect fits can anywhere be obtained.

CLOTHING FOR YOUNG GENTS AND LADS. Beautiful and Serviceable Garments. IN LARGEST VARIETY.

An Elegant Assortment of GENT'S FURNISHING GOODS, AT THE FINEST CLOTHING ESTABLISHMENT 818 & 820 CHESTNUT STREET, PHILADELPHIA. JOHN WANAMAKER.

SPECIAL NOTE.—By our system of Self-measurement, gentlemen at a distance can order with certainty of having a good fit! Rules for Self-measurement and samples sent by mail when requested. October 16, '69 42—

ANNIE BOLAND, NO. 11 MARKET STREET, POTTSVILLE, PENNA., Respectfully announces to the Ladies of Pottsville and vicinity, that she has opened a NEW CLOAK & TRIMMING STORE at the above place. The following articles, with a variety of Notions, &c., will be kept for sale, and are offered at GREATLY REDUCED PRICES. BEAVER CLOTH, VELVET BEAVER, FROSTED Beaver, Chinchilla, Gold-mixed and Black Waterproof, Opera Cloth, Fringes, all shades, Ribbon Velvet, Ditto Gimps, &c. THE ABOVE WILL ALL BE SOLD AT COST. Ladies and Misses Cloaks made to order. New Patterns just received. June 19, '69—25—1y

FALL OPENING OF DRESS GOODS, SHAWLS, TRIMMINGS, &c. Superior quality of BLACK SILKS. COLORED SILKS in the new shades. SILK AND WOOL POPLINS. BUFFALO ALPACAS (in all numbers.) PAISLEY SHAWLS, (Scarlet and Black.) FRENCH CHINTZES. TABLE LINENS AND NAPKINS. A splendid line of FRENCH STRIPED SHAWLS AND ARABS. New Designs of EMBROIDERED FLANNELS. WALKING SUITS made to order. WHITFIELD & ROYER, 207 Centre St., Pottsville. Sept. 1, '69 1—tfd&w

BLANKETS! COVERLIDS! CASSIMERES! Just Received in Variety at JOHN S. MORRIS & SONS, NO. 270 CENTRE ST., Cor. Market. Balmorals, Ladies Coatings, Velvet and Cloth, White, Colored and Miners' Flannels, Shawls, in variety, Dress Goods, White Goods, India Towels, French Muslins, Barred Cambrics, &c., Lace Curtains, Notions, Hosiery, Handkerchiefs, Buck Gloves, Fur-Topped Lined Kids, for Gents and Ladies, Umbrellas—Alpaca & Gingham, Oil Cloths, &c., &c. In addition to the already full stock of Dry Goods, Notions, Groceries, Queensware, Feed and Provisions. JOHN S. MORRIS & SONS, No. 270 CENTRE STREET, Corner MARKET. Sept. 11, '69—37—w Sept. 28, '69—11—tfd

MAGGIE BOLAND, 122 CENTRE ST., BELOW AMERICAN HOUSE, POTTSVILLE, Has now opened a new Stock of Fall and Winter Goods suitable for the present season, such as BEAVER CLOTH, VELVETEENS, WATERPROOF, FRINGES, TRIMMINGS, NOTIONS, &c. Has on hand a new lot of FALL AND WINTER COATS. Ladies Cloaks made to order. New Patterns just received. Oct. 30, '69—44—

MINSTER, CHALFANT & COX, Importers of Hosiery, Notions, White Goods, Embroideries, Gents Furnishing Goods, &c., No. 604 MARKET STREET, PHILADELPHIA. Jan 15, '70 3-6m

WINTER DRY GOODS. FOX & BROTHER, 276 CENTRE STREET, POTTSVILLE, Desire to call attention to their extensive assortment of FALL AND WINTER DRY GOODS Consisting of the Latest Styles of the Foreign & Domestic Markets INCLUDING AMONG THE COLLECTIONS BLACK AND COLORED SILKS, LACES AND EMBROIDERIES, LINENS, WHITE GOODS and DOMESTICS, HOSIERY, GLOVES OF ALL KINDS, CLOAKS, &c., &c., &c. SHAWLS OF ALL KINDS. We also call attention to our Stock of GROCERIES, QUEENSWARE, &c. Which is very large and selected with the utmost care for this market. We do not consider it necessary to enumerate what we have, but everything in a first-class Dry Goods and Grocery Store, can be had at our establishment. April 17, '69 16—tf

THE ROCKY MOUNTAIN COAL-FIELD.

FORMER THEORIES—TRUE COALS BELOW THE LIGNITE AREA OF THE ROCKY MOUNTAIN COAL-FIELD—"COAL, IRON AND OIL," REFERRING TO THIS FORMATION—VERTICAL SECTIONS OF THIS COAL-FIELD IN KANSAS—PERMIAN, TRIASSIC, OOLITIC, CRETACEOUS AND TERTIARY FORMATIONS—THE "CENTRAL COAL-FIELD"—THE APPALACHIAN COAL-FIELDS—IDENTITY OF THE COAL BEDS—OUR COAL-FIELDS—A COMPARISON—THE ROCKY MOUNTAIN METALIFEROUS REGIONS—LEAVENWORTH MARBLE, COAL, &c.

If we consult our standard works on geology in regard to the geological formations of Kansas, and that great region lying west of the same parallel and east of the Rocky Mountains, we will be informed that this vast region is destitute of true coals of the carboniferous era, and their accompanying strata; that the rocks forming the bluff on the banks of the Missouri River, in Kansas, are the sub-carboniferous limestones, and that the brown coal or lignites of a late era, are the only resources of this vast area in mineral fuel. But recent developments and comparatively recent geological investigation, prove this conclusion to have been a hasty and erroneous one.

Instead of this magnificent and fertile country being destitute of both timber and coal, it is really the greatest and most important coal field in the world! and the most complete in a geological sense, of all our American coal-fields. In no other coal-field on this continent do we find the carboniferous column completed, and capped with the strata of a succeeding era; but here we find, as in the great northern coal-field of England, the Permian formations, superincumbent on the carboniferous. The magnesian limestone and shales of the Permian capping the coal measures, and on these rest the Triassic, the Cretaceous and the Tertiary, with the lignites and brown coals which occupy so large a portion of this coal-field.

The existence of the Permian and the succeeding formation of a late period in Kansas and Nebraska, was published to the scientific world in 1858 by Prof. Swallow. But it remains for the present writer to offer the proof in regard to the extent and value of the "Great Rocky Mountain coal-field," and the facts obtained in its practical development. To the present day a doubt has existed in the minds of both the scientific and practical, the geologist and the miner, in regard to the existence of valuable or workable coal-beds in the deep Kansas basin; but the pit recently sunk by the writer for the Leavenworth Coal and Marble Co., in the city of Leavenworth, and on the banks of the Missouri, settles forever this important question, and opens to the world a coal-field, whose immense proportions are as grand as they are wonderful, and whose unlimited resources will give force and wealth to the great Central States which are now so rapidly growing up.

The developed out-crops of this coal-field in the East and South, extend from New Mexico, through northern Texas and Indian Territory to Baxter's Springs in Southern Kansas. From thence through Central Missouri, via Boonville, on the Missouri River to Des Moines in Iowa, thence to a point near Sioux City, and along the high table lands in Dacota, east of the Missouri River to the British possessions near the 25th degree west longitude—a distance of more than one thousand miles.

The western out-crops range along the foot-hills of the Rocky Mountain, following their course as far as yet investigated their entire length.

When we consider that this great coal field has a maximum breadth of from 600 to 700 miles, and an average breadth of about 500 miles, we may approximate its area, but for the next thousand years, we shall scarcely appreciate the immensity of its value. But the area thus marked out does not include one-half the extent of this great rocky mountain coal-field. There is abundant evidence existing to prove that it runs parallel with Rocky the Mountains 1500 miles further to the north, even to the shores of the Arctic Ocean. The total length being fully 2500 miles, with perhaps an average breadth of 500 miles, embracing a coal field 1,250,000 square miles in extent! Though we are sustained in this statement by numerous facts, and many reasonably come to this conclusion, yet we have no personal knowledge of this coal-field north of the United States line, and will therefore confine ourself to that portion of the coal-field, which is within the national boundary.

To give a more detailed statement of the extent and locality of the Rocky Mountain coal field, we will enumerate the States in which it exists, giving their entire area and the area in which coal exists. In some instances the coal area is approximated, but we think our estimate entirely within the actual extent. In many cases the Tertiary formation with its lignite or wood coal, covers thousands of square miles in fact R. C. Taylor in his statistics of coal estimates this Tertiary formation to be fully 250,000 square miles in extent, and no doubt he was justified in this statement by the facts presented. But as the Tertiary formation covers only a small portion of this field along its deep or synclinal axis, by far the larger portion lies east of both the Tertiary and the Permian. The area west of these late formations along the foot hills of the Rocky Mountains, is more limited and narrow, because in that direction the strata is highly inclined, and its narrow edges only presented at the surface.

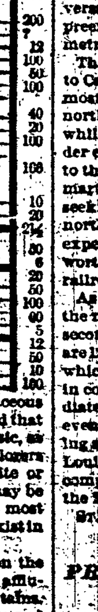
AREA OF THE ROCKY MOUNTAIN COAL FIELD IN THE UNITED STATES.

	Total Area.	Coal Area.
Texas	237,000 sq miles	30,000
Indian Territory	68,000 do	40,000
New Mexico	122,000 do	30,000
Kansas	80,000 do	80,000
Missouri	67,000 do	21,000
Nebraska	84,000 do	84,000
Iowa	55,000 do	24,000
Wyoming	97,000 do	20,000
Colorado	102,000 do	20,000
Montana	146,000 do	74,000
Dakota	150,000 do	100,000
	1,180,000 area U. S.	513,000
Area in British America, approximated		737,000
Total area Rocky Mt. Coal field		1,250,000

In "Coal, Iron and Oil," page 88, we give a theory of the Rocky Mountain coal formations which proves to be correct, and again on page 323, we have given an illustration of the great Basin or Valley from the crest of the Alleghenies to the Rocky Mountains, and on its western end along the base or foot hills of the Rocky Mountains, we represented a comparatively deep basin of coal formation, from the few facts gathered concerning the lithological structure of the formations in that then unexplored region. But our views were exceedingly limited, and the basin represented is insignificantly small when compared with the actual facts. Instead of a thin and unproductive coal formation, we find a coal-field of marvelous dimensions and unlimited resources, extending from central Missouri to the base of the Rocky Mountains, and from Texas to the Arctic Ocean! through which the greatest river in the world, the Missouri, rolls its turbid waters 2500 miles! while the Mackenzies and other mighty rivers drain it to the north, an equal distance in their meandering courses.

The accompanying geological section or column is correct from the base to the top of the Leavenworth Shaft. The overlying formations are approximated, but we think sufficiently reliable for present purposes.

VERTICAL SECTION OR COLUMN THROUGH THE ROCKY MOUNTAIN COAL-FIELD IN KANSAS.



Tertiary, thickness unknown, with beds of brown coal or lignite	?
Cretacious? sandstones, ferruginous sandy shales, &c.	250
Oolitic, not fully identified	
Triassic formation, limestone, sandstone, marl, gypsum, selenite, shales, &c., with thin beds of impure coal	300
Permian formation, composed of magnesian, limestones, marls, shales, &c.	700
Base of Permian formation, unconformable limestone, marls, shales, fire clays, and thin coal-beds	300
Top of the coal measures.	
Limestone, shales, &c., with three thin coal-beds	800
Limestones, shales, &c., with one thin coal-bed	200
Soil, top of Leavenworth pit	2
Limestones, shales, &c.	12
Shales, slates, &c.	100
Limestones, shales, &c.	50
Massive limestones	100
Leavenworth marble, exceedingly valuable and beautiful	40
Shales and slates	20
Limestones, shales, fire-clay and slate	100
Shales, limestones, fire-clays and thin coal-beds	108
LOWER COAL MEASURES.	
Micaceous sandstones, calamites	10
Slates—elastic, strong and solid	20
COAL—rich gaseous and easily mined, 3 inch	2¾
Sandstones, shales, &c., &c. C	
COAL	6
Fire-clay, sandstone, shales, &c. B	20
Sandstones, shales, &c.	50
Shales, slates, &c.	60
Micaceous sandstone	50
COAL, with beds of kidney and band iron ores A	5
Shales, slates, &c.	12
Millstone grits, base of the coal measures	50
Subcarboniferous limestone	10
	180

It may be proper to remark that the Cretaceous formation is not fully identified. It is supposed that Jurassic or Oolitic naturally follows the Triassic, as in Europe, and some of our geologists and explorers have positively stated that much of the lignite or imperfect coal-beds of the Rocky Mountains may be referred to the Oolitic: while it is known that most of the lignites on the Missouri and its waters exist in the Tertiary.

The Tertiary however is generally found on the head waters of the Missouri and her western affluents, east of the foot-hills of the Rocky Mountains. In these hills the true or carboniferous strata and their lower coal-beds reappear in abrupt or highly inclined out-crops, after nearly 700 miles of subterranean existence in Missouri, Kansas and Colorado.

Referring again to our work entitled "Coal, Iron and Oil," on page 83, we include with the great central coal-field in Illinois, Indiana and Kentucky, the coals of Missouri and Iowa, and on page 375 in describing the coals of Missouri and Iowa, under the name of the "Great Western Coal-Fields," for want of some better title to distinguish them, we again refer to the fact, that in reality the coals of Illinois are identified with those of Missouri and Iowa.

This conclusion we think is the correct one, but the "Illinois coal-field" is entirely separate and independent of either the Appalachian or the Rocky Mountain coal formations. It has been denominated the "Great Central Coal-Field," and we think the title should remain, because portions exist in both Indiana and Kentucky, so that it is not exclusively an Illinois coal-field.

We therefore propose to complete the carboniferous system of the Rocky Mountains, under the title adopted in preference to the "Great Western Coal-Field," [illegible]. As the "Great West" is receding and has already passed far beyond the Rocky Mountains, and such a title would be plainly a misnomer, and the probability is that the "Great Western Coal-Field" will be found to exist much nearer the Pacific than the Atlantic.

The Appalachian coal-fields are supposed to include all the Eastern coal formations and basins, except the late deposits in Virginia and North Carolina, the Anthracite of Rhode Island and Massachusetts and the coal fields of the British provinces.

In like manner the Rocky Mountain coal-fields may include many basins not connected with the immense field which we have been describing, just as the Anthracite basins of Pennsylvania are not connected with the Allegheny deposits, and yet they are part of the same great original coal formations appropriately named the Appalachian.

We know that many small basins of coal exist in the midst of the Rocky Mountains, not directly connected with the great coal-field along its eastern base and we are ready to hear any day that some of these basins contain Anthracite coal.

In fact, we have heard geologists of experience declare that they have seen specimens of Anthracite which had been found in the western out-crops of the Rocky Mountain coal-field.

Our present data in regard to details of this great coal field are limited, but we have a few general facts of much significance, which incline us to a theory formerly suggested: that the coals of the Rocky Mountain region had their origin from a western source, as the coals of the Appalachian system derived their existence from an eastern source.

The coal-beds of the latter diminish from east to west, while those of the former appear to depreciate from west to east. The coal-beds of the Rocky Mountain field are thin on their eastern out-crops in Missouri and Iowa, but gradually thicken and increase in number of productive beds as they approach their western out-crops through southern Kansas and the Indian Territory.

But little is known of the western out-crops in the foot-hills of the Rocky Mountains, but where these beds have been formed on the line of the Kansas Pacific Railroad, they are from 5 to 16 feet thick, and constitute a total thickness of 50, on the authority of the officers of the line.

The maximum of the coal-beds thickness in the East, in Missouri and Iowa is 15 feet, the minimum of workable coal often 4 to 5 feet. It therefore appears to be positive that the source of the Rocky Mountain coals was from the West, while the material filling the basins and forming the strata of those coal measures, must have been derived from the same source.

In the East, the coarser material fill the most eastern basins and the finer exist in the Western deposits—the sand stones predominate in the first; while the limestones and shales are in excess in the latter. But here we find a change; the coarser rocks appreciate in thickness and coarseness of grain towards the Rockey Mountains, and depreciate as they recede in their eastward strike.

In Iowa and Missouri the great lower sandstone of the coal measures, commonly called the "micaceous sandstone," is from 10 to 30 feet thick generally, but in southern Kansas it is from 60 to 100 feet in thickness.

With the exception of the micaceous sandstone, nearly all the strata in the eastern part of this great coal-field are almost impalpable in texture. The silicates are as fine as flour and the clays are perfectly plastic and without grit. Much of the limestone is absolutely marble, and some of it of the most excellent quality.

But in the eastern portion of the Rocky Mountain coal-field, much of the carbon and the bitumen, which probably forms coal narer the base, are so intimately mixed with numerous beds of bituminous shale, that the upper portion of the coal measures are almost destitute of pure coal beds. This is a remarkable feature of the Kansas coal measures.—No reliable and permanent beds of workable coal exist above the lower coal series, which is in the micaceous sandstones, the base of the coal measures. All the large, reliable coal-beds developed along the Eastern and Southern out-crops are found.

Yet notwithstanding an apparent difference of source and direction in the formation of our coal measures, the eastern existing in maximum thickness in the east and depreciating towards the west, while the western exists in maximum in the west and minimum thickness in the east, we find a close relationship between the coal and coal measures of the Rocky Mountains, and those of the Appalachian formations. The conglomerate or mill-stone grit and the sub-carboniferous form the bed of the ores as they do of the other. Both arise from the same formations.

The identity of the lower coal-beds in both formations are positive and complete. Bed B seems to be everywhere similar. Its principles of general characteristic features are the same both east and west; while the overlying micaceous sandstone is the "buckwheat rock" near Hazleton. The water sandstone with its mica spangles in the great Kanawha and the "micaceous sandstone" in Illinois, Missouri and Kansas.

It is a twin bed everywhere, sometimes only divided by an almost imperceptible slate or fire-clay, but often by 20 to 100 feet of slates, shales, fire-clays, &c.

It is the great bed west of the Ohio and the only productive one, in its single or double condition in many localities.

Bed A, however, promises to be a large bed in the Rocky Mountain coal field, but it is not yet sufficiently developed to exhibit its true character. It is not often workable in the east, or even in the coal deposits of Illinois.

We have briefly described the extent and location of the Rocky Mountain coal field, giving its area at 513,000 square miles in the United States, with a much larger, though less explored area, in British America. The "strike" of the out-crops runs parallel with the great mountain chain from which it derives its name, from New Mexico to the Artic Ocean. The entire length being about 2500 miles, with an average breadth of 500 miles, and a total area of 1,250,000 square miles!

In our work on coal, page 83, we give the area of our American coal-fields within the United States at 200,250 square miles, including 74,000 square miles of the Rocky Mountain formation in Iowa, Missouri, Nebraska, Kansas, the Indian Territory and Texas. This would leave 126,206 square miles in the Appalachian and Great Central fields, including Michigan, and Arkansas, since we cannot include the latter with the Rocky Mountain formations. If we now add the areas of our coal fields east of the Rocky Mountains in the United States, we find the total to be 639,206 square miles!

The total area of the known or explored coal-fields in the civilized world, independent of our American coal-fields, are less than 20,000 square miles. When compared with the immense areas and extent of the latter, how small and insignificant the former appears.

The metalliferous regions of the Rocky Mountains, bordering on and parallel to the great coal-field under discussion, appears to be of equal extent, magnificence and richness.

The gold and silver mines of the explored portions are already famous for these productions, while copper, lead and iron, though abundant on every hand, have hitherto received but little attention. But since the inauguration of the new or railroad era in the West, its vast deposits of iron ores are attracting merited attention, and we find both the engineer and the geologist noticing the "mountains of iron ores" as of some probable future value. We are no prophet, but we do not hesitate to predict that the time is not far in the future, when the manufacturers of metals in the West, or really in the great centre of our continent, will exceed those of the East.

The location of the city of Leavenworth, Kansas, on the western banks of the Missouri River, may be considered at the centre of the United States, if not the American continent. It occupies a fortunate and central position in view of the great trade which must eventually flow from east to west and vice versa. Of all the sites in the Missouri Valley, this is preeminently the most available as a trade centre or metropolis.

The South-west from the gulf to Mexico and even to California, will naturally take the nearest and most favorable route to Chicago and the north and north-east. This way lies through Leavenworth, while the railroads now built, in progress, and under consideration, tend to add still greater facilities to the trade and travel which seeks its way to the marts of the north east. The trade of the north west seeking St. Louis and the Pacific coast, even as far north as Philadelphia, will most economically and expeditiously reach its destination also via Leavenworth, by way of the Missouri River and its parallel railroads on either bank.

As a railroad centre, Leavenworth is now one of the most important in the United States and scarcely second to St. Louis, Chicago or Cincinnati. There are 12 railroad lines centreing at Leavenworth, of which all except one, are now either completed or in course of construction. These railroad lines radiate from this common centre in all directions, and even now Leavenworth is one of the most flourishing and accessible of our central cities west of St. Louis, and when all the railroad lines projected are complete it will be preeminently the metropolis of the Missouri Valley.

S. HARRIES DADDOW.

ST. CLAIR, Dec., 1869.

PROPOSED PLAN FOR WORKING THE MAMMOTH VEIN.

POTTSVILLE, Jan. 29th, 1870.

MESSRS. EDITORS:—In reading over many of the articles on mining and ventilation, that are frequently published in your valuable JOURNAL, I have observed much general information, and believing that much good will result from the continuance of similar articles on the various modes of mining as applied in this and other countries, I take the liberty of writing down a few facts in relation to mining, as practiced in this County; leaving the question of ventilation for a future article, should this one prove sufficiently interesting for you to think it worthy of publication.

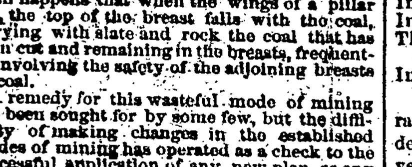
It is a well known fact that a large amount of coal is lost in mining, and especially so in the larger veins; but few persons are aware of the extent of this loss, and none but practical miners or mining engineers have any conception of the amount of coal that is irretrievably lost by the present modes of mining. Some engineers estimate that but one-third of the coal is extracted from the best wrought mine in Schuylkill County, while it does not average over one-half in many of the best collieries on the Mammoth vein.

The mode of mining generally adopted in this County, is the old fashioned one of "Breast and Pillar." This plan in a few exceptional cases, is perhaps the only plan that can be profitably adopted.

Generally speaking however, it is the very worst one for many reasons, a few of which I will name:

Taking the Mammoth vein as it usually appears in this region, varying in thickness from fifteen to sixty feet, it often occurs that some of the benches of coal are soft and shelly. Where the vein pitches sufficient for coal to run on the dip of vein, schutes are opened at right angles to the gangway and driven up from seven to ten yards, and then cross-headed from one to the other, the coal between two of these schutes is left as pillars, and the space from one of these to the next is opened out as the breast, these breasts are generally worked about ten yards wide, while the pillars vary from five to eight yards at the bottom. The breast is continued up the pitch to within from ten to twenty yards of the upper level, or the surface of the first level.

Now, where the vein is very thick, and some of the benches shelly, and full of slips, it frequently happens that the breast will run in on the miners, in spite of their best efforts to prevent it; and to provide against such accident, the breasts are frequently narrowed down to six or eight yards wide, and the coal only taken down up to the dividing slate, about half of the vein remaining as roof to the breast; by this plan most of the breasts are driven up to the desired point, and the coal over head, and in the pillar stands, as many suppose, ready to be mined at any time the operator wishes the coal; but experience teaches us that this is only a delusion, although four-fifths of the coal remains standing apparently easily to be had when wanted; that but a very small portion of it can be taken out, and that at the risk, I might say almost certainty of bringing down the surface water, as well as bringing on a general squeeze on the gangway, and endangering the mine; that this is the case any mining engineer who has paid attention to the workings in this County will bear testimony. Now, to make clear to the reader we will draw a section of vein, breast and its pillars looking up the pitch from the crossheadings.



This section shows that about one-sixth of the coal is mined by the breasts; to this must be added what is taken out of the headings from one breast to the other, also, coal that frequently falls from the *wings of the pillars*, and from the *top benches*. But on the other hand it too often happens that when the wings of a pillar fall, the top of the breast falls with the coal, burying with slate and rock the coal that has been cut and remaining in the breasts, frequently involving the safety of the adjoining breasts of coal.

A remedy for this wasteful mode of mining has been sought for by some few, but the difficulty of making changes in the established modes of mining has operated as a check to the successful application of any new plan, as any material change involves considerable outlay of capital, besides requiring some time to get the mining bosses to understand the plan, as well as the trouble to get men to do the work according to a system that they have not seen tried before.

Therefore my object in writing this paper is first to direct the attention of the owners of lands and collieries to this great loss, and that the mining bosses of the county may have an opportunity to discuss the matter fully before any change of mode of mining is made. That any one plan of mining can be made to work equally well in all cases, the writer does not pretend to say can be adopted; he proposes to lay before the bosses and owners of mines a series of plans suggested for the Mammoth and other veins, varied according to pitch of vein, thickness of coal, and kind of roofs; above or below water level, changing the mode always to suit the peculiarities of the vein. Before giving the plan I would say that it is no invention of mine, or the plan of any particular writer on the subject, but they are ideas collected from the reports of skillful mining engineers of England, France and Prussia, and from personal observations made at different collieries in this County during the past thirty-five years.

To work the Mammoth vein where it is of its usual thickness, and pitching at an angle of from 15° to 45°, after sinking the slope or shaft to the vein, open out the gangways and air-courses on the plan at present adopted; but instead of opening out a schute every eight or ten yards along the course of the gangway, I would recommend the driving up a manway say at the proper thickness of pillar, from slope or shaft, (thickness to be according to solidity of coal,) and at a distance of say fifty yards from this manway drive up at right angles to the gangway, if the pitch be under 45°, a schute of from six to ten feet wide, to the upper level or surface of the mine, and make this schute the centre of a panel of work, and at the distance of another fifty yards drive up another manway, completing the panel. The centre schute to be made to run coal freely so as to load coal from it with the smallest possible labor. This schute should have a travelling way alongside, so that the workmen can have easy access to their work, up and down by the schute. At right angles to this centre schute, right and left, small headings in the bottom bench of coal should be driven to the manway, beginning at the desired thickness of pillar between the gangway and the coal to be mined, say seven yards, and at every ten yards up this centre schute, drive similar headings parallel to the first, connecting them with the manway. See diagram. When all the headings are driven the panel is ready to commence mining from, and if skillful miners are employed no coal need be lost, excepting very small stumps of pillar next the schute. To bring this coal out of these headings it would be advisable to lay a light road in them, and use a buggy wagon holding about 1500 pounds of coal; this size of wagon could be easily handled by one man. To begin mining, the miner would first open out at the end of his heading in breast fashion up to the surface or the level above; and open wide enough so that when the coal was taken out, the next fall by skip off the solid, would bring down the top, thus forming a sort of natural slope or schute for the next fall of coal to slide down to where the laborer could load it in safety, into his buggy. The miners would always have a safe retreat into the heading when a fall of coal or rock was about to take place. The labor of mining coal from a loose end would be very light, while the labor of loading the coal into the buggy and tipping it into the schute would be fully compensated by the saving of expense in loading the coal from the main schute in the gangway, instead of the usual plan now adopted of loading by hand. The distance of ten yards between the parallel headings might vary according to circumstances, where the coal was strong and roof good, and the pitch enough for coal to slide on the bottom rock, twenty yards might be wrought to an advantage; this point would be settled by a skillful mining boss. This rough sketch will convey to a mining boss an idea of the plan:

The foregoing sketch conveys but an imperfect idea of the general plan. But as the writer is no draftsman, he will leave the drawing and printing of a more complete map to abler hands.

Referring again to the subject in hand, where the pitch of the vein exceeds 45°, it would be advisable to incline the schute to one side or other, so that the pitch of the schute would not at most exceed 45°, less, rather than more, would be preferable, so that the schute might not choke up with coal stopping the passage, etc.

In my next I will refer to the working of the Mammoth on the run principle, and suggest a plan for adoption instead. The principle however, would be nearly the same as the above. If the plan of mining as suggested above could be generally adopted, the loss of life by falls of coal would be very much reduced. At least sixty per cent. more coal could be mined from the same area, besides the rock and slate forming these immense heaps now to be seen every where, would be left in the mine in the future. The gangways would be more secure, having a good substantial pillar of coal unbroken by schutes for 25 to 50 yards in length. There would be no such thing as a *squeeze*, from the fact that the roof would be allowed to settle down gradually as the coal was extracted from the loose, end next the fallen rock, until all the coal was taken down to the gangway pillar, where the fallen rock and slate would close in and settle, so that at any future time the gangway pillar comprising about one-tenth of the available coal of the lift could be mined out before the lift was abandoned, thus securing from 80 to 90 per cent. of the coal, instead of from 20 to 30 per cent. by the present mode of mining the Mammoth vein.

SHENANDOAH.

SCRANTON AUCTION SALES.

MESSRS. W. D. CRANE & CO. have compiled a very valuable statistical table, giving the auction prices at which Scranton coal sold for the last two years in detail. We find that it differs a little from our average price, but from the facilities those gentlemen had, we have no doubt but what it is more correct. We condense from this statement the following averaging prices for the two years when they held sales:

1868.	Lu'p	St'er.	Gr'te	Egg.	Stove	Ches.
January 8	$3 35	$3 62	$3 60	$3 95	$5 20	$3 61
29	3 69	3 62	3 78	4 10	4 97	3 75
February 26	3 45	3 80	3 83	4 45	5 17	3 95
March 25	3 71	3 68	3 83	4 18	4 85	3 76
April 29	3 70	3 82	3 95	4 13	4 67	3 82
May 27	3 75	3 81	4 00	4 20	4 67	4 00
June 24	3 70	3 80	4 12	4 20	5 46	3 97
July 29	4 17	4 35	4 70	4 54	6 84	4 00
August 26	4 46	4 92	5 15	5 35	9 13	4 40
September 30	5 21	5 50	6 09	6 54	7 92	5 57
October 28	5 78	5 86	6 40	7 60		6 16
November 25	5 42	6 08	5 99	6 03	6 71	5 74
December 30	4 52	4 61	4 69	4 85		4 64
Average	4 28	4 49	4 60	4 75	6 43	4 43
1869.						
January 27	4 30	4 70	4 79	4 90	6 29	4 58
February 24	4 37	4 32	4 35	4 24	4 56	3 79
March 31	4 33	4 45	4 46	4 62	4 93	4 37
April 28	4 72	4 63	4 67	4 76	5 14	4 69
September 1	6 30	6 29	6 51	6 91	7 41	6 38
29	5 22	5 03	6 18	6 84	6 98	5 50
October 27	5 38	5 28	6 32	6 85	8 16	5 98
November 29	4 28	4 13	4 27	5 25	7 35	4 49
December 29	4 32	4 44	5 09	5 32	6 02	4 20
Average	4 80	4 80	5 85	5 48	6 35	4 84

There were no auction sales during January, July and August, in 1869.

The average prices of the six kinds of coal on board vessels at Elizabethport, were:

In 1868 ... $4 84 per ton.
In 1869 for 8 months ... 5 35

The average price on board vessels at Philadelphia in 1868, was ... $3 86
In 1869 ... 5 37

But for a large portion of the time the rate of freight on coal shipped from Philadelphia was 50 cents a ton higher than the year before, which would give the average at the same rate of freight as in 1868—$4 87 against $3 86 in 1868. This statement which is taken from the official reports, will show our readers that the prices of coal were not so very high put on board at the principal shipping ports on the seaboard.

TABLE FOR REFERENCE.

We find the following table compiled in the UNITED STATES RAILROAD AND MINING REGISTER, which will be useful for reference, and saves us the trouble of compiling ourselves:

	*Reading Railroad.	Schuylkill Canal.	Lehigh Vall. R. R.	Lehigh Canal.	Lehigh & Sus. R. R.	Del., Lac. & W. R. R.	Del. & H. Canal.	Penna. Coal Co.
	Tons.	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Jan'y. 2	20,310	......	25,812	......	......	......	......	......
9	29,480	......	36,408	......	16,276	30,044	......	19,213
16	37,858	......	40,171	......	20,920	36,352	......	15,002
23	55,009	......	38,137	......	21,519	38,302	......	16,097
30	44,137	......	43,030	......	19,084	40,125	......	17,702
Feb'y. 6	51,115	......	39,873	......	14,926	40,396	......	13,448
13	46,417	......	42,799	......	15,766	38,770	......	14,830
20	45,725	......	42,651	......	17,908	41,209	......	16,127
27	43,133	......	29,800	......	14,164	42,050	......	12,947
March 6	65,804	......	37,101	......	13,280	38,082	......	9,098
13	72,753	......	48,379	......	13,251	38,277	......	13,702
20	76,223	......	38,842	......	15,786	36,487	......	345
27	83,685	......	40,082	......	17,580	39,809	......	10,813
April 3	96,599	26,323	48,104	8,318	16,846	41,575	10,440	18,080
10	102,434	23,516	62,609	26,698	13,523	38,378	21,700	20,920
17	106,007	25,773	67,368	23,794	16,271	41,739	47,740	20,918
24	100,912	21,974	70,372	32,518	45,759	40,192	50,250	22,667
May 1	99,675	23,987	73,307	29,305	17,082	44,494	58,875	17,953
8	47,597	16,673	65,142	29,013	23,805	43,421	47,625	19,772
15	10,206	1,110	19,633	15,105	12,368	38,364	43,718	20,124
22	10,884	......	2,553	2,176	1,939	29,112	41,202	21,164
29	9,009	......	956	1,001	158	4,523	35,154	21,989
June 5	10,881	......	1,507	517	421	......	34,776	21,341
12	21,627	......	801	887	437	......	42,069	20,854
19	91,772	12,526	6,890	593	956	......	38,784	18,916
26	115,037	37,023	21,014	4,977	10,938	......	31,380	25,964
July 3	89,801	18,502	38,805	6,971	15,002	......	21,632	21,657
10	124,877	30,241	51,973	17,490	15,051	......	18,816	20,422
17	131,496	33,053	77,307	38,073	24,146	......	21,817	21,803
24	128,466	38,131	77,770	34,487	22,790	......	20,886	18,949
31	129,075	32,817	88,165	41,139	23,676	......	19,200	10,481
Aug't. 7	117,907	32,622	80,597	28,832	20,193	......	17,920	17,808
14	114,037	19,640	84,508	37,433	23,559	......	14,448	23,048
21	120,669	8,603	56,627	37,288	21,143	......	18,158	21,672
28	127,238	4,655	58,038	27,988	20,917	......	12,121	22,557
Sept'r. 4	104,708	3,507	62,538	31,259	24,468	17,607	13,416	18,760
11	102,015	10,857	45,337	21,243	15,040	19,438	21,446	19,841
18	103,050	17,584	43,400	23,935	12,985	39,987	46,692	14,845
25	110,821	23,607	40,444	31,078	14,510	46,376	44,284	14,492
Oct'r. 2	79,939	7,374	27,295	25,778	19,617	47,357	42,112	24,709
9	108,716	5,560	40,529	1,310	6,927	25,298	17,512	15,089
16	121,581	15,922	81,271	......	31,169	43,460	4,602	19,127
23	125,725	13,864	38,076	......	30,392	46,328	31,774	14,722
30	124,550	19,811	44,100	......	33,221	48,560	50,942	20,740
Nov'r. 6	129,908	27,459	45,947	......	31,437	43,355	51,848	6,050
13	122,086	23,511	60,845	70	34,451	45,270	51,141	9,992
20	120,213	26,207	65,466	8,014	28,879	45,258	50,310	5,508
27	129,291	29,428	80,519	6,485	35,007	46,234	53,532	20,000
Dec'r. 4	86,042	16,895	41,767	6,210	33,481	48,178	43,731	20,768
11	84,238	4,131	50,224	275	44,422	39,084	......	14,088
18	57,014	......	57,739	......	27,374	47,163	......	11,766
25	32,158	......	41,362	......	26,954	38,537	......	14,154

*The weekly shipments by the Reading Railroad and Schuylkill Canal are for week ending on Thursday inclusive; and, therefore, include four carrying days *subsequent* to the Saturday's date given in the table. The official week of the three Lehigh lines and the three Lackawanna companies ending on *Saturday*, it was deemed advisable, for *uniformity*, to put Saturday's date in the tabulation.

COAL TRADE OF GREAT BRITAIN.

Summary of the coal product of the United Kingdom for the years 1867 and 1868:

Counties.	1867. Tons.	1868. Tons.
Northumberland & Durham	21,807,414	24,394,187
Cumberland	1,512,511	1,378,928
Yorkshire	9,813,575	9,740,510
Derbyshire	4,550,550	4,957,679
Nottinghamshire	1,575,000	1,568,430
Leicestershire	1,150,000	608,948
Warwickshire	880,850	1,028,350
Staffordshire and Worcestershire	12,520,531	12,294,780
Lancashire	12,841,500	12,800,500
Cheshire	935,000	937,500
Shropshire	1,555,500	1,495,500
Gloucestershire and Somersetshire	1,975,000	1,969,000
Monmouthshire	4,569,500	4,250,500
South Wales	9,082,800	8,959,500
North Wales	2,371,250	2,385,000
Scotland	14,125,943	14,700,000
Ireland	125,000	128,950
Total produce	101,500,480	103,141,157
	103,141,157	
Decrease	1,359,323	

Of this quantity about 10,000,000 tons were exported in each year, leaving the balance for home consumption.

In 1857 the number of collieries was 2,904, and in 1867, 2,922, giving an increase of 18 in ten years. The product of these collieries in England in 1868, averaged 35,300 tons per colliery. The average in the Anthracite coal regions of Pennsylvania per colliery, would be greater than the above.

Coal Trade of the United Kingdom of Great Britain.

The following statement exhibits the quantity of coal mined in, and exported from Great Britain since 1854:

Year.	Coal Raised. Tons.	Coal Exported. Tons.
1854	64,600,000	4,300,000
1855	61,400,000	4,900,000
1856	66,600,000	5,800,000
1857	65,300,000	6,600,000
1858	65,000,000	6,500,000
1859	71,900,000	7,000,000
1860	80,000,000	7,400,000
1861	85,600,000	7,800,000
1862	86,000,000	7,900,000
1863	88,200,000	7,500,000
1864	92,900,000	8,100,000
1865	98,100,000	8,800,000
1866	101,600,000	9,900,000
1867	104,500,480	10,500,000
1868	103,141,157	10,967,000

The value of the coal mined in 1868 is given at $25,785,289 at the mines without any transportation.

The quantity mined in 1869 has not yet been collected.

BELGIUM COAL PRODUCTION.—The quantity of coal mined in Belgium was as follows:

	Tons.
In 1866	12,774,662
In 1867	12,755,822

In 1867 the consumption of coal in Belgium was 8,919,594 tons—the balance was exported. In 1866 the consumption was about 700,000 tons. The consumption of coal in Belgium in 1850, was only 3,842,801 tons. Of the exportations of coal for Belgium in 1867, 3,552,-957 tons went to France.