A few short SPECIAL NOTICES will be inserted Alphabetically under this head, at 50 cents per line, single insertion; 20 cents a line for every subsequent insertion.

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Miners' Journal.

SATURDAY, FEBRUARY 26, 1870.

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THE MINERS' JOURNAL COAL STATISTICAL REGISTER FOR 1870,

"THE MINERS' JOURNAL COAL STATISTICAL REGISTER FOR 1870," will be issued early next week. Price, 25 cents single copies; $2 50 per dozen; $8 00 for 50 copies and $13 00 per 100. The following is a

SYNOPSIS OF CONTENTS.

The Coal Statistics for the year 1869, together with an article on the causes of the high prices of Anthracite coal in 1869 and 1869. A tabular statement of the Coal Trade from its commencement. Also, a tabular statement of all the collieries of Schuylkill County, the land owners and lessees, the time worked, depth, capacity, number of men employed, and the veins worked as far as designated. Investments required to secure a supply of coal on the seaboard. The progress of Schuylkill County, and its investments. Improvements progressing at collieries. The development of the Southern portion of the Schuylkill coal field. Best mode of developing and opening up the Bituminous coal fields of Pennsylvania. A plan for working the Mammoth Vein advantageously. Death in the coal mines. Experiments with safety lamps. Arbitration in England. Schuylkill the Banner County of the Republic. Also, statistics of the Iron trade, with remarks on the same, together with a number of other articles, all of which will be found interesting to the general reader.

THE STATUS AT HARRISBURG ON THE ADDITIONAL LAW JUDGE MATTER.

WE returned from Harrisburg yesterday. The bill for the appointment of an additional law judge for this County, which was recently hurried through the Senate mainly by false representations that there was no opposition to the measure in this County, while the machinery was put in motion for its equally rapid passage through the House, is now in the hands of the Judiciary Committee, where it will remain for some days, as the Legislature adjourned from yesterday until Monday. Even if the bill is just, which it is not, the means taken by its projectors to hurry it through was to say the least, ill-advised.

We assert that there is no necessity for three law judges in this County. If the precedent should be established in this instance, there would probably be applications from nearly all the districts in the State for similar appointments, and the State would soon be burdened with an added expense for additional judges of at least one hundred and fifty thousand dollars.

We believe that in some cases judges are overworked, but the mass are not, and, the complaints do not generally come from those judges who do the most work. We might cite as an instance of this the case of Judge Pearson, of Dauphin and Lebanon counties. The judicial business of the city of Harrisburg is equal to that of many counties in the State. Yet he performs judicial duties for the city, two counties and also for the State, and never has asked for an associate law judge, and is always ready to discharge his duties. The Legislature, however, very properly, although he has not asked it, will add to his salary for his State judicial services. Last year, Judge Pearson, expecting to be absent in Europe for a brief period, asked the Legislature to enact a section to enable him to invite Judge Green to hold court for civil cases during his absence. It was granted, and the same could be done here. It is asserted that this is not legal, yet the section covering this was drawn up by Judge Pearson, who is one of the first jurists in the State, and there is no question of its legality.

The bill enacting the new Criminal Court was defective in taking the entire criminal jurisdiction from the old court, which was unconstitutional, in Philadelphia when the Criminal Court was established, three days were reserved to the Court of Common Pleas for the trial of criminal cases. When the bill establishing the Criminal Court here was submitted to the Attorney-General of the State, Mr. Brewster, that point was overlooked. But, in the bill now presented to the Legislature that point is covered. It gives the new court the right to try all criminal cases during the year, except for a single term of one week, while the portion conferring civil jurisdiction gives the Presiding Judge the right to try civil cases when invited by the old President Judge to do so.

We are aware that some of our lawyers, Republicans in politics, and our friends and neighbors whom we respect, entered into this matter of the appointment of an additional law judge, under the impression that with the opposition of the Democratic members or the Legislature from this County, no other legislation on this subject could be obtained here from a Republican Legislature. But we believe it is an erroneous impression. The Legislature now feels that the appointment of a third "ornamental" law judge in this district would be a bad precedent to establish, and the Legislature would be deluged with applications from other districts also. If we have three, Philadelphia would want at least five more. We know that if these members of the bar would use a fraction of their influence towards having full judicial powers conferred upon Judge Green's Court, instead of putting the Republicans under the heel of the Democracy here, by aiding them in having an additional law judge appointed, the requisite legislation to put the new court into operation, could be obtained without difficulty.

For their action in this matter, these gentlemen may excuse themselves by saying that to them it is a matter of "dollars and cents." But we say in opposition to this, that to the people of this county, exposed as thousands are in the outer districts, it is a question of LIFE and DEATH, and we put this in opposition to dollars and cents. The assassins and robbers still exist in this county, although checked to a great extent by the moral effect of the new Court, albeit it has been impeded in its operations by partisan opposition.

This is where we stand on this subject, and we propose to fight it out on this line, and we call upon the people of all parties, the friends of law and order, to help us. There will be found a petition in opposition to the bill appointing an additional law judge, and in favor of constituting Judge Green's Court, as it exists in Dauphin and Lebanon counties, published in to-day's JOURNAL. Cut it out and get it filled up as rapidly as possible by Tuesday next, and pour them into the House of Representatives against an additional judge, and the bill can be defeated. It was carried through the Senate in a clandestine manner by misrepresentation. Send the petitions, filled up, to us by noon at Tuesday next, or address them to Mr. Johnson, Chairman Judiciary Committee of the House of Representatives at Harrisburg as soon as possible. Now is the time for decisive action.

SCHUYLKILL COUNTY.

THE BANNER COUNTY OF THE REPUBLIC.

AN interesting volume could be written on the lead which this County has taken in many important industrial subjects. Also, on its initiative in matters of State and National importance. We purpose in this article to refer briefly to a few, which we consider place Schuylkill in the foremost ranks of counties in the United States, and entitle it to be considered the banner county of the Republic:

THE FIRST ANTHRACITE IRON.

At the Pioneer Furnace in this Borough, at the time worked by Mr. William Lyman, the first quantity of iron was made, anthracite coal being used exclusively as a fuel.—This was in 1839. Some time before, Burd Patterson, Esq., Nicholas Biddle, Esq., and others interested in the matter, had offered a premium of $5000 to be paid to the first person who should keep a furnace in blast for three months. Others in Schuylkill County had succeeded before in making small quantities of iron using anthracite coal as a fuel, but Mr. Lyman was the first person who succeeded in making large quantities. This interesting event was celebrated at the Mt. Carbon House, by a dinner given to the coal and iron interests of the County, at which some eighty persons were present, among them Nicholas Biddle, Burd Patterson, J. M. Sanderson, Andrew Russel, and other well known citizens. At that banquet Nicholas Biddle gave the following well known toast: "OLD PENNSYLVANIA: her sons like her soil—rough outside, but solid stuff within; plenty of coal to warm her friends—plenty of iron to cool her enemies."

The furnace at which Mr. Lyman succeeded in his Anthracite experiment, is now in the possession of the Messrs. Atkins, and was in almost its original shape up to within a year or two when it was remodeled.

To show what grand results have sprung from this first successful anthracite iron experiment in Schuylkill County, we might state that out of 1,461,625 tons of pig iron made in the United States in 1868, 798,638 tons, or more than one half, were made by the use of anthracite coal.

THE FIRST MONUMENT TO HENRY CLAY.

The first monument to the memory of Henry Clay was erected in this County. It is located in this Borough on ground donated for the purpose by the late John Bannan, Esq. The column, which is iron, was cast in this County in eight sections, and is surmounted by a statue of the immortal statesman, taken from the favorite attitude he assumed while speaking, while the face is lifelike and natural. This statue was cast by Mr. Robt. Wood, of Philadelphia, and was the first iron statue of similar size ever cast in this country. It is 15 feet in height and weighs between seven and eight tons. The total height of the monument is 66 feet, and the weight of the iron castings 45½ tons. The monument was formally inaugurated July 4, 1855, with imposing ceremonies. To the late Samuel Silliman, Esq., more than to any other single citizen we can name, is the credit due for the comparatively early completion of this beautiful testimonial to the immortal memory of the "Father of the American System of Protection." His time and means were given liberally, to perfect it, and this community has always taken pleasure in recognizing the fact.

PENNSYLVANIA NORMAL SCHOOLS.

After the establishment of the common school system in Pennsylvania, the necessity of having regularly educated teachers became apparent. After the matter had been discussed for some ten years, in the Legislature of our State, looking to the establishing of a large State Normal School at Harrisburg, towards which however, nothing practical was done, the senior editor of this paper suggested to Gov. Pollock and Mr. Hickok, Superintendent, the present plan of establishing Normal Schools by districting the State, in place of having one large Normal School at Harrisburg, which might become affected by improper influences. The Governor and Mr. Hickok approving highly of the plan, strongly recommended it, and a bill covering it passed the Legislature at that session, through the efforts of one of the members of the Legislature from this County, Lin Bartholomew, Esq., who was at the time unacquainted with the origin of the plan proposed. Shortly after, the first Normal School was established in Lancaster County, with Mr. Wickersham as teacher. There are now in Pennsylvania five flourishing State Normal Schools, located at Millersville, Edinboro', Mansfield, Kutztown and Bloomsburg. To Schuylkill County is due the credit of suggesting this excellent plan of Normal Schools, which is now preferred to a single State Normal School.

THE NATIONAL CURRENCY.

We can establish the fact by files of the MINERS' JOURNAL, that after the commercial revulsion and financial crash of 1857, the senior editor of the JOURNAL was the first person in the country to suggest and recommend for adoption the plan of a National system of currency, the main features of which were afterwards, during the trials and necessities of the Rebellion, adopted by the Government, with one important exception, that of basing the distribution of the currency in proportion to the assessed wealth of the country, $1 to $30 or $35. We submitted the plan to an eminent financier, who warmly approved of it, but who said that it would be bitterly opposed by the State banks and the monied interests, and could not in consequence be passed. And we are satisfied ourselves that it could not have succeeded, if it had not been for the necessities which grew out of the War for the Union. We mention the fact of the suggestion of the plan in no spirit of egotism, but simply to place it on record among the other results of ideas which have originated in this County, to the benefit of the material welfare and industrial progress of the country.

THE FIRST TROOPS TO DEFEND THE CAPITAL.

In the Winter of 1861, when the rebels were making preparation to open on Fort Sumter, and a call for troops was made, the first volunteer company, the National Light Infantry, to offer its services and be accepted, belonged to this County. And when the war broke out, within three days after Abraham Lincoln issued his first proclamation for troops, this Company with the Washington Artillery, also of this County, were with three other companies, the first troops to pass through a howling rebel mob in Baltimore, and reach Washington for its defence. And those men, with the Sixth Massachusetts Regiment, which had a bloody fight the day after in Baltimore, were the only troops except a small detachment of regulars, to which the Government could look with confidence, for nearly two weeks when the National Capital was cut off from the North. It has been suggested that the Government might with propriety recognize this prompt and patriotic service by the presentation to each man who participated in it, of an appropriate medal. It is certainly merited; the cost would be small, and it would be an incentive to similar promptness throughout the country, should occasion arise in the future.

THE MOST EXPENSIVE VOLUME PUBLISHED DURING THE REBELLION.

The senior editor of this paper, published at Pottsville the most expensive single volume—"Coal, Iron and Oil"—issued in the United States during the progress of the Rebellion, which the London MINING JOURNAL has styled the most valuable single volume of the kind that ever came under its notice. A comparatively small edition was published at a cost of nearly $13,000.

THE FIRST ANTHRACITE STEEL RAILS.

The first steel rails manufactured of anthracite pig metal, with the use of anthracite coal as a fuel, were made in this County, a few weeks ago; are now being made at the Tamaqua Rolling Mill, and a good article is being turned out. Eighty per cent. of No. 2 foundry iron is put into the puddling furnace or converter, and twenty per cent. of Leaderhill gray magnetic ore from York county, which partakes of the ores from which the celebrated Wootz steel is made in India.—The patent for this new process was obtained last year, and it is the first time that good steel rails have been made with the use of anthracite iron, and anthracite coal as a fuel, in the puddling furnace. A very important feature of these rails is that they can be reworked and rerolled half a dozen times, if desired, a thing which cannot be done with the rails made by the Bessemer process. This fact is an important one to those who use them, and will be appreciated, because while these anthracite steel rails are as good, they are in consequence of their capacity to be reworked a number of times, at least one-third cheaper than rails made by the Bessemer process. It is known here as the Ralston process, having been discovered last year while working at the Tamaqua Rolling Mill. They are now turning out these steel rails from 20 to 30 lbs to the yard, at $120 per ton at the Tamaqua Rolling Mill, and will guarantee them. A specimen can be seen at the Anthracite Board of Trade Rooms. A 20 lb steel rail is said to be equal in endurance to a 35 lb iron rail. The machinery at the rolling mill is not of sufficient power to turn out heavier rails than 30 lbs to the yard.

THROUGH FROM NEW YORK TO SAN FRANCISCO IN SIXTY HOURS.

And now to sum up our brief noting of what Schuylkill County has done to entitle it to the name of the "Banner County," we might state that R. A. Wilder, Esq., has made application for a patent for a new railroad and machinery, by which the trip can be made from New York to San Francisco in sixty hours. There will be four rails laid down instead of two for a single track, and will be laid in such a manner that the road can be used in various ways.—The passenger and freight cars can be built 17 feet wide, and will run at the rate of 60 miles an hour with twice the safety of running the present style of cars at 40 miles an hour. A double engine of 60 tons will take 1000 passengers in a single train, with less wear and tear to the roadway than is now caused by a 35-ton engine. The cars can be fitted up with state rooms, and with all the advantages of a hotel. The cost of the road will be about $7000 a mile more than building one of the present single track roads, and its capacity for transportation will be nearly treble that of our present single track roads. The present cars can also run on the road. For smaller cars it can be used as a double track. With 3000 miles from New York to San Francisco, there would be an extra expense of only $24,000,000. There will be but little oscillating movement of the cars, and their size will render them very pleasant for traveling. With the completion of this project, and of that of a railroad from New York to the most remote point in Newfoundland, from which steamers can cross the ocean in three days, a person can leave Liverpool and reach San Francisco in about nine days, a distance of upwards of 6,000 miles."

FINALLY.

If any other county in the United States can show more magnificent results of inventive skill and undaunted perseverance in industrial progress, we should be pleased to hear from it.

IRON STATISTICS.

CLOSELY allied with the coal is the iron trade. Nations that possess abundance of coal and iron ore, generally become the leading nations in manufactures and commerce throughout the world, if their uses are encouraged by wholesome laws that tend to the development of these wealth producing treasures of the earth. The English Government discovered upwards of one hundred and fifty years ago the value of their treasures in coal and iron, and by wholesome laws in protecting the home development of their rich deposits scattered so profusely over her small extent of seagirt territory, that under proper protection leading to the development of this industry, she could soon become mistress of the seas in her extensive commercial marine required to distribute her products throughout the trading world, and she also aspired to become, and did become to a great extent, the workshop of the world under this system. The United Kingdom of Great Britain possesses a coal area of only 6,195 square miles, while the coal fields of our older States exceed 200,000 square miles, and from recent developments made in the regions of the Rocky Mountains, it is estimated that we possess in addition to these, a coal area of upwards of 500,000 square miles, making the grand aggregate of 700,000 square miles of coal area now embraced within the limits of the United States, and so distributed that it can be brought into use in every section of the country, as it progresses, by our grand system of railroads now projected and running in almost every direction, and the immense river navigation we possess. It is true that we have not the advantages of Great Britain in her compact seagirt territory, with all her manufacturing establishments located on, and ranging in distances of only from 10 to 100 miles from her various shipping ports; nor do we have her cheap labor and cheaper capital, but in point of resources in all that contribute to build up a nation in population, wealth and power, if properly encouraged by the Government, we excel Great Britain at least ten fold; and while her redundant population is already a source of uneasiness to her statesmen, under a free trade policy, and pauperism is largely on the increase, we have abundant territory to accommodate the whole population of Europe on our soil, and can raise sufficient food to feed that number. The only really important disadvantage we possess; is the high price of labor, in comparison with Great Britain and other European manufacturing nations, which prevails in this country, and which is necessary to enable the working classes to feed, educate and prepare all people, including the poor man as well as the capitalist, to perform his duties as a good citizen under our Republican form of Government, which gives all a voice in making laws for our own Government, and confers the privilege of becoming law-makers also, when they show the necessary capacity to gain the confidence of the people. To secure these inestimable rights to labor, we must protect the labor and industry of this country, from the crushing effects of the low labor, immense machinery, cheap capital, and greater facilities of ocean transportation, which is the cheapest transportation known, otherwise the prices of labor must be reduced to the European standard in manufacturing, to enable us to compete with their standard of prices, or we must abandon all the rich treasures which we possess, and leave them buried in the earth, and depend upon European nations to supply our wants in the various manufactures we use; and become entirely an agricultural nation, with scarcely a market to take our surplus products at the present time. What would be our condition, if our present manufactures were abandoned, and all engaged therein were to turn their attention to agriculture also? We, however, hope better things. We do not believe that British gold, purchased agents, ignorant and stolid members of Congress, and influential presses in the country, will be able to abrogate the principle of protection to our labor and industry, and check our country in its onward career of glory and power, against the common sense of the masses educated in our public schools, and the intelligent producers of our country, who create the wealth and sustain the Government, and on whom the future development, prosperity and progress of our country mainly depends.

Without coal and iron the population of the United Kingdom, with all her advantages, would not be half as great as it now is, and her wealth and power would never have assumed one-half the proportions they have attained without these advantages. The United States possesses all this natural wealth in ten-fold quantities, and why should not our Government, established by the people, for the people, for their protection and security, and to advance all its material interests, use its power to secure all these advantages to her own people, and not to those of Foreign nations? Our Government was not instituted to oppress her own people, but to protect their home interests and to advance the prosperity, glory and power of the nation. We can now, thank God, boast of our free institutions without the blush of shame mantling our cheeks. We can now hold out our Country as a beacon light to the oppressed of all other nations—as an asylum, where the down-trodden and surplus population of Europe can find a home with good wages, abundance of food, and by aiding in protecting the industry of their adopted land by their votes here, it will re-act on the millions of down-trodden and half starved laborers of Europe by increasing their wages at home, after the removal of their surplus population here, to a house with plenty of work, plenty to eat, and where the immortal mind, which the Creator has given each one, can be educated in the principles of true Republicanism, which secures to all equal political rights, and places them on an equality with their fellow-men. The adopted citizen, therefore, who votes for free trade in the United States with European nations, is an ingrate and a traitor to his adopted country, and his fellow-man suffering in a foreign land; and paised may become the tongue of any member of Congress, who through ignorance or from any other cause, attempts to articulate a vote against home labor and home industry, which is a deadly blow against the progress of our Republic in population, wealth and power, and in favor of sinking millions in hopeless poverty in this land of plenty, and shroud in darkness, hopelessness and utter degradation, the poorly fed and poorly paid toiling millions of other parts of the world.

But to our statistics.

PRODUCT OF PIG IRON IN ENGLAND AND THE UNITED STATES.

The following is the product of Pig Iron in England and the United States in the following years, which are all that we have been able to obtain. We would be pleased if those who may have official figures to fill up the blanks, would furnish them:

Year.	England. Tons.	U. States. Tons.
1810, estimated		53,000
1815	400,000	
1820	368,000	
1825	581,387	
1827	690,500	
1828		130,000
1829		142,000
1830	678,417	165,000
1831		191,000
1832		200,000
1833	700,000	
1835	1,000,000	
1839	1,347,790	347,000
1840	1,500,000	215,000
1842		348,000
1845	1,512,500	495,000
1846		765,000
1847	1,999,608	800,000
1850		564,000
1852	2,700,000	
1854	3,069,858	716,674
1855	3,218,191	752,191
1856	3,586,377	874,726
1857	3,659,447	798,157
1858	3,456,364	705,096
1859	3,712,904	840,427
1860	3,826,763	919,274
1861	3,712,091	931,364
1862	3,943,469	787,662
1863	4,210,891	947,604
1864	4,767,951	1,135,497
1865	4,819,254	931,582
1866	4,523,287	1,350,948
1867	4,761,023	1,461,625
1868	4,970,306	1,168,580
1869, estimated		1,350,000

We had protection to home industry from 1825 to 1837. We were without protection from 1837 to 1843. We had protection from 1843 to 1848. After 1848 we had no protection until 1863 and during the rebellion, and moderate protection only since, which declined as the premium on gold declined. As the duties are payable in gold, the premium on gold afforded additional protection to the scale of duties in the present tariff bill.

We have no record of our production of iron before the year 1810, when it was estimated that we produced 50,000 tons. The next record is in 1828, when we had protection, which lasted until 1837. In 1832 the product had increased to 150,000 tons, in 1828 to 200,000. We have no record of the product from 1832 up to 1840, when it had increased to 347,000 tons, more than half the product of England in 1830. To what figure the product was run up to in 1837, we have data to give, but we have no doubt it exceeded the product of 1840, which is given at 347,000 tons. The table shows that the trade was then declining under the influence of free trade which prevailed until 1843, the tariff of 1840 not having taken effect until 1843. In 1840 the product declined to 215,000 tons, in 1842 and in 1845 it had increased to 486,000, and in 1847 to 800,000 tons. This is an unexampled increase, equalling almost the increase in England. In 1850 it declined to 564,000 tons, and the trade struggled on from that period, showing a small increase and decrease until the year 1862, when the product was only 787,662 tons less than the product in the year 1847. With these figures staring us in the face, that profound philosopher and *disinterested patriot*, Commissioner Wells, gravely tells Congress and the people that protective legislature has exercised but little or no influence on the productive industry of the country. And we have a large number of members of Congress, engaged in making laws for the Government of this country, who do not know that Commissioner Wells has falsified the records of the industry of this country, in order to gratify his own vicious propensities, and to benefit those who have engaged him, Arnold-like, to betray our industries, into the hands of its enemies and thus crush out our prosperity, because the people dared to question his *profound knowledge* of political economy.

The prosperity of the iron trade in any country is the index of the general prosperity of all kinds of productive industries. When that languishes, all other industries languish also. If that trade is fostered, other industries, with a fair chance, will become prosperous also. The proposition therefore to reduce the duty on Pig Iron is unwise at this time, because the tendency of it will not be so much to check its increase near the seaboard, in the vicinity of coal and iron ore, with ample facilities for transportation and markets at hand—but it will greatly check the building of furnaces in the West and South, where there are many splendid localities for the erection of furnaces, and where Pig metal can be made cheap. But in all new districts, and in the interior, there are a great many obstacles to encounter, adding additional expenses to the erection of furnaces and the disposal of their product which more than counterbalances these advantages; and capitalists who understand the business will not invest their capital in such locations, unless sufficient inducements are held out, which will insure them a speedy return for their investments in such districts. They would prefer locating in more disadvantageous locations where all the facilities necessary to carry on the business to advantage surrounds them. In new localities there is a scarcity of skilled workmen, markets must be created, transportation facilities must be secured, and a large number of other difficulties must be overcome, which are know to the pioneers in locating any kind of new business in a new country. The people of the West and South, therefore, who desire to secure investments of capital in the Iron Trade to supply their home markets, are much more interested in preventing the reduction of the duty on Pig Metal, and also on Scrap Iron, than the people bordering on tide water. If the duty is reduced, the English will pour Pig metal into the country cheap with their 350 furnaces now standing idle, to check the erection of furnaces at home,—and prices may recede for a short time—but when the erection of furnaces is checked at home, prices will go up again to the consumers of Pig metal, and we will import more largely than ever. If the present duty is retained, the erection of furnaces will progress rapidly at home,—we will be enabled to supply the demand, and we will import only a small portion of such kinds that we do not produce at home, and home competition will reduce the prices to a fair living profit much sooner than a reduction on the foreign article could do. By maintaining the duties this reduction would be made permanent, while by reducing the duty a reduction would take place for a short time, but would afterwards advance again to a higher rate than the domestic article would be furnished under a system of protection to the home trade. If there are any manufacturers of Pig metal who desire a reduction on this article for their own special interests, and we learn there are a number such, all we have to say is, that they are just as inimical to the industry of the country as the Free Traders, and ten times more despicable in demanding protection for their own interests, and then denying it to others.

STEEL IN THE UNITED STATES.

The PROCTIONIST, speaking of the progress making in the manufacture of Steel in the United States, says:

"Within the last six years it has been demonstrated that the steel-producing qualities do exist in American iron, and many of our best edge-tool manufacturers and machinists testify that steel, both cast and rolled, made in Pittsburg from American iron, is fully equal to the best English makes.

"The steel-producing capacity of the works in and around Pittsburg alone is estimated at seventy-five tons per day. This industry may, therefore, be deemed an accomplished fact, and, brief as its history is; it has already exercised an important influence in controlling foreign prices."

It is shown that American axes, shovels, spades, hoes, &c., have entirely taken the place of foreign tools. Nothing equal to them in shape or finish is made abroad, and they are now largely exported.—American butts and hinges of all kinds are cheaper and better, and entirely supplant all foreign goods. In cutlery of all kinds, the medium American qualities, of which the largest bulk enter into consumption, are cheaper and better than those of foreign importation; only the very low and worthless grades, or the very expensive and luxurious styles, can now be imported.

MINERAL WEALTH OF GREAT BRITAIN.

The following is the products and value of the minerals raised in 1868, in the United Kingdom of Great Britain, copied from the London MINING JOURNAL:

MINERALS PRODUCED IN 1868.

	Tons.	Value.
Coal	103,141,157	£35,782,520
Iron ore	10,189,831	2,190,600
Tin ore	10,036	776,200
Copper ore	157,416	662,103
Lead ore	65,528	1,150,788
Zinc ore	12,701	30,197
Iron pyrites (sul. ores)	79,401	51,600
Bog manganese	1,218	7,308
Arsenic	2,000	9,710
Grahams and ochres	6,982	8,572
Wolfram	9	67
Fluor spar	60	42
Manganese	1,700	7,650
Baryta	14,231	8,528
Coprolites	77,560	71,500
Salt	1,319,840	927,527
Clays, fire and fire	1,019,479	317,070
Earthy minerals not returned (estimated)		450,000
Total value of the minerals produced		£43,237,859

*Calculated at the actual cost of raising, before any charges for movement are added.

METALS OBTAINED FROM THE ORES ENUMERATED.

	Tons.	Value.
Iron, pig	4,970,306	£12,381,260
Tin	9,200	901,600
Copper	9,817	761,602
Lead	71,017	1,378,401
Zinc	8,718	73,435
Silver ..... ounces,	835,542	229,773
Gold ..... "	1,012	3,922
Other metals (estimated)		15,000
Total value of metals produced		£15,746,418

Absolute total value of the Metals and Coal, with other minerals (not including slates, lime, building stones, or common clays), produced in 1868:

Value of the metals produced from the mines of the United Kingdom	£15,746,418
Value of coal	25,785,289
Other minerals, not smelted, salt, barytes, &c.	2,008,819
Total	£43,535,524

During the year 1868 the following have been our more important exports of coal and of metals obtained from British ores, as compared with the exports of the previous year:

	1868.	1867.	Inc.	Dec.
Coal ..... Tons	10,367,062	10,555,829	401,232	
Iron, pig	1,945,246	1,882,630	62,616	
Iron, unwrought	4,145,429	4,145,328	101	
Copper, ditto	8,181	9,627		1446
Lead, pig	23,097	19,726	13,971	
Zinc	8,473	17,274	1,125	

FOREIGN MINING AND METALLURGY.

The production of the Prussian mines and iron works in 1867 has now been officially returned as follows:

	Tons.	Value.
Coal	21,486,056	£5,364,601
Lignites	5,813,873	785,175
Mineral (various)	See value	2,278,115
Pig (various)	312,024	3,120,242
Iron	458,916	2,917,170
Steel	33,550	411,846
Zinc	45,701	1,197,200
Silver	See value	293,466
Gold	See value	375
Lead and litharge	3,159	267,251
Copper	3,724	392,437
Nickel	377	37,848
Cobalt	111	4,198
Arsenic	234	2,822
Antimony	40	2,540
Mercury	See value	134
Cadmium	See value	11
Alum	2,962	25,276
Copperas	3,629	12,911
Sulphate of copper	1,091	26,122
Sulphur	175	1,440
Salt	311,726	3,044
Total produce	4,761,023	4,970,246
" last year		4,761,023
Increase		209,463

BRITISH EXPORTS OF IRON AND STEEL.—The London COLLIERY GUARDIAN gives the tonnage and value of the exports of Iron and Steel from Great Britain, in the following years:

Year.	Iron and Steel. Tons.	Value.	Taken by U. S. Tons.
1853	1,261,272	£10,245,422	513,030
1854	3,196,663	11,674,675	506,509
1855	1,092,735	9,485,842	342,863
1856	1,338,933	12,822,109	383,909
1857	1,582,390	13,092,327	332,000
1858	1,349,958	11,197,072	
1859	1,468,193	12,214,407	243,583
1860	1,442,045	12,154,997	327,870
1861	1,292,984	10,616,546	309,118
1862	1,581,451	11,965,159	393,236
1863	1,846,949	13,150,986	141,160
1864	1,520,964	13,810,464	377,311
1865	1,617,509	13,471,359	159,815
1866	1,685,360	14,842,417	300,007
1867	1,885,034	15,128,973	381,538
1868	1,945,246	15,021,997	

Product of Iron in the United States in 1868.

Of the total production of pig, rolled, and hammered iron in the United States in 1868, the following are the quantities and value shown, with reference to the kind of products:

	Quantity. Tons of 2000 lbs.	Average Value.
Foundry Pig	578,000	$22,425,000
Rails	406,714	34,384,148
Boiler and Plate	111,462	15,047,370
Nails and Spikes	160,000	16,800,000
Bar, Rod, Sand, Hoop, &c., Axles, and other rolled iron	237,824	35,048,850
Hammered Iron	24,000	3,960,000
	1,502,000	$127,655,368

PRODUCTION OF IRON IN FRANCE.

The following is the quantity of iron produced in France for the following years:

	Wrought.	Pig.
1855	587,000	850,000
1856	560,000	920,000
1857	597,000	1,000,000
1858	580,000	870,000
1859	622,000	855,000
1860	660,000	860,000
1861	570,000	1,040,000
1862	570,000	1,063,000
1863	710,000	1,096,000
1864	621,000	1,212,000
1865		1,168,000
1866		1,262,652
1867		1,112,800
1868	916,642	1,274,333

PRODUCTION OF ANTHRACITE PIG IRON.

The following statement exhibits the annual production of anthracite pig iron in the United States, from 1849 to 1868, inclusive:

1849	118,864	1861	411,928
1854	540,555	1862	472,779
1855	592,808	1863	590,214
1856	644,013	1864	698,482
1857	591,350	1865	682,134
1858	368,670	1866	760,939
1859	473,865	1867	673,945
1860	529,443	1868	868,000

RAILROAD IRON.

The first rail made in the United States was in the latter end of 1843, or the beginning of 1844, under the Tariff of 1842. We have no returns of the annual product from 1843 to 1860. The product was in

	Tons.		Tons.
1860	678,000	1865	167,000
1861	601,000	1866	205,000
1862	349,000	1867	205,000
1863	317,000	1868	205,000
1864	167,000	1869, estimated	180,000

RAILROAD PROGRESS.

A CORRESPONDENT writes as follows to the Boston COMMERCIAL BULLETIN:

We know that Great Britain now consumes and markets five million tons of iron annually, whereas for the last 30 years she manufactured sixteen million tons, nine of which was railroad iron, and that up to that date she had not produced 16,000,000 tons.

The cost of iron is based on these facts: It requires 58 to 46 cwt. of ore, 30 to 50 cwt. of fuel, 8 to 13 cwt. of flux, with 13 tons of air blown in, with all the labor to produce the same, to make one ton of iron. Mr. Truman, C. E., author of "British Iron Manufactures," says of cast iron: "The property of the greatest importance is tenacity, and is a quality of the first, if not of paramount importance. Transverse strength next, and is directly dependent on the tenacity of the metal, also power to resist impact, do. fatigue, do., crushing forces, hardness and texture."

Look at our development from decade to decade, prior to the introduction of the steam engine, and from that to the introduction of railroads, and from that to this date, and you will see that since the introduction of railroads we have increased two-fold in population, and four-fold in productions in per cent. over former decades. And our country is not one-half developed east of the Mississippi River, by railroads, compared with the most prosperous States.

Our railroads in 1850 owned 8,519 miles, and to-day own 52,600 miles; we then possessed one, through route, viz: the New York Central, and that had to pay equal tolls for the privilege of carrying freight, which amounted for many years to a prohibition, and to-day we have, say, twelve through lines. And if the roads carry one-quarter of the tonnage that the New York and New England roads do per mile, which is 850 tons, they carry 44,625,000, which, at $1.50 per ton, is $66,937,500; and if they should carry equal to the Boston and Maine Railroad, it would amount to over six hundred billion of dollars, and in 1900 A. D. will amount to three-fold that amount.

These roads have been created chiefly by men who were not practical, and were, therefore, built at a great cost, as building and equipping railroads was a new business. The rails were made chiefly from inferior iron, known as the American brand which has sacrificed much life and property, and in many cases, the roads thus made, or portions thereof, were buried by New Jersey, Maryland, Pennsylvania, and other States, on passengers and tonnage. In the face of these obstacles we have attained our present wonderful development.

	Tons.	Value.
Manufactured in 1868.		
Foundry iron	575,000	$22,425,000
Hammered do	22,000	3,960,000
Boiler Plate	111,462	15,047,370
Railroad iron	406,714	34,384,148
Bar, Rod, Hoop, Axle and other rolled iron	387,824	35,048,850
Total	1,503,000	$110,865,368
Bessemer Steel	8,500	850,000
Cast and Puddled steel	28,500	4,900,000
Total	30,000	5,750,000
Nail and Spikes	160,000	16,800,000
Imported		
Steel, Ingots, Bars, Sheet, Wire		1,705,373
Manufactured Iron and Steel		8,728,855
Railroad Iron	228,477	4,781,375
Total	388,477	15,215,603
Domestic Manufactured	1,533,000	110,865,368
Total	1,921,477	126,081,371
Domestic Manufact