Miners' Journal.

SATURDAY, APRIL 30, 1870.

RATES OF ADVERTISING.

SPACE.	1t.	1 1m.	2 1m.	3m.	6m.	1 1m.
1 Square (12 inch) or less	1 00	2 00	3 50	5 00	9 00	15 00
2 Squares, (one inch,)	2 00	4 00	6 00	9 00	15 00	25 00
3 Squares,	3 00	6 00	9 00	12 00	20 00	35 00
4 Squares,	4 00	8 00	12 00	16 00	25 00	45 00

ALPHABETICAL SPECIAL NOTICES.—Single insertion twenty cents a line; each subsequent insertion 10 cents a line.

LOCAL BUSINESS NOTICES.—Second Page, 25 cents a line first insertion; each subsequent insertion 10c. per line.

GENERAL NOTICES.—Third Page, 20 cents a line first insertion; each subsequent insertion 10 cents per line.

MARRIAGE NOTICES.—25 cents each.

FUNERAL NOTICES.—Accompanying Deaths—For two lines 25 cents; each additional line 10 cents.

A BOSTON despatch says twenty Fenians passed through that city on Wednesday evening, for the North, carrying knapsacks, and wearing "long overcoats of Irish frieze."

THE TARIFF BILL.—Up to yesterday the House had only reached page 16 of this Bill, embracing iron still. So far there has been a general reduction on everything connected with iron.

THE New York Republican State Convention to nominate Judges of Appeals, met at Rochester on Thursday. For Chief Justice, H. R. Selden was nominated, and for Associate Justices, Charles Andrews, Charles J. Folger, Robert S. Hale and Charles Mason.

THE New York SUN declares that the Legislature of that State which adjourned a few days ago, was the most corrupt that ever assembled at Albany. Of course the Democrats had a majority in both branches, and they are a hungry set of chaps. Give the leading Democrats full swing and there will not be much left for the people.

A WASHINGTON despatch says that many of the Fenian secret circulars have reached the British Legation and the State Department; that the first of May is now fixed for an invasion of Canada; and that no doubt a large quantity of Fenian war material is distributed along the border. Our Government has taken all available means to prevent a violation of the neutrality laws.

STEAM REPRESENTATIVES.—It is a pity that we cannot have Steam Representatives at Washington. Such a representative when set right would run in the right track for some time at least, but you may set some of our present representatives right to-day, and the Lord only knows where you will find them to-morrow. Nothing but a lot of constituents on the spot to hold these chaps can keep them in the right track for a day. As we are substituting steam for various purposes, cannot some ingenious person get up a Steam Representative. Even if it has no brains, it would no doubt prove quite as intelligent and valuable as many of the members who profess to be stocked with that commodity. And besides, British Gold would not be so likely to influence Steam Representatives, nor could they be influenced by partaking so freely of suppers and wine drinkings, which muddle the brains of some to such an extent that they cannot distinguish between right and wrong.

General Notices.

20 cents a line; first insertion: each subsequent insertion 10 cents a line.

IT IS AN ESTABLISHED FACT, that Consumption commences in a cold; that it is far better to prevent the disease from fastening itself on the system, by the timely use of a remedy like *Dr. Wistar's Balsam of Wild Cherry*. This standard preparation will speedily cure a cough or cold, and even Consumption often yields to its great power.

THERE is something wonderful in the way in which Oak Hall has eclipsed all other clothing houses. With no special advantages at first, and many disadvantages to contend with, it gradually raised up to the houses which affected to despise it, and then successfully competed with them, and then unceremoniously left them in the distance. In extent of business, reliability, low prices and good workmanship, there is nothing in the clothing line to compare with Oak Hall.

LADIES DESIRE WHAT MEN ADMIRE. And this little thing is Beauty. What do we say is beautiful? A transparent complexion and a luxuriant head of hair. What will produce these? Magnolia Balm will make any lady of thirty appear but twenty; and Lyon's Katharion will keep every hair in its place, and make it grow like April grass. It prevents the hair from turning gray, eradicates dandruff, and is the finest hair dressing in the world, and at only half ordinary cost. If you want to get rid of Sallowness, Pimples, Ring-marks, Moth-patches, etc., don't forget the Magnolia Balm, ladies. 18-1t

The Coal Trade.

POTTSVILLE, APRIL, 30, 1870.

The quantity sent by Railroad this week is 22,882 tons; by Canal, 1,416 tons—for the week, 24,298 tons, against 122,375 tons for the corresponding week last week. Loss for the week, 98,193 tons—and a loss to the County in wages alone of not less than $125,000 for the week. This is all lost to wages, and cannot be recovered again this year. The loss to the County alone in wages for the month has not been less than half a million of dollars.

The demand for coal is comparatively dull, except at a few points, and the last Scranton Auction Sale exhibits a decline in prices compared with March Sale, ranging from 2 to 21 cents on the different sizes, averaging 15 cents per ton on all sizes. Compared with the prices obtained in April, 27, 1869, the rates for April 27, 1870, show an average decline of 25 cents per ton, as the following figures will show:

	1869. April 27.	1870. May 30.	1870. April 27.	Decline.
Lump	$4 73	$4 50	$4 25	5 cents
Steamboat	4 73	4 34	4 24	11 "
Grate	4 55	4 42	4 30	12 "
Egg	4 76	4 67	4 55	12 "
Stove	5 15	5 03	5 27	27½ "
Chestnut	4 61	4 32	4 46	15 "

It will be recollected that the wages paid this time last year in this Region, were not more, if they were not less than the prices named in the operators' basis now offered, while breadstuffs and clothing, &c., were much higher then than they are now. Flour last year at this time was selling at $10 a barrel—it is now from $6 50 to 7, and clothing has fallen from 25 to 30 per cent. on the prices paid this time last year.

The operators are as firm as ever, and are determined not to start their collieries until their basis is accepted. Not a single colliery has started since our last publication. One that had undergone some repairs has started, but the proprietor does not belong to the Coal Operator's Association. Even the weak ones are now among the most determined to hold out, if it is necessary to stop at least two months longer. Nor will they now accept any compromise whatever, except on re-arranging contract work in accordance with the prices heretofore paid. In some cases but little reduction will be made on such work, while in many instances more than 30 per cent. deduction will be demanded. Two weeks ago, if the men had shown some disposition to yield a little, an arrangement could no doubt have been made, but it is now too late to entertain any such proposition.

In the Shamokin Region those who are working are receiving about the operators' basis we are told—such also is the case at Tower City and in the Lykens Valley districts. The reduction on contract work at these places have been reduced from 10 to 35 per cent.

As far as we can learn, about half the men are willing to go to work on the basis offered by the operators—but the other half are disposed to hold out longer. Those who saved their money are not willing to pay it out any longer to support the improvident, and many of these are drawing on the fund also, as well as those who need help, believing that they are entitled to their share also even if they are not yet suffering. How long the fund will last will depend a great deal upon the increase of the number of needy persons, which will increase in a greater ratio as the length of the suspension is protracted. While everything is quiet, and a large number sympathize with the W. B. A., still there is no denying the fact that the whole sentiment of the business community is against the position the miners has taken in the present state of the coal trade and the business interests of the country, and therefore it is impossible for them to succeed, unless something partaking of the character of a miracle should be wrought in their favor. To give our readers a specimen of the comments of the press abroad on this subject, we copy the following from one of our exchanges:

"The miners and laborers in Schuylkill County have acquired a most unenviable reputation throughout the country. Unwilling to admit that 'times change,' and that they too must change, they insist upon having such unreasonable prices that the employers and operators of mines, in justice to themselves and the public, have until recently refused to stop their operations until they can be fairly treated. In this there are right. The public demand for them and will sustain them in resisting the unjust exactions of the men. They have no right to pay for labor *more than is just*, and then charge it to us. They must not unjustly permit themselves to be robbed, and then rob us to get their money back. Wages in all departments of labor have been reduced, and coal must be an exception! The laboring men of the North pay heavily for fuel, rents and clothing—the cost of all which is very little at the mines; and no good reason exists for the combination of miners to enforce their claims."

At this moment thousands of able-bodied men are standing idle at the bidding of their leaders. *More than one million of dollars per month* is thus taken *from the mines*, besides diverting away their business into other working counties and injuring their employers. If there is a law of gravity, there is just as surely a law of trade; but these men ignore it. No matter how the tide sets, they will always go against it. They will conform to circumstances, but circumstances must conform to them. They like Micawber, devoted to their belief, put the knife into their own flesh and swing in the air, fancying that they exhibit a moral heroism, when, in fact, they are only subjects of pity! When will man learn that freedom to work and earn—and a safe protection therein—are the essentials to success?

We did suppose that the leaders in the W. B. A. would show some judgment and conform to circumstances; but instead of enlightening their members on the situation of the trade, they have suffered the less intelligent masses to control them in order to maintain their positions in the Association, and the result is a dead-lock in the business, which, under existing circumstances, must continue until one or the other gives way. The coal operators, we repeat, cannot pay the wages demanded by the men and sell their coal at the present market prices, consequently they cannot resume, even if they desired to do so, and the longer they stand the more determined they become. And every person pecuniarily interested in their success will help to sustain them from motives of personal interest, knowing that they would suffer more by working under such circumstances than to stand idle. The men who depend on their labor only for support are differently situated in many respects.

OUR Philadelphia correspondent writes as follows:

"There is no material change in the trade, the arrivals at Richmond being very light; prices remain as last quoted, and the Eastern orders are filled from the New York waters where the supply appears abundant, as the market is reported dull. The Scranton Sale on Wednesday was spirited and generally taken in small lots at an average decline of about twelve cents per ton. Large quantities of coal from the Lehigh Regions keep our city fully supplied."

OUR New York correspondent writes as follows under date of April 29:

"The Auction Sale of 80,000 tons Scranton Coal yesterday, constitutes the leading feature of the trade this week. It was well attended and all sizes brought better prices than was generally anticipated, as follows:

Lump,	10,000 tons	$4 24	
Egg	10,000 tons	$4 51	
Nut, Brut,	12,000 "	@ 4 24	
Stove	20,000 "	@ 5 25	
Grate	16,000 "	@ 4 41	
Chest	12,000 "	@ 4 31	

General average, 84 5/8, showing a decline from March Sale of 18 cents per ton; thus you see coal declines, not withstanding the general suspension in Schuylkill County.

"At the meeting of the New York Lehigh Coal Exchange to-day, the following prices were fixed for coal, f. o. b. at Port Johnson and Hoboken.

Lump	$5 50	Egg	$5 25
Steamboat	5 50	Stove	5 50
Broken	5 25	Chestnut	4 75

"The retail trade is as usual at this season of the year in quiet, and dealers are not at all anxious to replenish their stocks."

HAZLETON, April 28, 1870.

EDITORS MINERS' JOURNAL: SIR: There is very little published in your paper in the interest of miners or mining that I do not read and this with great interest. Now, sirs, it seems strange to me to see it repeated so often, that the operators in Schuylkill County cannot afford to pay like $3 basis at Port Carbon, when we take into consideration the mode of working their mines compared to those in Luzerne County, Schuylkill County has a great deal of the coal is dug or cut by the miner by the yard, paying from $10 to $12 per yard. The yard will produce in the big vein, about 30 cars, averaging 2½ tons to a car, which would amount to $36 85 at 55 cents per ton to the miner. Now, sirs, we here in the Lehigh, in some parts, get from 80 cents to $1 per ton for digging or cutting; in this part of the Lehigh Region we get 55 cents for the lasts, and for making one ton more of coal we would receive the above amount. Where the price is largest the vein is the smallest—80 is down as a strange fact that that difference should be paid, and yet the operators say we can't afford to pay the $3 basis. What becomes of the $34,857. Does it take all that for the extra costs? I hardly think it does; why not pay the men by the ton fairly and not by the yard in this county, and then could be no grumbling about arranging a uniform basis? H. B. P.

[When veins are nearly flat there is no difficulty in working by the ton—but when the inclination of the veins range from 40 to 70 degrees, coal cannot be mined by the top. In flat veins the coal comes out clean, but where there are runs the coal and slate, &c., is all mixed up, and all has to be removed from the mines.—Eds. MINERS' JOURNAL.]

The trade sums up this week as follows:

	1869.	1870.		
	WEEK.	TOTAL.	WEEK.	TOTAL.
P & R R	67,401	1,105,821	22,882	570,818 d 235,005
Sch Canal	21,974	89,681	1,416	21,299 d 17,975
L V R R	51,243	852,540	53,810	909,950 d 52,590
L V R R Nth			3,765	92,693 " 92,693
Leh Canal	22,518	90,427	20,743 d	29,743 " 29,743
L Nav R R	14,721	248,691	21,710	294,749 " 22,058
Shamokin	10,766	172,540	15,620	159,202 " 159,202
do. Nth	11,269	164,123	12,085	190,560 " 29,457
Penn R R	20,355	240,814	22,182	276,161 " 87,347
Penn Cen				3,722 " 3,722
D & H	11,557	134,208	10,217	112,167 d 22,211
R R R R	5,252	84,253	10,717	106,588 " 21,029
Wyoming				570 " 570
Shamokin	2,985	155,132	5,576	86,414 d 19,719
Treverton	146	7,051	1,912	13,215 d 8,754
Locust Mt	1,250	18,679		1,460 " 18,490
Lykens V Co	814	12,991		803 d 12,190
Williamson	1,513	39,330	6,102	67,032 " 67,032
Big Lick Col			1,741	1,221 " 2,211
Broad Top	7,468	93,744	3,397	71,253 d 19,519
	232,238	3,859,829	264,00)	3,771,316	
	241,000	3,941,816			

It will be seen that the supply for the week, compared with last year falls short 99,329 tons, and for the year 64,553 tons. To this must be added about 40,000 tons short in the shipments of bituminous coal compared with last year, which makes the supply of coal leading towards the seaboard about 100,000 tons short of the supply of last year, with prices declining in the market. This shows the present condition of the trade of the country, while a lot of ignorant, neglectful, or purchased Congressmen at Washington are daily voting down what little protection we now have to domestic industry.

So far Schuylkill County has lost this year 354,286 tons, the Lehigh has gained 187,235, and the Wyoming regions 183,531 tons, making their gain 370,769 tons, compared with last year.

The Shamokin HERALD of the 28th says:

The business of coal mining in our county may be summed up as follows:

Collieries standing idle—Buck Ridge, Henry Clay No. 1, Henry Clay No. 2, Greenback, Excelsior, Reliance, Enterprise, Hickory Swamp, Coal Mountain, Mt. Carmel Mountain, Stauffer, and Locust Gap.

Collieries working independent of the Union—Cameron, Burnside, Bear Valley, Lake Fidler, Frick, Green, Bear, Franklin, Clinton, Franklin, and Shamokin.

Treverton, Coal Ridge, Locust Summit and the remainder of the collieries are reported to be working on the old basis.

Orders for the Western market are becoming scarce, and several of the largest shippers, as the Cameron, &c., for the past few days are sending nearly all their coal east. The same may be said of Treverton. The principal shippers west at present are the Big Mountain and Coal Ridge collieries.

RICHMOND COAL WHARVES—IMPORTANT DECISION.—We extract the following from last evening's Philadelphia BULLETIN:

"NEW PRICE.—Justice Read.—This morning a decision of great importance to the coal trade of Philadelphia was rendered in the Courts, affecting, as it does, not only the operators, but the Reading Railroad Company in the disposal of the piers at Port Richmond. The suit was brought by Auden ried & Co. against the Philadelphia and Reading R. R. Co., because the latter had refused to allow the former to further occupy the pier heretofore allotted to the plaintiffs. The judge refers to the fact that the plaintiffs were the first and largest shippers of coal over defendant's road, and the operations are on a great scale of magnitude, benefiting both the mine and the company, and the Judge says whatever dispute there may be between Messrs. Audenried and the railroad was the subject of amicable settlement, and if that could not be effected there was a remedy by an appeal to a legal tribunal, but not of intent *to mimic*, of breaking up an old-fashioned customer by depriving him of all wharf accommodations at Richmond. I think, the reason assigned did not justify the defendants in taking away from the plaintiffs all proper wharf accommodations. There was no reason justifying the company in their action, is the assignment of wharf accommodations to persons situated as the plaintiffs were and are a mere matter of caprice? This is a question of the gravest character to the company, who derive all their chartered rights from the State and to the community at large, who cannot look on without a strong feeling of disapprobation at the arbitrary acts of a corporation, however wealthy and powerful. I am of opinion the defendants were and are bound to give the plaintiffs proper wharf accommodations at Richmond, and I accordingly grant an injunction, as prayed for.

"An appeal was immediately taken by the defendants from the decree to the Supreme Court *in banc*."

In the TELEGRAPH there is a long report of the case, too lengthy for us to copy. The *animus* of the suit is stated in the following, which we extract from the report:

"The dispute between us and the company arises from different interpretations of the terms of a verbal contract. I never knew or believed nor heard it asserted that the terms were such as the company now asserts until the shipping season was over and the drawbacks paid."

Since 1867 the company ships all the coal, and are paid from fifteen to twenty-five cents per ton, with ten cents for drainpage, during the day of arrival, and a loss of this allowance, if not so discharged, and an additional fine.

The defendants claim there is due to them, by the plaintiffs, the sum of $37,993.33, being, as they allege, received by them as drawbacks during the years 1868 and 1869, in excess of the drawbacks current at the time, and in a letter dated 1st of February, 1870, making this claim, it is distinctly stated that if the claim is not properly adjusted "this company will feel constrained to commence legal proceedings for its recovery, and will refuse to permit Messrs. Audenried & Co. to occupy a wharf at Richmond hereafter."

DELAWARE & HUDSON COMPANY'S COAL TRADE.

The following is a statement of coal transported by the Delaware and Hudson Canal Co., for the week ending Saturday last.

	WEEK.	TOTAL.
By Del. & Hud. Canal	48,742	178,467
By Railroad	10,717	171,495
Total	59,459	349,962
For the same period last year:		
By Delaware & Hud. Canal	61,201	171,467
By Railroad	16,258	178,028
Total	77,459	349,495

CUMBERLAND COAL TRADE.

The Cumberland Coal Trade for the year to the 1st inst. compared with last year:

	BALT. R. R.	CANAL.	TOTAL.
	WEEK.	TOTAL.	WEEK.	TOTAL.	TOTAL.
1870	15,256	39,789	15,442	37,653	77,442
1869	30,256	67,189	17,119	37,997	105,186
Decrease in 1870,	15,000	27,400	1,677	344	27,744

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

NOTICE OF CARGOES SENT AND SALES OF NEW BRUNSWICK.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

PHILADELPHIA, April 29, 1870.

Red Ash Prepared	6 @ 6 25	Chestnut	7 @ 7 50
do do Chestnut		Locust Mt Lump	6 @ 6 25
W. Ash Lump	4 @ 4 25	do Shamokin	4 @ 4 25
Shamokin	4 @ 4 25	do Broken	4 @ 4 25
Broken	4 @ 4 25	do Egg	4 @ 4 25
Egg	4 @ 4 25	do Nut	4 @ 4 25
Stove	4 @ 4 25	do Chestnut	4 @ 4 25
Nut	4 @ 4 25		
Steve	4 @ 4 25		

Schuyl. Red Ash 6 @ 6 25
Schuyl. Shamokin 4 @ 4 25
S W Ash Lump 4 @ 4 25
Steamboat 4 @ 4 25
Broken 4 @ 4 25
Egg 4 @ 4 25
Stove 4 @ 4 25
Chestnut 4 @ 4 25

BALTIMORE, April 29, 1870.

Retail—

Lehigh Lump	7 00
Shamokin	6 50
Broken	6 50
Egg	6 50
Stove	6 75
Chestnut	6 75

To the trade by cargo or car load:

Williamsport and Pittston W Ash	4 00 @ 4 25
Lykens Valley Red Ash	4 00 @ 4 25
Shamokin White or Red Ash	4 00 @ 4 25
Lykens Valley Red Ash	4 00 @ 4 25
From yard for wharf, 50 to 75 cents additional.	
By retail to consumers	7 25 @ 8 50
Georges Creek and Cumberland Coal, f. o. b. at Locust Point for shipment	5 00

ALEXANDRIA AND GEORGETOWN, April 29, 1870.

Georges Creek & Cumberland, cargo, f. o. b. 4 00 @ 4 75

PRICE OF COMPANIES' COAL.

	L.	Egg.	Stove.	Chest.
Lehigh	4 45	4 45	4 90	4 90
Williamsport Hopkins	4 75	4 90	5 15	5 15
Scranton, Elizabethport	4 60	4 75	5 00	5 00
Scranton, Jersey City	4 70	4 85	5 10	5 10
Lehigh, Pt. Johnson	5 40	5 55	5 65	5 75
Lehigh, Elizabethport	5 40	5 55	5 65	5 75
Elizabethport and Pt. Johnson to New York				
out 6 cents; Newburgh 10 cents; Brooklyn 15 cents; Roundout 6 cents; Newburgh 10 cents; Brooklyn 15 cents; Rondout 20 cents.				
Broken	5 25	Chestnut	4 75	

"The retail trade as usual at this season of the year is quiet, and dealers are not at all anxious to replenish their stocks."

PRICES OF GAS COAL.

PROVINCIAL.	Duty, $1 25 Gold.	AMERICAN.
At Shipping points.		Delivered at N. Y. Currency.
Block House	$1 25	Westmoreland	$5 75
Gowrie	75	Despard	5 50
Lingan	75	Wentworth Grove	5 50
Sydney	1 25	West Fairmount Slit	5 00
Pictou	1 25	PHILADELPHIA.	
Little Grace Bay	1 50	Powelton Gas	7 00
Sydney Mines	1 50		
Black Diamond	1 50		

Black Diamond 1 50
Freights to New York $2 25 to Boston $2 75@3 25.

COAL FREIGHTS.

	Per Gross Ton.	Per Net Ton.		Per Gross Ton.	Per Net Ton.
Boston	$1 00	$0 90	Wantucket	$1 75	$1 60
Salem	1 00	90	New Bedford	1 75	1 60
Lynn	1 00	90	New London	1 50	1 35
Newburyport	1 00	90	Norwich & Ior	1 75	1 60
Newburyport	1 00	90	Stony Haven	1 75	1 60
Bridgeport	1 00	90	Providence	1 75	1 60
Saco	1 75	1 60	Norwalk	1 50	1 35
Portland	1 75	1 60	Hartford	1 50	1 35
Bangor			Middletown	1 50	1 35
Providence	1 75	1 60	Albany	1 55	
Bristol	2 00		New York	70@1 00	60
Fall River	1 75	1 60	Jersey City		
Newport	1 75	1 60	Baltimore		
Mill River	1 75	1 60	Washington	1 10	
Taunton	1 50	1 35	Richmond		
Rockport	2 75		Bangor	2 50	
Gloucester	2 50		Hudson	1 75	
Annapaug	2 00		Norfolk	1 15	
Marshfield	2 50		Galveston	7 25	

RATES OF TRANSPORTATION TO TIDE.

BY READING RAILROAD.

	Pr. Ton.	Pr. Gross Ton.	Ct.	Pr. Net Ton.	Ct.
To Port Richmond	$2 00	$2 03	00	$2 00	00
To Philadelphia	2 00	2 03	00	2 00	00

The rates from Schuylkill Haven are 5 cents per ton less, and from Tamaqua 7 and Pinegrove 12 cents per ton higher.

A drawback of 80 cents a ton is allowed on all coal shipped to Philadelphia, and of 50 cents per ton on all coal shipped to other points a drawback of 40 cents per ton will be made until further notice.

SCHUYLKILL NAVIGATION RAILROAD.

Mauch Chunk to Philadelphia $2 10

LEHIGH VALLEY, D. & L. CANAL AND MORRIS & ESSEX RAILROADS.

To Elizabethport.	To Hoboken.
L. V. R. R.	6 81 L. V. R. R.	6 81
N. J. Central	1 12 Morris & Essex	1 10
	81 99	81 99
Shipping & wharfing	2 00 Shipping & wharfing	2 00
	$2 25	$2 25
To Port Johnson		$1 35
To South Amboy		2 15
From Penn Haven to Elizabethport & Pt. Johnson		2 99

BY LEHIGH NAVIGATION COMPANY'S RAILROAD.

Penn Haven to Philipsburg			95
Penn Haven to Philipsburg			1
Mauch Chunk to Hoboken and Port Johnson			2 00
Shipping and wharfage			35

BY CANALS.

SCHUYLKILL NAVIGATION COMPANY.

The following are the rates of toll and freight on the Schuylkill Canal for the present.

TO NEW YORK.

From	Pt. Carbon.	Mt. Carbon.	Sch. Haven.	Pt. Clinton.
Toll	$1 10	$1 05	$1 07	$1 03
Freight	1 75	1 75	1 70	1 65
	$2 85	$2 81	$2 77	$2 68

Drawback on coal for New York and vicinity 45 cents per ton.

TO PHILADELPHIA.

From	Pt. Carbon.	Mt. Carbon.	Sch. Haven.	Pt. Clinton
Toll	$1 10	$1 05	$1 07	$1 03
Freight	90	90	85	80
	$2 00	$1 99	$1 92	$1 90

BY LEHIGH CANAL.

From Mauch Chunk to Lehigh ..... $ 10
New Hope and Bristol 70
Through to New York 2 25
Through to Philadelphia 2 10

BY MORRIS CANAL.

To New York $2 50
To Jersey City 2 25
For re-shipment 2 25

COAL TRADE BY RAILROAD AND CANAL, 1870.

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

	RAILROAD.	CANAL.
	WEEK.	TOTAL.	WEEK.	TOTAL.
Sch. Clair		155 07		
Port Carbon		1,972 18		201 10
Pottsville		1,537 05		741 05
Schuylkill Haven		14,053 14		991 09
Auburn		1,047 02		
Port Clinton		4,117 07		
Total paying freight		22,882 12		
Coal for Company's use		573 11		
Total for Week		23,455 03		1,415 10
		847,398 09		19,782 12
Total		870,853 12		21,209 02
To same time last year		1,105,422 12		146,690 05
Increase				
Decrease		235,005 03		119,181 03

SCHUYLKILL COUNTY RAILROADS FOR 1870.

The following is the quantity transported last week:

	Week.	Total.
Mine Hill & S. H. R. R.	19,811 17	29,395 17
Schuylkill Valley	1,856 16	27,756 11
Mill Creek	1,231 18	17,098 13
Mt. Carbon	2,3 07	11,291 05
Lorberry	3,132 18	4,220 06
Good Spring	13,901 11	13,901 11

LEHIGH COAL TRADE—1870.

LEHIGH VALLEY RAILROAD.

A standby tell sent by Lehigh Valley Railroad for the week ending on Saturday last and for the year:

	WEEK.	TOTAL.
Wyoming	11,021	227,152
Lehigh	36,562	222,257
L. Lehigh	661	4,256
E. Mauch Chunk	7,551	191,355
Mahanoy	1,514	16,619
Mauch Chunk		459
Total	61,612	1,111,304
Same time last year	70,377	1,028,944
Increase	8,735	307,641
Decrease		

LEHIGH COAL AND NAVIGATION COMPANY.

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

	WEEK.	TOTAL.
By Canal	21,057	89,057
By Railroad		
The Coal was derived as follows	WEEK.	TOTAL.
From Wyoming Region	21,057	224,075
" Upper Lehigh Region	4,062	26,621
" Harleton Region	997	11,321
" Beaver Meadow	817	6,462
" Mahanoy		10,000
" L. C. & Nav. Co.'s mines	21,057	320,982
Less del. by L. V. R. R. at N. Notch		
Total		

New Advertisements.

POTTSVILLE, APRIL 30TH, 1870.—The undersigned hereby give notice that on the 15th day of April, A. D. 1870, a certain Writ of Fieri Facias, issued out of the Court of Common Pleas of Schuylkill County, and a writ of Sequestration, issued out of the Court of Common Pleas of Union County, and to me directed, there will be exposed to public sale or outcry, on

SATURDAY, MAY 21st, 1870,

at 10 o'clock in the forenoon, at the Court House, in the Borough of Pottsville, Schuylkill County, the following described real estate, to wit:

ALL the tract or parcel of land, situate in the Borough of Ashland, County of Schuylkill and State of Pennsylvania, on the north side of Centre street, west of Fifteenth street, being the lot marked on the map or plan of said Borough with the number Two hundred and Six, with the appurtenances, consisting of a 2-story frame dwelling house, with stone basement, and a 1-story frame kitchen attached; as the property of SAMUEL REIGHLER.

ALSO, NO. 1.—All that certain lot or piece of ground, situate in Barry Township, Schuylkill County, adjoining lands of Francis Deiger, Michael Snyder, John B. Otto and others, containing 5 acres, more or less, with the appurtenances, consisting of a frame weather-boarded dwelling house.

NO. 2.—All that certain farm or tract of land, situate in North Manheim Township, Schuylkill County, (near Orwigsburg,) adjoining the Centre Turnpike, lands of Benjamin Pott, deceased, David Gearhart, Edward Keiss and others, containing 84 acres, more or less, with the appurtenances, consisting of a 2-story log dwelling house, with a 1-story log kitchen attached, a log barn, and 2 log stables; as the property of JOHN K. CHARLES.

ALSO—All that certain lot or piece of ground, situate in the Borough of Pottsville aforesaid, bounded and described as follows, viz: Beginning at the intersection of the line of Benjamin Pott's property with the line of Church Alley, on the east side of Ivy number twenty-seven (27), in the rear by a public alley twenty feet wide, now called Schuylkill Avenue, and on the west side by lot of John Kalbach, with the appurtenances, consisting of a one-story frame dwelling house, with one-story frame kitchen attached and frame stable, being the east half of lot marked in the town plot of Benjamin Pott's estate in the Borough of Pottsville, with the number twenty-eight, (28,) containing in front 30 feet and 154 feet deep.

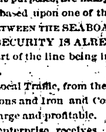
Terms and conditions will be known at the time and place of sale by

JOSEPH H. SKEEN, Administrator.
By order of the Orphans' Court.
CHAS. McGEE, Clerk.
Pottsville, April 30, '70 18-3t

Attest—CALVIN REHRER, Rec. Sec'y.
April 30, '70.

WILLIAM D. ROGERS, CARRIAGE BUILDER.

ORIGINAL AND ONLY MANUFACTURER OF THE CELEBRATED



ROGERS' CARRIAGES,

1009 and 1011 CHESTNUT STREET, PHILADELPHIA.

LIGHT WAGONS AND PHAETONS, FOR THE ROAD AND PARK A SPECIALTY.

☞ New and Elegant Styles of Carriages constantly produced. April 23, '70—18-3m

ORPHANS' COURT SALE.—Pursuant to an order of the Orphans' Court of the County of Schuylkill, in the Commonwealth of Pennsylvania, the subscriber, one of the Administrators of Henry Boyer, late of the Borough of Reiverville, in the County of Schuylkill, deceased, will expose to sale by public vendue or outcry,

SATURDAY, MAY 28th, 1870,

at 2 o'clock in the afternoon, at the public house of J. M. Feger & Co., in the Borough of Pottsville, in the County of Schuylkill aforesaid, all that certain three messuages, tenements and lots of ground, situate in the Borough of Pottsville, County of Schuylkill and State of Pennsylvania.

No. 1—All that certain messuage, tenement and lot or piece of ground, situate in the Borough of Pottsville, County of Schuylkill, bounded and described as follows, to wit: On the north-west by Church Alley, 30 feet, thence by lot of Henry Ball, southeastwardly direction, 90 feet, thence in a southwestwardly direction parallel with Church Alley, 4 feet, thence in a southeastwardly direction 62 feet to Schuylkill Avenue, thence along said Avenue in a southwestwardly course 26 feet to the other property of Henry Boyer, deceased, thence by the same 62 feet to Church Alley, being the westwardly half of lot numbered No. 27, on the plan of Benjamin Pott's additions to the Borough of Pottsville, with the appurtenances, consisting of a two story frame dwelling house, with stone basement, and a one-story frame kitchen attached; and also a one-story frame dwelling house, with stone basement on the rear of said lot.

No. 2—All that certain lot or piece of ground, situate in the Borough of Pottsville aforesaid, bounded on the north by Church Alley, on the east by lot marked No. 28, on the plan of Benjamin Pott's additions to the Borough of Pottsville, with the appurtenances, consisting of a two story frame dwelling house, with stone basement, and a 2 log stables on the rear of said lot; as the property of JOHN HOFMAN, owner or reputed owner and contractor.

ALSO—All that right, title and interest of George C. Lee, of, in and to all that certain lot or piece of ground, situate in the Borough of Port Carbon, Schuylkill County, bounded northwardly by Second Street, eastwardly and southwardly by lot of Margaret Wilkins, and westwardly by Railroad Street, containing in width 25 feet, and in depth 110 feet more or less, with the appurtenances, consisting of a two story frame dwelling house; as the property of GEORGE C. LEE.

ALSO—All that certain lot or piece of ground, situate in the Borough of Pinegrove, Schuylkill County, bounded northwardly, by lot now or late of Levi Miller, eastwardly by lot now or late of Levi Miller, southwardly by lot of Frances Robinson, and westwardly by a 20 feet wide alley, containing in width 50 feet, and in depth 207 feet, more or less, with the appurtenances consisting of a 2-story frame dwelling house, 2-story frame kitchen, and a frame hog-cote; as the property of REBECA BOYER.

ALSO—All those certain six tracts of patented land, situate in Pinegrove and Lower Mahantongo Township now partly Heglins and partly Porter Townships, Schuylkill County, Pa., surveyed on warrants in the names of Jacob Bower, Jacob Bower, Michael Madara, John Stroecker, Philip Miller and Conrad Fager, bearing date the 15th day of November, 1785, and numbered in the draft of said Township, Kunselman and others, which said six tracts were all patented to James Wilson, Esq., by deeds of even containing 440 acres, 94 perches and allowance, by Patent enrolled in Patent Book P, Vol. 27, page 25. One other of them containing 440 acres 61 perches and allowance, by Patent enrolled in Patent Book P, Vol. 27, page 26. One other of them containing 440 acres 94 perches and allowance, by Patent enrolled in Patent Book P, Vol. 27, page 27. One other of them containing 440 acres 94 perches and allowance, by Patent enrolled in Patent Book P, Vol. 27, page 28. One other of them containing 440 acres 94 perches and allowance, by Patent enrolled in Patent Book P, Vol. 27, page 29. One other of them containing 440 acres 94 perches and allow