Miners' Journal.

SATURDAY, SEPTEMBER 3, 1870.

REPUBLICAN COUNTY TICKET.

Senate.
COL. THOMAS C. ZULICH, Schuylkill Haven.

Assembly.
P. E. STEES, Pinegrove.
W. RAMSEY POTTS, Pottsville.
DR. WM. H. WENRICH, Mahanoy City.

Sheriff.
HON. CHARLES PITMAN, Pottsville.

Commissioner.
GEORGE STAHL, St. Clair.

Director of the Poor.
WM. SHOENER, Schuylkill Township.

Jury Commissioner.
SAMUEL GARRETT, Pottsville.

Auditor.
WM. STELLWAGON, Palo Alto.

AGENTS WANTED.—We desire to send the DAILY MINERS' JOURNAL to all the towns in this and the adjoining Counties, which can be reached at an early hour either by train or stage. We would be glad if any responsible persons will take the matter in hand and act as our agent or get some good party to do so for us, and we will try to make satisfactory arrangements with them. Every reader of the Saturday JOURNAL should read "Sprightly," and keep well posted. Send in the names and make up your orders.

GEN. JAMES S. NEGLEY has been re-nominated for Congress in Allegheny county. He is an industrious and valuable member, and the people of his District have appreciated his services in re-nominating him.

NEW PHILADELPHIA SUFFERINGS.—Subscriptions for the relief of the families of the nine persons who were recently killed at the shaft at Hine & Glassmire's Colliery, will be received at this office, and promptly sent to the Relief Committee, Mr. JOHN WANSHER is Treasurer New Philadelphia.

TERRIBLE FRAUDS.—To show the terrible frauds that were practised in New York at the last President's election, when Hoffman was elected Governor and the Grant electors defeated in the State, the census now taking shows that in several districts more votes were polled than the whole population, including women and children, showing at least *five* illegal to *one* legal. It is believed that after the census is taken and elections held legally under the new law of Congress, the bastard Democratic majority of the city will be reduced at least one-half.

Our last enemy is very busy in this direction, giving lay dead on Sunday, including some of every stage in years, from one to seventy-five.

The undertakers and grave-diggers work by contract, and are now making up for their losses during the memorable strike. Now, gentlemen.—*N. Chair Correspondence of Daily Herald.*

On this the last MONITOR makes the following very singular remarks:

Only another reason why miners should be well remunerated for the precarious and unhealthy occupation by which they earn their living. It seems that despite of all the starves and misery among them, during the strike, which the JOURNAL had to say so much about, they had better health and fewer deaths among them than now when at work."

Judging from these remarks the MONITOR desires the men killed off. We, all know that the stopping of extra ratios and extra work generally promotes health.

IN BELGIUM there are employed in the coal mines 129,000 men at wages averaging 75 cents a day. There are also employed in and at the mines a large number of women and children, whose wages are considerably less, making the average wages paid to all about 50 cents a day. A large number of women in Belgium, Germany and Switzerland, are employed the same as men. These people are more contented and happy than in other countries in Europe. Their wants are proportioned to their income, and their wages under protection have increased considerably. Not having been accustomed to any luxuries, they do not crave them. But now suppose we had Free Trade, and the products of this low labor was admitted free in this country, when the freight from Belgium to New York is no greater than from Pottsville to New York, what would be the price of labor here, to enable our people to compete with these low wages? Not ten per cent. higher than in Belgium. It is protection to our labor and home industry, that keeps up the price of our labor, and just in proportion as we have protection of gravitate toward free trade, will the price of labor rise and fall. Every sensible laborer knows this, and ought to know it—and if he does, how can he vote for the so-called Democratic ticket, which is pledged to Free Trade, while the Republican party is pledged to Protection to home labor and home industry. Even in England the revulsion against Free Trade is becoming so great among the working classes, and many other other interests, that it is asserted that if a good speaker, who advocated protection to labor and industry, would take the stump and address the people in John Bright's district, he would be beaten for Parliament, notwithstanding his great popularity. John Bright is a manufacturer and a strong Free Trader, which policy has been established by the manufacturing interests of England, because they thought that with their cheap capital and low labor, they could check the progress of manufacture in other countries, and monopolize the trade.

Now that the labor question is under discussion, it is high time that workingmen should think a little, and vote in favor of their cherished object of securing good wages, and not clamor for good wages, and go to the polls and vote for a policy that must inevitably result in reducing the rates of wages in the United States.

OUR FOREIGN TRADE.

MONTHLY REPORT No. 12, now in the printer's hands, contains an account of the foreign trade of the United States for the fiscal year ending June 30, 1870. In advance of a more extended abstract of the contents, the following brief statement has been furnished by Mr. Edward Young, Chief of the Bureau:

Exports—		
Domestic products	$725,963,660	
Foreign products	16,135,526	
Total exports		742,099,186
Imports—		
Total imports of merchandise over	411,882,003	
Specie imports over exports	14,271,864	
Total exports of specie	53,153,925	
Specie imports over exports	39,348,983	
Net excess of specie imports over exports		81,501,925
Excess of total imports over exports		41,183,971
Excess of total exports over imports in 1869		147,914,235
Excess of imports over exports in 1868		351,009,37
Excess of exports over imports in 1867		86,215,198
Excess of exports over imports in 1866		71,866,221

The following comparative statement of the foreign trade for the respective fiscal years 1869 and 1870, exhibits the true adverse balances:

1869.	
Total imports over exports	$86,215,198
Specie over warehouse statement	14,731,870
Balance	71,483,328
1870.	
Total imports over exports	41,183,971
Specie over warehouse statement	39,348,983
Balance	10,097,987
Increase of adverse balance over 1869	61,385,341

MINORITY STATE CONVENTION AT READING.

This Convention was held on Wednesday last, presided over by the following officers:

President—George Lear, of Bucks County.
Secretaries—Seth W. Geer, of Schuylkill; Jas. Wm. Lilly, of Carbon; A. W. Fuller, of Northumberland; Hon. Wm. M. Hiester, of Berks; H. Fry, of York; Frederic Dittman of Philadelphia; C. H. Jadwin, of Wayne.
Assistant Secretaries—Joseph Ritner, of Cumberland; Hugh R. Wills, of Montgomery; E. J. More, of Lehigh; A. W. Wood, of Northampton; Benjamin L. Berry, of Philadelphia.

The Chair appointed the following Committees:

On Permanent Organization and Credentials: I. C. Zimmerman, Berks, W. T. Darlington, Leo. Jno. L. Steadman, Carbon, H. H. Bradley, Montour, J. A. Schwartz, Cumberland, R. C. Hammersly, Lehigh, T. Schoch, Monroe, Joshua Ashbridge, Montgomery, T. K. Dawes, Northampton, Benj. L. Berry, Philadelphia, A. S. Dingman, Pike, R. H. Coryell, Schuylkill, A. J. Fry, York, George F. Huff, Westmoreland.

On Resolutions—J. S. Richards, Berks; E. M. Lloyd, Bucks; Gen. Wm. Lilly, Carbon; F. C. Hoppe, Clinton; M. Whitmoyer, Columbia; Abraham Earnest, Cumberland; J. W. Fisher, Lancaster; J. H. Oliver, Lehigh; O. B. Gordon, Monroe; J. S. Shearer, Northampton; Morton McMichael, Phila.; C. C. Jadwin, Pike; Benj. Bannan, Schuylkill; A. H. Chase, York; Hon. A. M. Fulton, Westmoreland.

The following resolutions reported by the Committee were adopted unanimously:

Resolved, That the practice, which has grown up in the Legislature of Pennsylvania of submitting all matters of local Legislation to the exclusive control of local Representators, has practically placed the local, political and business interests of minority constituencies requiring legislation at the mercy of majority local representators, and has afforded such a continued series of wrongs and of petty oppression, as loudly calls for reform.

Resolved, That we can conceive of no other remedy for such wrong and oppression, except in a system which will secure to each local minority, as nearly as can be, its proportional share of local representation.

Resolved, That such majority representation, will not only remedy the wrongs, of which we more especially complain, but will also tend to lessen unjust, illiberal partizanship, and to promote greater purity in Legislation.

Resolved, That a fair and proportionate representation of minorities by Districts is not only just, but is in accord with the spirit of our State political systems, which provide for the election of Legislators by districts in order to protect the minority at large from the unjust domination of the majority as well as to guard the interests of localities, and which we propose now to supplement by placing the local minority beyond the reach of the unjust domination of the local majority.

Resolved, That in view of the taking of the present census and the approaching Legislative re-apportionment of the State, we recommend the passage of acts of Assembly by the next Legislature embodying the principles of minority representation in reference to the Legislature, Boards of County Commissioners, Directors of the Poor, and County Auditors, as we do township and other officers.

Resolved, That we recommend the passage of an act of Assembly providing for a Constitutional Convention, to be composed of members elected on the minority principle, and to such convention, in making the many constitutional reforms so loudly demanded for years, we respectfully recommend that the principle of minority representation be embodied in the new Constitution of our Commonwealth.

Resolved, That we tender our hearty congratulations to the people of Illinois, for their great and salutary advance in the art of self-government, by adopting the plan of the free vote, for the election of Representatives in their Legislature; and for the choice of Directors and Managers of all incorporated companies in their State; and that we pledge to them our best efforts to extend this wholesome reform which they have begun so far as our power and influence may extend, to Federal, State and Municipal elections; confident that thereby we shall promote the best interests of our whole people, joined together in a union of free institutions.

Resolved, That the people of Pennsylvania of every political party be invited to unite in promoting the important objects embodied in the foregoing resolutions.

Resolved, That the Chairman of this Convention shall appoint an Executive Committee, of twenty-one persons to serve during the coming year, whose duties shall be to use all proper measures to promote the objects and purposes of the above resolutions.

Resolved, That a committee of five be appointed, who shall lay the proceedings of this Convention before the next Legislature, and who shall be authorized by means of an address, and by personal intercourse, to enforce upon the members of the two Houses the objects contemplated in the resolutions passed by this Convention.

The delegates from Schuylkill County in attendance were Seth W. Geer, Esq., Dr. R. H. Coryell, Benjamin Bannan, Samuel Loech, and Col. R. B. Heath, substituted in place of C. F. Shindel, Esq., of Tamaqua. Mr. J. R. Cleaver, another delegate, was not in attendance.

FRESH PRESERVED MEAT.—A meeting of gentlemen interested in the importation of preserved meat into Europe from the Australian colonies has been held at the London Tavern, to examine and test two casks (each containing about 1 cwt.) of raw boneless beef sent as samples from the Laurel Bank Estate, Rockhampton, Queensland, belonging to Messrs. Bergheim and Lambert, and prepared by the process introduced into that colony by Mr. Staiger, but better known as "the Manning and Staiger process." One of these casks was opened in the presence, among others, of Sir C. Nicholson, Col. the Hon. W. Fielding, John Douglas, Esq. (agt. for Queensland), Capt. Mayne (agt. for New South Wales), Messrs. J. & W. Bell, A. Lamb from Buenos Ayres, South America, W. Coleman, R. Philpott, J. Taylor, J. M. MacKay, Geo. Bennett, Charles Balme, James Wheeler, and A. J. Lambert. The cask which was opened contained pieces of beef varying in weight from 4lbs., to 10lbs. The meat was of good color, firm, close grained, and quite free from smell. Its condition was highly praised by the company. Meat from the cask opened on the preceding day was exhibited and declared equally free from taint or smell. At the request of the shippers, luncheon was provided, the meat for the purpose being taken from the cask opened on the previous day, as being more tender, and was placed on the table in the shape of roast, boiled, stewed, and steaks. Sir W. Milman took the chair, and the meeting was afterward addressed by Messrs. MacKay (of Messrs. MacKay and Gibbs), W. Coleman of W. J. Coleman & Co., Douglas, Bell, and others, and from the general tenor of their speeches, it appeared that the meat which they had examined and tried was the best of the kind which had been imported, and although they feared there would be very great difficulties to be overcome before finding a ready sale for it in this country, owing to the prejudice of the working classes against any description of preserved meat, yet they thought it might be introduced eventually in the royal and mercantile navies, where it would command a ready sale, and supercede to a great extent the use of salt meats.

—One more relic of barbarism has been abolished. The five hundredth anniversary of the burning of the Jews is not to be celebrated at Brussels.

General Notices.

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

A TRUE BALSAM.—Dr. Wistar's Balsam of Wild Cherry is truly a balsam. It contains the balsamic and healing properties of the cherry, tar and of pine. Its ingredients are all balsamic. Coughs, colds, Sore Throat, Bronchitis, and Consumption speedily disappear under its balsamic influence.

THE LATEST FASHIONABLE BEVERAGE.—A furnishing store in this city advertises a new style of cravat as the latest fashion for the throat. This may be the latest style for the *outside* of that organ, but a fashion for the *inside* has just come up which is twice as popular. Somebody has found out that Schlegham Schnapps improve soda water, and every body acquiesces in the arrangement. Although somewhat conservative by nature, we are not opposed to progress, and conceiving it our solemn duty as a public journalist, to ascertain whether Schnapps soda Water was a proper thing to be recommended to our subscribers, we tried it. The result may be stated in a few words. The mixture is good to taste, and if our stomach is like stomachs in general it is congenial to that part of the human organization. Finally, and to conclude, "it touches the right spot."—*N. Y. Sunday Courier.*

WHAT DID IT? Lyon's Kathairon made my hair soft, luxuriant and thick, and Hagan's Magnolia Balm changed that sallow complexion into that marble beauty you now see. This is emphatically the language of all who use these articles. A fine head of hair and a refined complexion are the greatest attractions a woman can possess. The Kathairon and Magnolia Balm are just what will give them to you, and nothing else will. The Balm is the Bloom of Youth. It makes a lady of thirty appear twenty. Both articles are entirely harmless, and very pleasant. They should be in every lady's possession. 32-6t

The Coal Trade.

POTTSVILLE, SEPTEMBER 3, 1870.

The quantity sent by Railroad, for the week, is 117,722-19 Canal, 30,516; for the week, 148,238 tons, against 118,158 tons for the corresponding week last year.

The trade opens dull this month. There is an effort to maintain prices, but the decline in the prices at the auction sale on Wednesday, in New York, in the face of an advance in tolls of 48 cents on the Reading Railroad and Canal, will force prices down in the Coal Regions, or a portion of the operators will have to suspend for the want of sales, if the advance in tolls here should be maintained without a corresponding advance on the lines leading to New York. We have received no notice of any advance so far, and the impression seems to prevail that no advance will be made on those lines. They have had so large a proportion of the trade during the suspension here that their income has been already largely increased over last year, and will continue to increase without any advance whatever. The promise that a further reduction may be made on the last of October, we are fearful will not help matters and it is a question of policy whether, under existing circumstances, the Reading Road would not increase its receipts by modifying the increase to about 25 cents, and continue it for the balance of the year, if it is imperative to make an advance in the existing state of the trade without a corresponding advance being made elsewhere. Of course this is for the Managers of the Road to decide. We only make the suggestion.

The loss and gain for the different regions and routes so far this year is as follows:

	Gain.	Loss.
Schuylkill—Railroad,		617,008
do Canal,	86,496	
Lackawanna and Great Western,	59,301	
Delaware and Hudson Company,	116,636	
Pennsylvania Coal Company,	76,176	
Lehigh Valley Railroad,	213,165	
Lehigh Navigation Company,	20,358	
Shamokin Region,		29,555

These figures show that the gains are so large by the companies leading to New York this year, that they are not likely to advance their tolls, unless they do it to accommodate this region, which we do not believe they will do.

WE received the following from our Philadelphia correspondent:

"The trade has been in a very unpleasant mood the past week. When it was announced that coal in July had not paid the operators an average of over $2 85 per ton, and in a number of instances less than this price, it was put down as certain that an advance of tolls would be made on a market dull and drooping daily; but to their surprise, in addition to the 8 cents per ton advance on the railroad, to take place Sept. 1st, the drawback is also to be reduced forty cents, making an advance of tolls of 48 cents on all shipments of coal on and after Sept. 1st. If coal then will bring no more in September than in August, the basis of wages for the month of September will be about $2 37. Freights were $2 70 to Boston during August, and it is presumed $2 50 will be paid in September, but all will depend upon full supply of vessels, as those having registered and low priced contracts, will be anxious to ship as fast as coal arrives. The Scranton Sale shows a small reduction on the last sale, which, with the large advance of tolls on Schuylkill coal, was not expected. It is advisable, however, for purchasers to get on their coal at the current prices, which will not be lower, as coastwise freights generally advance as the cool weather approaches."

WE are indebted to Messrs. Day, Huddy & Co., of Boston, for the following exhibit of the coal trade at that port for 1870 in comparison with 1869:

EDITOR JOURNAL:—Enclosed please find receipts of coal in Boston to Aug. 27th, 1870:

	1870.	1869.	
Anthracite	346,260	302,706	dec. 43,554
Cumberland	91,117	128,751	inc. 37,634
Nova Scotia	70,271	67,133	dec. 3,141
Total	511,700	498,572	
To same time last year	490,572		
Total decrease	13,118		

OUR correspondent at New York writes as follows:

NEW YORK, Sept. 1st, 1870.

"The following is the result of the Auction Sale of Scranton coal yesterday:

SIZE.	TONS.	AVERAGE.
Lump	11,00	$4 16
Stove	10,000	4 47
Grate	10,000	4 64
Egg	8,000	5 06
Stove	25,000	4 11
Chestnut	10,000	4 21
Total	80,00	Average, $4 42.

There was a decline on all sizes except Egg, which advanced 4 cents. The average decline on the whole amount sold is 5 8-10 cents per ton. This result shows conclusively that coal cannot be forced up in price, and operators can rely upon it that the advance in railroad tolls must come off from the price of coal at Schuylkill Haven; it cannot at this juncture be had from the consumers.

"At the meeting of the Lehigh Coal Exchange today, the prices for September were fixed as follows, f. o. b. at Elizabethport, Port Johnson, and Hoboken:

Lump	$5 75	Egg	$5 20
Broken	5 20	Stove	5 75
Chestnut	4 75		

"Vessels are moderately plenty and freights steady at quotations."

The trade sums up this week as follows:

1869.	WEEK.	T-YAR.	WEEK.	TOTAL.	IN A D
Anthracite.					
P & R R.	115,56	2,339,566	117,722	1,761,417	64,017-19
Schuylkill Canal	1,853	350,909	30,516	466,021	86,496
L V all R R	19,115	1,497,426	60,522	1,258,722	239,207
L V R R Nth			2,000	106,176	19,175
L Canal	3,000	146,857	5,000	84,642	4,355
L Nav Nth	20,000	491,219	3,000	328,341	141,555
Scranton & Sh	1,142	328,856	2,000	245,555	29,301
do Nth	1,120	265,232	2,000	185,228	79,972
Penn R Cal	7,238	790,261	20,000	612,669	119,648
do Canal	97	11,372	1,200	13,026	15,227
D & H Cal	13,377	1,258,760	47,000	1,091,000	357,000
D & H R R	97	102,826	2,000	90,200	100,931
Wyoming		30,000		176,878	10,748
Wyoming Nth					
Shamokin	15,163	520,861	16,710	548,222	2,963
	279,712	7,799,339	323,669	9,314,577	
			20,242	1,506,555	
			146,931	7,807,922	
Semi-Anthrac.					
Union Canal	1,011	15,675	3,013	57,011	20,839
Short Mt.	2,652	55,750			55,750
Lykens Val.	2,000	57,000	2,867	32,383	24,617
Williamson	6,879	116,233	6,000	135,301	6,801
Big Lick Cal			1,000	12,000	14,000
	12,543	244,658	12,880	236,695	121,963
Bituminous.					
Broad Top	6,310	20,000	800	20,067	6,253
A. & O. R. R.	2,732	65,410	1,000	65,000	1,000
Clearfield	17,178	359,629	15,514	324,642	38,077
	26,220	445,039	17,314	409,709	45,330
Total all kind	318,475	8,489,036	353,863	8,948,931	
				7,807,922	
				1,140,909	

The trade shows a tremendous increase this week. The Anthracite alone shows an increase of 146,816 tons over the corresponding week last year. When we stated during the suspension, that when the trade was fully under way we could send to market from all the Regions—including the semi-Anthracite and Bituminous coal—125,000 tons per week, we were charged with exaggeration, but we knew that we were nearer instead of over the figures—and for the week we have sent to market 121,408 tons Anthracite alone, and including the other kinds, 176,135 tons against 331,119 for the corresponding week last year, a decrease of all kinds for the week 155,095 tons.

But notwithstanding this great decrease we call upon the consumers abroad to lay in their coal now, and it will prevent an after suspension prices will not be lower, because transportation eastwise and otherwise will make up the difference of any reduction that may take place in the Coal Regions—and if another suspension should be forced by the consumers holding back expecting lower prices, the price of Coal must advance. The increase for the balance of the season will not be as great as it is now, because after this week last year all the Regions were fully under way. Last year for the corresponding week but little was sent to market by the Scranton company or via the Schuylkill Navigation company.

WE LEARN that there is some trouble brewing among the men who are not satisfied with the late award of prices. Many of the members of the W. B. A. are pitching into the committee and declare that they did not do their duty. It is alleged that Messrs. Lucas & Lloyd gave considerable coal to the Reading Railroad at low rates than is sold to other dealers. Even if they did, the quality they sold to the Company would not make a change of more than two cents in the prices fixed, if that much, and that would make no difference in the award. It is also alleged that Hill & Harris sold their coal at higher rates than the average of the others, which makes it about equal. Our impression is that the award is but little out of the way. In the Shamokin Region the award was $2.05 for the month of August, 71 cents difference. Purchasers of coal state that they pay higher for some kinds of Shamokin than they do for Schuylkill, and it is known that the coal sent West pays better than that sent East. We think the award is about as near as it can be made on the plan adopted. Many of the committee men not only abused us in rather a disreputable manner, and hounded many members of the W. B. A. to do the same, for doing what we believed to be right, regardless of consequences. Now their time is coming, but they will find that notwithstanding their abuse of us, we will not resort to their tactics, but we can do them justice when we believe they are right; and we now state that from the knowledge we possess of the trade, we think the award has erred as little as could make it.

But if the members of the W. B. A. find fault now, what will they say when the September award will be made? If the present advance in tolls is maintained, the transportation of coal must fall below $2.50, and when the time takes place they will begin to appreciate the policy we advised them to adopt, which would have avoided a suspension here so long. We admit the trade would have been dull and prices a little lower, but the market would have taken at least 500,000 tons more coal, and Schuylkill County workmen would have received their share of the trade, and the working classes would have better off by about two millions of dollars than they now, which can never be made up.

WE LEARN that the men have stopped work at Kendrick's Colliery, the St. Clair Shaft, because he will not discharge four men who worked for him during a part of the suspension to get coal to keep his works in operation. One of these men called upon us and says he was compelled to work for a support—that he is willing to pay his dues to the W. B. A., but they refused to take them unless he will pay large fines imposed on him and his son, amounting to about $100, which he says he is unable to pay. This is a great outrage upon the rights of citizens, who are willing to pay dues, but cannot pay fines, which he says they have no right to impose; and we are glad to learn that Mr. Kendrick has refused to discharge the men. If the ringleaders in this outrage persist in refusing to permit the men to work because these four men are not discharged, Mr. Kendrick ought to have said ringleaders arrested at once, and let this question be tested in our Courts.

ALL the collieries are at work in the Shamokin Region.

The average price of coal in the Shamokin Regions was filled for August at $2 93, and they agreed to pay wages on the $3 basis.

The old basis still exists in the Shamokin Regions of $3 as the stopping point. A different basis will have to be adopted for September or the men will have to cease work, unless the coal operators are willing to sell coal at less than $3 a ton and pay $3 basis wages.

The following is the result of the Auction Sale of Scranton Coal which took place on Wednesday in New York, compared with the last sale.

	August 31.	July 27.
10,000 Lump	$4 109 127	$4 290 132
10,000 Stevens	4 490 4 45	4 44
16,000 Grate	4 750 4 85	4 85-5 05
9,000 Egg	5 00-5 10	5 00-5 02½
25,000 Stove	5 40-5 51	5 50-5 62½
10,00 Chestnut	4 100 4 25	4 40-4 50

Making an average decline of about 10 cents a ton on the last sale.

This is certainly not very encouraging to the Schuylkill Coal Trade, with tolls advanced 48 cents per ton for September, with a decline in Auction prices at New York.

We could no learn yesterday whether an advance had been made in tolls by the carrying companies leading to New York. If no advance should take place the whole advance made by our carrying companies will have to come off the price of coal and labor.

The following Circular has been issued by the President of the Reading Rail Road. This makes advance in tolls only 40 cents instead of 80 cents. The trade will rejoice at the change:

PHILADELPHIA & READING RAIL ROAD CO.
Office, 227 South Fourth Street,
PHILADELPHIA, Aug. 26, 1870.

On and after September 1st, and until further notice, a drawback of 40 cents per ton will be paid on all Anthracite Coal shipped from Richmond and consigned to points south of Cape Henry, east of New Brunswick, or along the line of the Delaware & Raritan Canal, and no drawback will be paid on coal consigned to any other point. A further reduction or cessation of drawbacks may be expected on October 1st.

FRANKLIN B. GOWEN,
President.

ANNOUNCEMENT TO OUR CUSTOMERS.—In consequence of the total destruction of our Breaker by fire on the night of the first inst., we will be unable to fill the orders now on our book. We will rebuild as expeditiously as possible; but it will take fully four months to complete the new breaker. We will be in the market early in the spring of 1871, and ready to accommodate our friends again.
HILL & HARRIS.
Mahanoy City, Sept. 3, 1870-3t

COAL TRADE BY RAILROAD AND CANAL, 1870.

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

	RAILROAD.	CANAL.
St. Clair	9,674 11	
Port Carbon	7,161 11	
Pottsville	6,526 02	
Schuylkill Haven	2,229 06	5,750 00
Auburn	4,704 14	
Port Clinton	16,998 02	1,848 06
Total coaling freight	114,905 15	
Coal for Company's use	2,776 07	
Total for Week	117,722 04	30,516 00
Previously this year	1,640,665 08	135,845 10
	1,761,417 09	166,661 10
To same time last year	2,378,917 10	450,948 19
Increase		
Decrease	617,500 01	284,287 09

SCHUYLKILL COUNTY RAILROADS FOR 1870.

The following is the quantity transported last week:

	Week.	Total.
Mine Hill & S. H. R. R.	3,542 05	37,571 07
Schuylkill Valley	2,211 00	27,526 10
Mill Creek	1,078 16	26,353 16
Mt. Carbon	7,529 13	67,259 01
Lorberry	2,762 18	18,278-14
Good Spring	16,175 00	90,816 12

LEHIGH COAL TRADE—1870.

LEHIGH VALLEY RAILROAD.

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

	WEEK.	TOTAL.
Wyoming	9,022	426,108
Hazleton	19,292	1,157,972
C. Lehigh	800	9,200
R. Meadow	19,149	121,329
Mahanoy	7,741	172,315
Mauch Chunk		348
Total	55,204	1,887,272
Same time last year	50,950	1,715,302
Increase	4,254	171,970
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	5,516	1,216,257
The coal transported is followed by		
From Wyoming Region	7,022	172,332
Top of Lehigh Region	2,400	20,468
Hazleton Region	19,292	1,157,972
Beaver Meadow	1,767	9,731
Mahanoy	7,741	172,315
Lehigh Navigation	11,712	9,958
	49,946	1,542,577
Less delivery L. V. R. R. at Mt. Notch		348
Total		1,542,229

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 last Friday:

	WEEK.	TOTAL.
By Rail, Hud. Canal	17,798	1,013,575
By Rail, Penna.	11,924	1,000,000
South	1,000	28,000
Total	31,722	2,041,575
For the same period last year		1,915,000
	WEEK.	TOTAL.
By Delaware & Hud. Canal	22,95	1,215,000
By Rail Penna.	8,777	700,000
South	1,000	26,000
Total	32,672	1,941,000

THE COAL MARKETS.

PRICES OF COAL BY THE CARGO.

AS THE SAME ARE FIXED BY THE MINERS' EXCHANGE, PHILADELPHIA, SEPT. 1, 1870.

Red Ash Prepared	$4 25	Chestnut Lump	$4 75
Red Ash Stove	4 50	Chestnut Lump, Egg	4 50
White Ash Stove	4 75	Stove	4 75
Broken	4 25	do Egg	4 50
Stove	4 50	Chestnut	4 50

NEW YORK, Sept. 1, 1870.

Schuylkill Red Ash	$5 75	Lehigh Lump	$5 75
do White Ash	5 50	Stove	5 50
Stevenson Red Ash	5 50	Broken	5 25
Egg	5 00	Egg	5 00
Stove	5 50	Nut	5 00
Chestnut	5 50	Chestnut	5 50

BALTIMORE, Sept. 1, 1870.

Schuylkill Red Ash	$5 50	Lehigh Lump	$5 50
do White Ash	5 50	Stevenson Red Ash	5 50
Shamokin White Ash	5 50	Stove	5 50
Barrel Vein	5 50	Egg	5 50

From Lewes or wharf, to be delivered additional.

Freight to New York and Philadelphia 7 00 to 7 50

George Cross & Cumberland Coal, f. o. b. at Lewes North for shipping 4 75 to 5 00

ALEXANDRIA AND GEORGETOWN, Sept. 1, 1870.

Georges Cross & Cumberland, cargo, f. o. b.	$4 50	$4 50	

PRICE OF COMPANIES COAL.

Lackawanna, Bituminous	$4 50	$4 50	$4 50	$4 50	$4 50
Schuylkill, Red Ash					
do New Coal					
Schuylkill, Egg or Stove					
Pittston, Newmarch					
Lehigh, Pt. Johnson					
Lehigh, Elizabethport	5 25	5 25	5 25	5 25	5 25
Elizabethport and Pt. Johnson to New York events, Round-out events, 5 cents.					
Vile Canal, consumer pays discharging					

PRICES OF GASCOAL.

PROVINCIAL.	Delivered.	AMERICAN.	Delivered at N. Y. Currency.
At Shipping points	Gold.	Westmoreland	$ 75
Diamond	1 75	Diamond	1 75
Hawes	1 75	Hawes	1 75
Elgin	1 75	Elgin	1 75
Pictou	2 125	Beggart	2 50
Little Glace Bay	2 125	Newburgh Orrel	2 50
Caledonia	1 50	Stove from 2 to 50 cents less.	
Stock 25 cents to $1 18		PHILADELPHIA.	
		Powelton Stove	2 50
		Stove from 2 to 50 cents less.	
		Clover Hill Osborn, J. R.	
Freights to New York $2 25 to $2 50		Freight to Boston $2 25 to $2 50	

COAL FREIGHTS.

	Pt. Richmond.	Elizabethport.	Pt. Richmond.	Elizabethport.
Portland	2 70	1 70	Bangor	3 50
Portsmouth			Portsmouth	2 50
Boston	2 50	1 60	Fall River	2 50
Salem	2 50		Providence	
Lynn			Chelsea	1 90
New Bedford	1 60		Appalachee	
Fall River	1 60		Mapleton	
Weymouth			Nantucket	
Hingham	2 00		New London	2 50
Scituate	1 40		New Haven	1 00
Cohasset	2 00	2 00	Bridgeport	1 00
Hartford	1 15		Norwalk	1 00
Middletown	1 15		Greenwich	1 00
Norwich 2 2	1 00		Baltimore	2 50
Albany	1 00		Washington	
New York	1 00		Alexandria	
Richmond	1 00		Hudson	
Rockland			Norfolk	
Glen Cove			Boston	
Hoboken			Hingham	
Weehawken			Hanover	
West Chester			Scituate	
Philadelphia	1 00		Cohasset	
Germantown			Newburyport	
Newburgh	1 00		Salem	
Newport			Albany Pearl	
Troy			Baltimore	

RATES OF TRANSPORTATION TO TIDE.

BY READING RAILROAD.

	Ft.	Ft.	Ft.	Ft.	Ex.	Ex.	Ex.	Ex.
To Port Richmond	$2 00	$2 00	$2 00	$2 00	$2 00	$2 00	$2 00	$2 00
To Philadelphia	2 50	2 50	2 50	2 50	2 50	2 50	2 50	2 50

From Port Carbon are squeals per ton higher.
From Tamaqua, and Pottsville are per ton higher.
A drawback of 40 cents a ton is allowed on all coal shipped to south of Cape Henry and East of New Brunswick.

BY SCHUYLKILL AND SUSQUEHANNA RAILROAD.

	To Elizabethport.	To Hoboken.
March Chunk to Philadelphia	$2 10	$2 10

LEHIGH VALLEY, N. J. CENTRAL AND NORTH & SOUTH RAILROADS.

	To Elizabethport.	To Hoboken.
L. V. R. R.	$ 2	$ 1
N. J. Central	1 75	1 75
Shipping & wharfing	25	25
	$4 25	$3 25
To Port Johnson	2 35	
To New York, Allerton	2 15	
From Penn Haven to Elizabethport & Pt. Johnson	2 10	
BY LEHIGH NAVIGATION COMPANY'S RAILROAD.		
Penn Haven to Philadelphia	2 50	
March Chunk to Philadelphia	2 50	
Mauch Chunk to Jobstown and Port Johnson	2 00	
Shipping and wharfage	25	

BY CANALS.

SCHUYLKILL NAVIGATION COMPANY.

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

	TO NEW YORK.		TO PHILADELPHIA.	
	Mt. Carbon.	Sch'v'l Haven.	Mt. Carbon.	Sch'v'l Haven.
From Pt. Carbon				
Toll	1 10	1 10	1 05	1 00
Freight	1 90	1 90	1 75