Miners' Journal.

SATURDAY, JUNE 4, 1870.

RATES OF ADVERTISING.

SPACE.	1 ft.	1m.	2m.	3m.	6m.	1 yr.
1 Square (1 inch) or less,	$1 00	$2 00	$3 50	$5 00	$8 00	$10 00
2 Squares, (one inch,)	2 00	3 00	6 00	8 00	14 00	20 00
3 Squares,	3 00	4 00	8 00	12 00	20 00	30 00
4 Squares,	4 00	5 00	12 00	16 00	24 00	35 00

ALPHABETICAL SPECIAL NOTICES.—Single insertion 4½ cents a line; each subsequent insertion 2½ cents a line.

LOCAL BUSINESS NOTICES.—Second Page, 25 cents a line for first insertion; each subsequent insertion 15c. per line.

GENERAL NOTICES.—Third Page, 20 cents a line first insertion; each subsequent insertion 15 cents per line.

MARRIAGE NOTICES.—20 cents each.

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

VEGETATION is suffering severely in Central New York from too much of rain.—*Exchange.*

We will be very happy to spare them some dozen extra showers.

WILL the papers at Washington or some of the correspondents publish the vote in the Senate postponing the Franking Bill? The people want to see the names.

WE were informed yesterday by a gentleman from one of the outer districts that there is now quite as great a rush for the MINERS' JOURNAL every morning as there was for papers during the rebellion.

WE are glad to learn that President Grant will not re-appoint Commissioner Wells when his term is up on the 30th of June. Congress ought to have dispensed with his services two years ago, by refusing an appropriation for his salary. Ever since he was in England he has been an enemy to the domestic industry of the country, and is no doubt paid for his treason.

WE observe that Mr. R. B. Platt of Wilkesbarre, has accepted the appointment of canvassing agent for the ANTHRACITE WORKMAN. Mr. Platt has not been a favorite with some of the leaders in consequence of his honesty and integrity in the cause of labor, and of the fact that he possesses more good judgment and common sense than two-thirds of the leaders in this County. We have had occasion to differ from Mr. Platt in some of his views, but we have always given him credit for being honest in his views and in his expression of them.

EMIGRATION.—A letter from South Wales published in the London MINING JOURNAL says:

It would almost seem that as the times become more prosperous in the mining and manufacturing districts the inclination to emigrate becomes more prevalent amongst the working people. In nearly all parts of Monmouthshire and Glamorganshire the disposition to emigrate is at most times pretty strong, and in "good times" it is more readily evinced as the means to call it out are more easily acquired. From different parts of these two counties numerous families leave weekly to go to America or Australia, being allured to leave their native homes to try their fortunes in other and remote parts of the world, of which people have drawn glowing pictures to them. Hence it is not improbable that during the year, should it be as prosperous as expected, many skilled hands will leave left the district, and some difficulty will be experienced in replacing them at the various establishments.

THERE has been a sharp debate on the Income Tax, in Congress, and a vote was to be taken yesteday. A large number of amendments were offered. If we had the settling of the question, we would re-enact the bill for five years longer, and no more.—We would fix the exemption at $1500, and charge three per cent on all sums up to $5000, and on that sum and upwards five per cent. This would be fair, and not oppress persons of small means, and would give as universal satisfaction as the passage of any tax measure could give.

Since the above was written, we learn by telegraph that the House yesterday fixed the exemption at $2000, and the tax at three per cent.

THE Washington correspondent of the TRIBUNE says:

Mr. Schenck announced to-day that he had an amendment of two sections to add to the Tax Bill now under consideration in the House. It is understood these sections are the short Tariff bill suggested by the Ways and Means Committee, which repeals the custom receipts $25,000,000, increases the free list and reduces the duty on free articles, such as sugar, molasses, tea, coffee, etc.

It is asserted by those last acquainted with the subject, that if the House Internal Tax bill be passed, at least one-half the present number of collectors of internal revenue can be dispensed with, for the reason that the bill simplifies the working of the internal tax system, cuts off unnecessary work, &c., and reduces taxes so that about two districts can be consolidated into one, and half the officers can carry on the work with as much facility as heretofore.

So much the better for the people. Pass these bills and the Tariff bill before adjournment and we will cease scolding Congress for omissions and talking.

A DISTRESSING CASE.—Our readers have been made acquainted with the unfortunate death of Mr. Sutton, an engineer at S. E. Griscom's Colliery a few days ago, which occurred three or four hours before the arrival of his wife and seven children from England, at his home at the colliery. The widow and orphans are entirely destitute in a strange land, and a subscription paper has been placed at this office to receive contributions. We hope all charitable persons will contribute for their relief. The money will be forwarded to Mr. Griscom for their relief as soon as received.

The following subscriptions have been made so far:

S. L. Grisom & Co.,	$5 00
Mahanoy Valley Council M. Coal Association,	5 00
Benjamin Hayhood,	20 00
Beaman & Repsey,	10 00
Mr. Hammersley,	1 00
James Bowen,	1 00
G. W. Tamagna,	5 00

THE experience which New Englanders have received in the defeat of Mr. Lynch's bill should be useful to men who seem to be so anxious to take care of their own interests and abandon all others. When the tariff bill was up our men from the Middle States stood up manfully for New England interests, and all the rates demanded by the latter were secured. But no sooner were the peculiar interests of the Middle and Western States reached, than New England began to get weak in the knees. As Judge Kelley truly remarked in the tariff debate, Pennsylvania can get along under any tariff that any other State can live with, and is not before Congress in the attitude of the importunate beggar that has been represented. For the sake of the rising industries of some of our sister States, we are anxious that the protective system should be maintained and extended. Let the lessons just administered to sectionalism on this question of protection to our industry be profited by, and let all understand that on this question fair dealing and honesty are the best policy.

THE ANTHRACITE WORKMAN.—We have received the first number of this new organ of the workingmen, published in Wilkesbarre, by Mr. J. C. Fincher. It presents a neat appearance, and its general tone is quite as fair in the issues as it was when he commenced with the original MONITOR. But that paper degenerated in his hands when it became an advocate of Free Trade doctrine, and we denounced it on that account, as we will any journal that advocates a policy which is hostile to the interests of the country and of the working classes.

Mr. Fincher intimates in the WORKMAN that we have had him. He is mistaken. We never met him, and consequently have no personal acquaintance with him. We never have taken exception to anything but erroneous views and principles which he may have enunciated.

Having been assailed for being the death of several news papers, Mr. Fincher states that he has been connected with five papers. Three were in a dying condition when he took hold and tried to resuscitate them. Two succumbed in consequence of the Rebellion. We recollect very well one of his papers, "Fincher's Trades Review." We exchanged with it; often read in it very good articles on industrial subjects from the pen of the editor, some of which we copied with commendatory remarks. We welcomed his MONITOR and only condemned it, as we have said, when he advocated Free Trade in its columns. We now date as cheerfully welcome the WORKMAN into the field of journalism, hoping that it will be conducted in the right spirit, and with an eye single to the real welfare of the important class of which it desires to be an organ. We recognize the difficulties which encompass the path of an editor of a working man's paper, for it requires judgment, common sense and tact to success fully conduct such a paper.

The first number, with a few exceptions, promises to be conducted with considerable fairness. But there is one point which we must notice, because we consider it unfair and calculated to create a wrong impression. In speaking of the operators' basis he says that "they combine to force the poor miner "to toil a whole week shut out from God's "light and air for the miserable sum of "$12, and his poorer laborer for $10, and "the outside laborer for $9 per week." Now Mr. Fincher must know, and if he does not we will tell him, that not more than 5 out of 100 miners in this Region work by the week. They work by contract, and if they work eight hours they can make at least $20 a week and some of them double that. We will admit that the wages as fixed by the week for miners and laborers are too low, much lower than we desire to see them, but unfortunately it is a law of trade that when business is dull and depressed and the market overstocked by a particular commodity, those engaged in that production must suffer a reduction. Another thing—last year when the miners fixed the basis of week's wages it was fixed for laborers at $12 for inside and $11 for outside. Formerly the laborers could make within $3 or $4 of what the miners did. Now the miners can make double what the laborers can. Now there is too great a discrepancy between the wages of the miners and the laborers, and the latter must blame the miners for the low wages they receive.

Let the editor of the WORKMAN in his future numbers treat all subjects truthfully and honestly, eschewing deception, and the MINERS' JOURNAL will have no cause of quarrel with him.

ENGLISH VS. AMERICAN INTERESTS—LEGISLATION IN CONGRESS.

WE COMMEND the following article from the LONDON MINING JOURNAL to the especial attention of the American members of Congress who are legislating for British interests. The English manufacturers are certainly capable of judging whether reductions in our tariff benefit English or American interests—and the fact that American purchasers are rushing into the English markets for cheaper pig and bar iron shows that they must certainly believe that our iron works cannot compete with foreign manufacturers, otherwise they would not rush to England for supplies when our home business is absolutely depressed, and prices lower while our product generally is better than the English:

FAVORABLE RESULTS OF AMERICAN TARIFF LEGISLATION.

"We have information from the iron making districts which fully confirms the views we have expressed as to the probable effect of the legislation in Washington upon the duties imposed upon iron and steel imported into America. There can be no doubt that if the duties which the House has shown itself to be in favor of should ultimately become law, some what better than the old days will have returned to the iron-making districts so far as it relates to the trade with America; and that the newer districts will feel an immense impetus in the demand for railway iron and steel in particular. Already we know of one house that has been oppressively filled with work demanded exclusively because of the anticipation by importers on the other side of the Atlantic that the reductions upon pigs and some of the leading kinds of finished iron may come into operation in October. Improvements, though in a less conspicuous degree, are likewise reported in other quarters, all with the same anticipation. Then there are inquiries coming over which indicate an extension of the anticipations here mentioned, but enterained with some less assurance as to the ultimate issue of what is now taking place. These latter people watching narrowly the tactics of the Iron and Steel Association in their country, are undecided that the bill will not even yet be abandoned. But the success which has thus far attended the free trade reaction has been so much more decided than they had anticipated that, if presently they should see that the changes will become part of the enacted statutes, they desire to be prepared to avail themselves to the utmost of the benefit which would be within their reach. Hence they are asking quotations for quantities which far exceed any to which Surrespondence has related for several years past. And this is taking place at the same time that purchases of pig and finished iron are being made in this country by Americans, who have brought with them many thousands of pounds which they will invest in placing orders at the furnaces and mills of Great Britain. Not alone, therefore, our own anticipations perviously ventured upon, but likewise American negotiations, and actual business done within the past few days, tend to emphasise the importance to the iron and mining industries of these kingdoms of the new Tariff legislation to which the MINING JOURNAL has not hesitated to give some prominence."

The *London ECONOMIST* comments as follows on the Tariff Bill in Congress:

"There is the more reason for watching the movement because the cause we have pointed out are most likely to operate *Manufactures of all kinds are certain to languish; protected industries, like shipbuilding are certain to be prostrate*: there will be no difficulty in detecting the suffering of some interests to the attempts to protect others; the quarrel between the protected interests can hardly fail to increase. Even if America should participate, as it may, in a general recovery of trade throughout the world, and the producer get better prices through some turn of chance in his favor, much distress will still be left, and the producer may be slower of belief, after his late experience, that the higher price is due to protection. The change of opinion, having begun, will almost certainly go a good way. For that reason it should be observed, *as we have so much interest in the result*—though we may be slow to entertain the conviction—that the triumph of free trade is likely to be complete and speedy."

The English press and manufacturers fully understand the effect that low duties will have on our industry, but two-thirds of the men we send to Congress know as much about the productive interests of the country as a Fejee Island savage. The impression is gaining ground everywhere that we send too many lawyers to our legislative assemblies who care more about splitting hairs on some abstract question than legislating for the interests of the country. And when a lawyer becomes corrupt in our legislative halls he is hard to beat in that line of business.

SCHUYLKILL NAVIGATION.

We notice an advertisement very quietly inserted in the city dailies without comment of any kind, indicating one of the most important business movements of recent date. It is a call for a special meeting of the stockholders of the Schuylkill Navigation Company, to be held on the 20th of June, to consider a proposition to lease the works, franchises and property of the corporation to the Philadelphia and Reading Railroad Company. Of course, as this meeting is called by order of the managers, we presume that everything has been carefully arranged in advance, and that a controlling interest will vote for the lease. We do not see that the company can do any better, as under the auspices of the great railroad corporation that now controls the trade of Schuylkill County, the stockholders will secure regular dividends which they are not likely to obtain, judging from the past, under a separate arrangement.

The management of Mr. Frailey, as President of the Navigation Company, has been very good. He has done the best that was possible under all the circumstances, and the works are now in excellent condition.—The capacity of this great canal is equal to any in the country, and superior to most of them. It has been so strengthened at every point that the heaviest freshets inflict very little damage. It has also taken charge of the Union Canal and put that in the best state of repair, so that the two are now efficiently worked as a through line to the Susquehanna. But with the vast growth of the power of the Reading Railroad, the chance for competition on the part of the canal is at an end. If the latter were managed by the railroad company, the railroad could transfer to it much business that now inconveniently crowds the rails. It is possible, also, that the Railroad Company would substitute iron steamers for the wooden barges, and so revolutionize the entire coal trade, in the interest of general business. All our American canals have suffered from the deficiency of capital on the part of their owners, but in the hands of great railroad corporations and worked under a lease, they are capable of much more than has yet been developed. The Pennsylvania Railroad Company has in this way, made the Juniata and Susquehanna Canals pay well, and so we believe could the Schuylkill Navigation be made to yield an equal profit if leased and worked by the Reading Company. We own no Navigation stock at this time, but if we did we should vote for the lease with sincere good will, and in entire confidence of its ultimate success.—*Germantown Telegraph.*

A man at Springfield, Ill., bet two ladies a new dress each that they couldn't refrain from talking for two hours. One of them held out for an hour and ten minutes and the other won the dress. They made it up on him when the time had expired. What a strain it must be on a woman to keep her tongue still that length of time.

The Carolina papers contain the notice of the death of Mr. Dennis Hart, printer, and the oldest editor in North Carolina, who died in Hillsboro on Friday last, in the eighty-seventh year of his age. Mr. Hart was a native of Connecticut but came to North Carolina in early life. In the year 1820 he began the publication of the Hillsboro' RECORDER, which paper he conducted until about one year ago.

General Notices.

3 cents a line first insertion; each subsequent insertion 15 cents a line.

A STARTLING TRUTH! Thousands die annually from neglected coughs and colds, which soon ripen into consumption, or other equally fatal diseases of the lungs; when by the timely use of a single bottle of *Dr. Wistar's Balsam of Wild Cherry* their lives could have been preserved to a green old age.

HOW TO LOOK YOUNG—SIXTEEN—Don't paint or use vile Hair Restorers, but simply apply Hagan's Magnolia Balm upon your face, neck and hands, and use Lyon's Kathairon upon your hair. The Balm makes your complexion pearly, soft and natural, and you can't tell what did it. It removes freckles, tan, sallowness, ring-marks, moth-patches, etc.; and in place of a red, rustic face, you have the marble purity of an exquisite belle. It gives to middle age the bloom of perpetual youth. Add these effects to a splendid head of hair produced by the Kathairon, and a lady has done her best in the way of adornment. Brothers will have no spinster sisters when these articles are around. 23 4-1

The Coal Trade.

POTTSVILLE, JUNE 4, 1870.

The quantity sent by Railroad this week is 23,564; by Canal, 1,637; for the week, 25,201 tons, against 1,015 tons for the corresponding week last year.

The quantity sent this week from Schuylkill County is 8,386 tons less than the quantity sent last week. During the week we learn that one small colliery that did not belong to the Anthracite Coal Association commenced work. They said they were compelled to do so for the want of funds, while those who have been working have been doing less.

We are now satisfied that more than three-fourths of the men are desirous to go to work. The leaders however desire to control them still further, and to prevail upon them to permit said leaders to negotiate for them, and thus save their organization. We think the only way to save the organization is to appoint different persons to negotiate terms, because no person outside of the organization have any confidence in these leaders, and many of the members are already turning their backs upon them for their deception in not placing before them the true state of the trade, so that they would not have been placed in their present situation. We doubt very much whether the coal operators would have anything to do with the principal leaders, but will negotiate with the men direct at the different collieries, unless other persons than the leaders, in whom confidence can be placed, are selected for such a purpose. Such leaders, as many have proved themselves to be, would destroy anything they touch, and if rumor is true, some of them were adepts in that line before they came to this country, leaving their country for their country's good.

THE ENGINEERING AND MINING JOURNAL states that the supply of coal in New York is equal to the demand. Lehigh Coal of the larger sizes come in slowly, and are a little scarce.

The Delaware Division Canal has been repaired and is now in navigable order.

One of our boatmen informed us last week, who is in the habit of buying coal, when he cannot get loading and taking it to New York to sell, that he had written to a dealer who formerly purchased coal of him to ascertain prices, and he found that it would not pay any profit, and that he could not make his freight, and of course it was to his interest to lie idle.

"COMMON SENSE" has been received, but as no name accompanied it, we cannot use it. The compromise he proposes however, would not be entertained by the operators as far as we know their sentiments. They object to the $1 basis as fixed by the miners, on the ground that they cannot make any profit when coal sells at $3. They contend that the average cost of coal last year, put in the cars at Port Carbon, cost $3 a ton. That is the reason why they asked a reduction of 50 per cent. on miners contract prices, while they only ask a reduction of about 15 per cent. on the weekly wages. This we understand is the position the operators take. Last year the miners fixed the basis, and the operators were forced to accept it. This year the operators fixed the basis, because the leaders refused to confer with them on any change, and now it looks as if the miners will have to accept theirs this year. This will place them on an equality for a new start; and if the W. B. A. is kept up, and they choose more sensible persons to lead them, we have no doubt a basis can be fixed another year that will be just to both parties. Sensible men conciliate—ignoramuses generally repel everything, even common sense.

OUR Philadelphia correspondent writes as follows:

"There is no new feature in the trade to report; any large amount of coal arriving would make the trade very dull, *prices of every low value.* The Lehigh operators reduced their prices 25 cents per ton for the time for June sales, and Schuylkill coal has declined to the same proportion. Vessels are abundant, and freights low and unchanged."

WE received the following from our New York correspondent last evening:

NEW YORK, June 2, 1870.

"I send prices of Pennsylvania Coal Co. at Newburgh, Delaware and Hudson Canal Co. at Rondout, and Wilkesbarre Coal and Iron Co. at Hoboken, as per circulars issued on the 1st inst. With these exceptions there is nothing new in trade to note. Wholesale and retail orders are mostly waiting for the waters to move" in Schuylkill County.

The trade sums up as follows:

	1869.		1870.			
	WEEK	TOTAL	WEEK	TOTAL	IN & D	
Anthracite.						
P. R. R. R.,	1,095	1,254,135	22,561	1,007,346	246,789	
Sch'yl. Canal,		180,350	2,322	146,128	34,222	
Lehigh R'ds,	923	950,018	6,191	1,313,[illegible]	36,[illegible]	
Lehigh & Sch'yl.			3,852	120,903	20,951	
L. Canal,	1,030	173,120	2,574	40,[illegible]	4,[illegible]	
N. Nav. R'd,	173	300,723	20,571	287,[illegible]	81,[illegible]	
Sch'yl. & Sus.	2,402	256,661	21,176	195,[illegible]	125,[illegible]	
do Nth. Br.	192	20,857	14,[illegible]	96,[illegible]	50,[illegible]	
Penn R. R.,	24,278	336,718	24,[illegible]	306,611	61,921	
do Canal,	255	4,[illegible]	255	4,[illegible]	1,[illegible]	
D. & H. Canal,	35,870	356,651	30,621	392,[illegible]	35,[illegible]	
D. & H. R.,	464	90,[illegible]	1,[illegible]	108,[illegible]	17,[illegible]	
Wyoming Sh'l	4,758	97,[illegible]	6,021	56,241	17,[illegible]	
do Nothn. Sh'l						
Shamokin,	1,271	137,991	7,320	125,931	12,[illegible]	
	72,961	4,622,217	221,[illegible]	4,105,[illegible]		
Semi-Anthrac.						
Trevorton,			7,014	3,[illegible]	31,467	24,443
Short Mt.,	2,811		31,500			31,[illegible]
Lewis Ville,	3,316		18,[illegible]	2,643	4,[illegible]	15,[illegible]
Williamson,	1,[illegible]		5,[illegible]	6,740	10,[illegible]	4,[illegible]
Big Lick Col.,				2,[illegible]	11,974	11,974
	3,[illegible]	112,119	14,974	132,[illegible]		
Bituminous.						
Broad Top,	7,[illegible]	129,[illegible]	7,000	121,613	d. 4,185	
R. & O. R. R.,	13,[illegible]	320,[illegible]	19,[illegible]	293,[illegible]	d. 31,419	
Ches & O. Can,	17,510	124,[illegible]	19,[illegible]	125,[illegible]	d. 3,[illegible]	
	46,631	581,[illegible]	125,613	544,621		
Total all kind,	122,[illegible]	5,319,671	362,[illegible]	5,002,[illegible]		
			123,[illegible]	5,329,671		
			238,[illegible]	473,057		

The shipments this week, including Cumberland Coal, foot up 332,257 tons against 123,768 for the corresponding week last year; and the supply so far this year exceeds the supply of last year 473,057 tons. Independent of Cumberland Coal, the shipments last year for the four weeks from June 12 to July 3, were in the aggregate 510,881 tons. The shipments for the corresponding week this year from the same regions will reach 1,200,000 tons. Add to this 473,057 tons surplus already, which will make Tons 1,673,057
Deduct last years 4 weeks' shipments, 510,881
1,162,176
Giving an excess of coal in the market July 3, 1870, of 1,162,176 tons, while last year, July 3, we were behind the shipments of 1868 to the same period, 490,163 tons. The average shipments from July 3, to December 3, 1869, did not average more than the present weekly shipments, and the market was fully supplied.—Consumers abroad need not therefore be apprehensive about receiving a full supply of coal at about 50 cents per ton cheaper than the present ruling rates. Prices except go lower than that figure, when all the collieries are in operation, because coal could not be sold lower than about 50 cents, and if these prices cannot be maintained, many of the collieries would be compelled to suspend again. Under these circumstances coal must fall to $2 50, and perhaps a little less in this region, but prices cannot average over $2 80 during the balance of the season after the collieries start. All parties can therefore make up their mind, that neither coal nor wages will go beyond basis prices this year, unless there should be a pretty general suspension in the other regions, and we do not believe that they have such stupid leaders there to bring about such a result, in the present state of the trade.

For the information of those interested abroad, we will state that there is every indication that the men will go to work shortly at the operators' basis. The coal operators are firmer than ever. It is even doubtful if many could go to work now, if the miners were to accept the basis at once. They will require from one to two weeks to hunt up their customers to make sales, and the impression is that coal would have to be offered low, to induce many to return. The quotations for cash at New York by the different companies, are at a low figure while so many collieries are standing idle.

We are authorized to state that the men are working at Henry Saylor's Colliery in the Shamokin Region, on the new basis.

The other collieries in the Shamokin Region stand the same as they did last week.

THE Luzerne UNION thus comments on some of the leaders of the workingmen in that section, in giving advice to the miners:

"They must do their own thinking and acting. They have too much trusted their interests to unworthy parties. It would not be difficult to demonstrate even in our own immediate vicinity, that they have been led like a flock of sheep by designing men, men who were too lazy to work and traded upon the gift of gab to make a living out of the honest toilers. These human jackals have been a perfect pest in the coal region. They have sown the seeds of discontent wherever they have gone, fomented jealousies, and produced general demoralization in order to advance their selfish objects. The miners should rid themselves of the parasites, and then might they hope for a thorough "pacification" in the coal trade."

This coming from so strong a Democratic paper as the UNION is, shows that the evil effects of the influence of bad leaders is felt as keenly in Luzerne as in Schuylkill. While we agree with the UNION in the general tenor of its remarks on this subject, we must say that they do not apply to many intelligent miners who are honest and desire to do right, but who are overruled when they give good advice, by the majority.

THE Pennsylvania Coal Company have sent us the following circular list of prices for June, for those purchasers who have not contracted for their supplies:

OFFICE PENNSYLVANIA COAL COMPANY, TRENOLM BUILDING, NEW YORK, June 1, 1870.—Printed prices for Pittston Coal, to be delivered during the month of June, subject to the usual conditions of sale and shipment. The Company reserve the right to advance prices at any time, except upon contracts made prior to such advance, and orders sent in, will not bind the Company until accepted.

DELIVERED AT NEWBURGH.

Lump & 2 2 0 lbs.,	$4 00	Stove, " "	5 10
Steamer, " "	4 60	Chestnut, " "	4 30
Grate, " "	4 70	Pea, " "	3 [illegible]
Egg, " "	4 90		

Seventy cents per ton additional for delivery at New York. The above prices are for cash.

GEORGE A. HOYT, Treasurer.

These rates are 20 cents per ton less than the May rates were.

THE Lehigh Coal Association have adopted the following prices for coal at Mauch Chunk for the line trade for the month of June:

Lump, Furnace,	$3 00	Egg,	$3 20
Lump,	3 50	Stove,	3 75
Stl. Egg,	3 50	Chestnut,	3 60
Broken,	3 50	Pea,	2 00

The coal that is sent to Elizabethport does not command these prices, and we learn that operators even from the line deduct a per centage from these prices, according to quantities.

COAL TRADE BY RAILROAD AND CANAL, 1870.

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

	RAILROAD.	CANAL.
St. Clair,	2,745 10	820 00
Port Carbon,	8,[illegible] 15	
Pottsville,	8,[illegible] 11	
Schuylkill Haven,	11,212 11	811 00
Auburn,	1,[illegible] 15	
Port Clinton,	1,522 12	
Total paying freight,	26,[illegible] 0	
Coal for Company's use,	771 12	
Total for Week,	23,[illegible] 12	1,631 0
Previously this year,	465,785 06	20,255 04
Total,	1,[illegible] 18	21,886 04
To same time last year,	1,[illegible] 15	187,941 12
Increase,		
Decrease,	20,765 13	166,055 08

SCHUYLKILL COUNTY RAILROADS FOR 1870.

The following is the quantity transported last week:

	Week.	Total.
Mine Hill & S. H. R. R.,		419,857 00
Schuylkill Val. C.,	2,471 16	50,671 01
Mill Creek,	1,257 10	61,881 11
Mt. Carbon,	1,[illegible] 15	12,861 02
Lawberry,	6 15	4,[illegible] 05
Good Spirit,	5,[illegible]	3,[illegible] 00

LEHIGH COAL TRADE—1870.

LEHIGH VALLEY RAILROAD.

Quantity sent by Lehigh Valley Railroad for the week ending on Saturday last and for the year:

	WEEK.	TOTAL.
Wyoming,	12,[illegible]	197,[illegible]
Hazleton,	20,[illegible]	435,[illegible]
E. Lehigh,	60	3,[illegible]
E. Mendow,	13,[illegible]	1[illegible]
Mahanoy,	3,[illegible]	1[illegible]
Mauch Chunk,		
Total,	36,[illegible]	1,[illegible]
Same time last year,	16[illegible]	1,[illegible]
Increase,	[illegible]	97,[illegible]
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,		
By Railroad,	4[illegible]	[illegible]
The Coal was derived as follows	WEEK.	TOTAL.
From Wyoming Region,	2[illegible]	4[illegible]
" Upper Lehigh Region,	2,[illegible]	4[illegible]
" Hazleton Region,	9,[illegible]	6[illegible]
" Beaver Meadow,	5,[illegible]	2[illegible]
" Mahanoy,	4,[illegible]	2[illegible]
" L. C. & Nav. Co.'s mines,		5[illegible]
Less del. to L. V. R. R. at S. Nitch,	5,[illegible]	5[illegible]
Total,		

DELAWARE & HUDSON CORPANY'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 Lack & Hud. Canal,	6[illegible]	2[illegible]
By Delaware & Hud. Canal,	4[illegible]	2[illegible]
South,	1[illegible]	1[illegible]
Total,	3[illegible]	5[illegible]
For the same period last year,		4[illegible]

	WEEK.	TOTAL.
By Delaware & Hud. Canal,	25,870	2[illegible]
By Railroad,	6[illegible]	3[illegible]
South,		1[illegible]
Total,	3[illegible]	5[illegible]

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

[SOUTH OF CAPE HENRY AND EAST OF NEW BRUNSWICK.

[CORRECTED WEEKLY FOR THE MINERS' JOURNAL.]

PHILADELPHIA, June 2, 1870.

Red Ash Prepared	$ [illegible]	Chestnut,	4 [illegible]
do Chestnut,		Egg, Lump & Nut	4 [illegible]
W. Ash, egg,	4 25@4 50	do Stevens	4 25@4 50
Stevens,	4 25@4 50	do Broken,	4 [illegible]
Broken,	4 25@4 50	do Egg,	4 50@
Egg,	4 25@4 50	do Stove,	4 50@
Stove,	4 50@4 75	do Chestnut,	4 [illegible]

Schuyl. Red Ash,	[illegible]	NEW YORK, June 2, 1870.	
S. W. Ash Lump,	[illegible]	Retail.	
do Screened,	[illegible]	Lehigh Lumps,	6 00@
Broken,	[illegible]	Stevens' iron,	[illegible]
Egg,	[illegible]	Broken,	5 [illegible]
Stove,	[illegible]	Egg,	5 [illegible]
Chestnut,	[illegible]	Stove,	6 00@
Coke,	[illegible]	Chestnut,	6 00@
		(Consigne pays discharging.	
		BALTIMORE, June 2, 1870.	

To the trade by cargo or car load:

Wilkesbarre and Pittston W Ash,	$5 [illegible] 5 50
Lykens Valley Red Ash,	5 [illegible] 5 [illegible]
Shamokin White or Red Ash,	5 [illegible] 6 00
Jersey Wilkes' Red Ash,	5 [illegible]
From yard or wharf, 50 to 75 cents additional.	
Retail prices range according to quality and measured with a vaulting gauge of 2240 lbs.	
Wholesale and retail orders are mostly waiting for the waters to move" in Schuylkill County.	

The trade sums up as follows:

PRICE OF COMPANIES COAL

	Sir.	Gr.	Egg.	Sto.	Chst.
Lackawanna, Wek'ben & L.	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]
Wilkesbarre, Hobeken,	4 [illegible]	5 [illegible]	5 [illegible]	5 [illegible]	5 [illegible]
" " New York	4 [illegible]	4 [illegible]	5 [illegible]	5 [illegible]	5 [illegible]
Scranton, Elizabethport,	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]
Pittston, Newburgh,	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]
Egyptian, Rondout,	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]	4 [illegible]
Lehigh, Elizabethport	5 50	5 [illegible]	5 [illegible]	5 [illegible]	5 [illegible]
Lehigh, Jersey City and H. Johnson's New York wharves: Rondout on costs: Newburgh, 70 cents.					

*Via Canal, consignee pays discharging.

PRICES OF GAS COAL

PROVINCIAL At Shipping points.	Gold.	AMERICAN. Delivered at N. Y. Currency.
Dunn's House,	[illegible]	Westmoreland, [illegible]
Gowrie,	[illegible]	Hespard, [illegible]
Lingan,	[illegible]	Newburgh Orr, [illegible]
Sydney,	[illegible]	Western Pal'mont Sh., [illegible]
Picton,	[illegible]	PHILADELPHIA.
Little Grace Bay,	[illegible]	Powelton tns, [illegible]
Caledonia,	[illegible]	Slack from 25 to 50 cents less.
Slack 75 cents to $1 in		Flower Hill, Osborne, J. R.
Freights to New York $1 25		to Boston $1 25@1 [illegible]

COAL FREIGHTS.

	Pt. Rl'm'd.	Eliza. b'ship't		Pt. Rl'm'd.	Eliza. b'ship't.
Boston,	[illegible]	[illegible]	Hartford,	1 50	[illegible]
Salem,	2 00	1 65	Middletown,		1 [illegible]
Lynn,	2 25	1 [illegible]	Fishkill,		1 [illegible]
Cambridgeport,	2 00	1 [illegible]	New York,	1 [illegible]	50
Charlestown'rport,	2 [illegible]	2 00	Jersey City,		
Portsmouth,	2 [illegible]	1 [illegible]	Newburgh,		
Saco,	2 [illegible]	1 [illegible]	Washington,	1.10	
Portland,	2 [illegible]	1 [illegible]	Richmond,		
Bangor,	[illegible]		Bangor,	2 50	
Providence,	1 [illegible]	1 25	Hudson,	1 [illegible]	
Bristol,	2 00	1 [illegible]	Norfolk,	1 [illegible]	
Pawtucket & Ct.	1 [illegible]	1 [illegible]	Galveston,	7 [illegible]	
Newport,	1 [illegible]	1 25	Dennisport,	2 50	
Fall River,	1 [illegible]	1 [illegible]	Dighton,	1 [illegible]	
Taunton,	1 50	1 [illegible]	Hingham,	2 [illegible]	
Roxbury,	2 [illegible]		Hyannis,	2 00	
Chelsea,	[illegible]		Nantucket,	2 [illegible]	
Appanang,	2 00		Quincy Point,	2 00	
Mitchlestown,	2 50		Rockport,	2 [illegible]	
Nantucket,			Somerset,	1 [illegible]	
New Bedford,	1 [illegible]	1 25	Weymouth,	2 00	
Cohasset,	2 [illegible]	1 [illegible]	Orient,	2 [illegible]	
Norwich & tow,	1 [illegible]	1 [illegible]	Allen's Point,	1 [illegible]	
New Haven,	1 [illegible]	1 00	Stonington,	1 [illegible]	
Bridgeport,	1 00	1 00	Bath,	2 00	
Norwalk,	1 00	1 [illegible]			

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Stevens,	4 25@4 50	do Broken,	4 [illegible]
Broken,	4 25@4 50	do Egg,	4 50@
Egg,	4 25@4 50	do Stove,	4 50@
Stove,	4 50@4 75	do Chestnut,	4 [illegible]

Schuyl. Red