Miners' Journal.

POTTSVILLE, PA.

SATURDAY, APRIL 26, 1856.

THE circulation of the MINERS' JOURNAL is equal to a regular circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement in its columns is, of course, worth as much to the writer as it published in any three other papers. In this the rates of advertising are always graded in accordance to the circulation of the paper.

BUSINESS NOTICES.

NOTICE of Lewis Boyer.

A FEW CLOVER SEED FOUND.—See advertisement.

ORPHAN'S COURT SALE.—See Notice signed Jacob Shoemaker, Trustee.

GREAT PLANTS can be obtained of G. E. Horlicher Hamburg Truck Farm. See advertisement.

W. B. CHRIST, offers himself as a candidate for the office of Burgess of this Borough.

J. P. BROCK, Esq., of the Ashland Estate, offers to sell lots on the Big Mountain—see advertisement.

TIN AND HOUSE FURNISHING GOODS.—See advertisement of Shephard & Van Harlingen, No. 278 Chestnut street, Philadelphia.

CHILLS AND FEVER AND AGUE CURE.—See advertisement of Jas. A. Rhodes, proprietor of this celebrated remedy.

Mr. LEWIS REESER displays his card as Magistrate and Conveyancer, in today's paper. You will find it among the advertisement's.

FRANCIS SPENCER, Esq., Magistrate and Real Estate Agent, offers for sale, a tract of land on the Broad Mountain, on easy terms.

MALLEHEIN'S ALLEGHENY AND CUMBERLAND COAL can be obtained of Thos. E. Cahill, 101 Walnut street, Philadelphia. See advertisement.

SADDLERY AND HARNESS MANUFACTORY.—We call attention to the advertisement of Phillip Womelsdorf, who has revived the business at the old stand, No. 275 Chestnut street, Philadelphia.

WM. M. WEAVER, the well-known proprietor of the National Hotel, at Shamokin, has refitted that old favorite stand and increased his facilities for accommodation. See advertisement in today's paper.

D. L. ESTERLY having removed his Hardware Store to the corner of Centre and Market streets, to Fry & Hart's old stand, nearly opposite, informs the public of the fact through our columns. See advertisement.

LIGHTNING RODS.—We refer the attention of the reader to the advertisement of Thomas Armitage, late inventor of the superior Electric Magnetic Lightning Rods. His place of business is Vine street above Twelfth, Philadelphia.

THE Five Per Cent. Saving Fund of the National Safety Company, Walnut street, southwest corner of Third street, Philadelphia, now has more than One Million of Dollars all in Mortgages, Ground Rents and other first class securities, for the benefit of depositors.

STILL GREATER ATTRACTION.—Our young friend of the City Hat and Cap Store, Mr. Samuel C. Taylor, is still adding to his fine stock, and is doling a fearfully low business. Give him a call and examine the superior articles in his line which he offers for sale.

PUBLIC MEETING.

The Americans of the Borough of Pottsville, and all others opposed to the National Administration, and friend in favor of the election of FILLMORE & DONELSON, are requested to meet at the House of Daniel Hill, on *Tuesday Evening, April 29th*, next, at 7½ P. M., for the purpose of forming a ticket to be supported at the ensuing Borough Election, on the first Monday of May.

The citizens of the different wards, will select the candidates for the ward officers, to be reported to the meeting—and candidates for Borough officers at large, will be nominated at the meeting. *By order of the Committee.*

PATRIOTIC DOCUMENTS.—To Hon. S. A. Douglass, Hon. James H. Campbell and Messrs. Getz, Lebo and Hipple we are indebted for public documents.

BOROUGH AFFAIRS.—By the notice published above, it will be perceived that those citizens of this Borough opposed to the present imbecile National Administration, and favorable to the Union principles adopted at the Harrisburg Convention, are called upon to meet at Hill's in this Borough, on Tuesday evening, for the purpose of forming a ticket to be supported at the ensuing Borough election. As the call is a liberal one, entirely public in character, and admitting of no sectarianism whatever, in these preliminary movements, every citizen who sympathizes with American principles and feels an interest in the welfare of our Borough affairs, should make it a point to be present. It is all important that reliable, capable men be selected as candidates for Borough offices. By personal endeavors alone, can such a gratifying result be secured.

THE MONTOUR IRON WORKS.—These works at Danville, we are pleased to learn, have been put into operation again, the difficulties between the Company and the workmen who were on a strike, having been adjusted to the satisfaction of all concerned. We congratulate our Danville neighbors upon the termination of a "strike" which must have affected the business interests of that Borough.

EUROPEAN INTELLIGENCE to the 9th inst., has been received by the Arago at New York.—Mr. Buchanan came a passenger in her. Breadstuffs had experienced a further decline in price. No tidings yet of the missing steam Ship Pacific. Commercial intercourse has recommenced between Russia and the allies.—The terms of the treaty of peace have been promulgated, and are said to be satisfactory to all. Russia concedes much to the allies—more we think, than it was anticipated she would be willing to yield. The news by this arrival is not important.

NICARAGUA.—News from San Juan to the 10th inst., confirms the intelligence of Col. Schlessinger defeat. He lost 50 killed. The defeat is said to have been caused through the negligence of Col. Schlessinger. The remnant of his party had arrived at Rivas. The men were loud in their curses of the cowardly Colonel; Capt. Thorpe faced Schlessinger in the field with pistols, and threatened to shoot him, but his gallantry proved useless, the inefficiency of their commander had created a panic. None of the usual precautions had been taken against surprise, though within the heart of the enemy's country.—Walker's prospects are improving. Another battle had taken place between 14 Americans and 200 Costa Ricans. The latter were defeated, with a loss of 30 men—the Americans losing only 2 men. Walker's case does not seem so desperate as at last accounts.

ASSOCIATION FOR THE PREVENTION OF STEAM BOILER EXPLOSIONS.—An association, composed of persons who use steam boilers in the prosecution of their business, is in active operation in Manchester, England. It appears that during last month, the chief inspector of the Association made 157 visits to the works of members, and inspected 454 boilers. The result of the labors of thoroughly organized associations in manufacturing and mining districts, where they do not exist, similar to the one noticed above, would be most satisfactory. In Schuylkill—a county which has in daily use more steam boilers, than any other county in the State, except Philadelphia—an association for the rigid inspection of the steam boilers of members, would be useful, and afford a feeling of security to operatives, which at present they can not possess. The matter is important, and we trust will attract the attention of those having in use steam boilers.

ADJOURNMENT OF THE LEGISLATURE.—A PORTION OF THE DEMOCRACY STILL TRUCKLING TO THE RUM LEAGUE.—On Tuesday the Legislature of this State adjourned *sine die*, having owing to the controlling power held by the Senate, enacted much less mischief than was threatened. The importance of an intelligent, conservative, reliable Senate, was never more powerfully exemplified than during the session just closed. The reckless, anti-American, Rum feeling which characterized every movement of the lower House, was promptly met by the Senate, and rebuked in a manner worthy of the dignity of that body. Even at the eleventh hour the representatives of the Rum interests, endeavored to force through a new License bill, ostensibly to license beer houses, but practically, for the purpose of repealing some of the most important provisions of the new Liquor Law which has just gone into operation. This disgraceful enactment was defeated in the Senate, after it had passed the House—spite of the manly efforts of Messrs. Morris, Dock, McComb and others, to defeat it—by the annexed vote. Let the people of Pennsylvania—that portion opposed to the indiscriminate licensing of grog shops—make a note of those who voted in the affirmative in the outrageous attempt to throw open again the thousands of vile Rum dens, which for years polluted the fair face of Pennsylvania. Remember them.

YEAS—Messrs. Beck, (Lycoming) Beck, (York) Bernhard, Boyer, Brush, Campbell, Carty, Cochran, Craig, Edinger, Fulton, Getz, Hamel, Hancock, Heins, Hibbs, Hillegas, HIPPLE, Hubleber, Innis, Johns, LEBO, Leiseuring, Longaker, Magee, Carthy, Magee, Mencer, Nunnemacher, Patterson, Pearson, Ramsey, Reinhold, Roberts, Salisbury, Shenk, Smith (Allegheny,) Smith, (Cambria,) Smith, (Phila.,) Thompson, Walter, Whallon, Wright, (Luzerne,) Yearsley, Zimmerman, and Wright, Speaker—45.

NAYS—Messrs. Augustine, Backus, Baldwin, Barry, Boyd, Brown, Buchanan, Caldwell, Clover, Crawford, Dock, Dowdell, Fausold, Gaylord, Gilboney, Haines, Hamilton, Hill, Holcomb, Housekeeper, Hunsecker, Imbrie, Ingham, Johnson, Laporte, Lovett, M'Calmont, M'Comb, Maugle, Miller, Montgomery, Moorhead, Morris, Mumma, Orr, Phelps, Purcell, Reed, Riddle, Smith, (Wyoming,) Strouse, Vail, Wintrode and Wright, (Dauphin)—44.

Mr. Leisenring of Philadelphia, has the *honor* of being the author of the disgraceful bill. We wish him joy of the harvest which the seed he has sown will produce him.

Many Democratic partizans who openly and unblushingly array themselves on the side of the Liquor League, will if we mistake not the *signs of the times*, yet find themselves in a predicament—in fact deserted by that portion of their party which is thoroughly disgusted with the unscrupulous manœuvring of those devoted to the interests of Rum. From the wily grasp of the demon, at least one-third of the members of the Democratic party in the State, are disengaging themselves, for the time has arrived when they must decide whether they will continue the advocates of a traffic which brings poverty, disgrace and ruin to thousands, or determine to shake off the shackles of an unpitying tyrant. Throughout Pennsylvania the respectable portion of the Democratic party is arraying itself on the side of Temperance. Shortly, it will be certain political death to the man who essays to defend Rum—as fatal as to applaud anti-Republican encroachments of Papacy. Unfortunately, the cause of Temperance had in past years to contend with that greatest curse of a community, an unprincipled, unscrupulous politician, who is willing to serve any master, and engage in any unworthy work, for emolument; but their days are numbered—the hand writing is on the wall.

At the time of the adjournment of the Legislature, the Annual Appropriation bill had not received the approval of the Governor.—It is understood that the reason for this is, that there is contained in it a snake, which has been placed there for the benefit of the Canal Commissioners and the Democratic party generally: it is a proposition or authority given to the Canal Board, to lease any portion of the Main Line without any restriction whatever, and not even providing that the highest bid shall have the preference. The Governor has, doubtless, detected in this another attempt to plunder the State, and has very properly withheld his signature from the entire bill.

Among the few good bills which passed both Houses, and received the signature of the Governor, is the following in relation to the Libel Law—a measure long needed:

SEC. 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by authority of the same, That from and after the passage of this act, on the trial of indictments for writing or publishing a libel, the truth of the matter charged as libellous may be given in evidence, and if the jury in any such case shall find that the same was written or published properly for public information, and the act was induced by good motives and with no malicious intent, and that the matter so charged is true, it shall operate to the acquittal of defendant or defendants.

SEC. 2. That in actions for damages for the writing or publishing a libel, where the truth is pleaded and given in evidence, if it be found that the same was written or published properly for public information, and with no malicious or malicious motives, the jury may find for the defendant or defendants.

No one will regret that the Legislature has adjourned, and all feel thankful that their bungled jumble of legislation has resulted no worse.

LEGISLATIVE.—The bill relative to libels was amended in the Senate, so as to refer only to criminal prosecutions, and was accepted to in that shape. We agree with the Harrisburg correspondent of the *Ledger*, that the passage of the bill is a redeeming feature in the history of the Legislature. It will protect honest minded newspaper publishers, to a considerable extent, and relieve them of the risks to which they have constantly been subject under the antiquated and unsettled law upon the subject. This reform is in imitation of the example of several of the States of the Union, and will be cordially welcomed by the community generally—by all who know the value of a fearless, well conducted newspaper press. Mr. Getz deserves much praise for his efforts to effect the passage of the bill. His speech in the House on the features of the bill—for a copy of which we are indebted to him—we will publish next week.

The Senate on Monday evening placed a decided veto on the Lager Beer Bill. The vote against it was more than two to one. It is a significant fact that in spite of the men and money that were sent to Harrisburg by the Rumites to defeat the election of Nathaniel P. Browne to the Speakership, that he was elected by the vote of six Democrats, ten Americans and Mr. Price, Republican. The decent portion of the Democracy are deserting the Liquor League. Its doom is sealed. Eleven Senators have retired. Of the eleven, seven are Democrats. But two of these districts are at all likely to elect Democrats next, Fall, so that the next Senate will almost surely be lost to the Democrats.

The Governor still refuses to sign the Appropriation bill, as it contains many odious provisions, and was not presented to him until the day before adjournment. The game was attempted last year to smuggle some unpopular measure into the Appropriation Bill, which was promptly met by the Governor.—This year, the people will sustain the Governor in his refusal to sanction wrong.

BEGGING FOR PRINTING.—Two weeks since we published an article on the subject of the disreputable system which has grown up in our midst, in connection with begging for printing. As the article was hastily written we did not fully explain at the time, the object we had in view in calling the attention of the community to the matter. The circulation of the *Miners' Journal* has increased to that extent, that the use of its columns is sought by those, whose interests we have advanced by according it to them gratuitously. Very naturally, we expected in return for the favor accorded, any printing which they might have to bestow. And the only reason why we have not in many instances, executed printing for them, as they would have desired was, that the *Gazette* had run in debt to them, and they were compelled to have their printing done at that office, to have the indebtedness liquidated. This is the plain English of the matter. If we were to run up bills with everybody, and adopt the same plan of paying them, the *Journal* might be enabled to increase its business hugely. Reciprocity in trade is fair, and any person has a perfect right to take printing to the *Gazette* office; but we ask calmly, is it not stretching a point in the strict law of fair, honorable trade, to force any portion of the community into having printing executed on the terms propounded? In regard to those who have heretofore had the free use of the columns of the *Journal*, and who countenance the disreputable system introduced and maintained by the proprietor of the *Gazette*, we reassert that in the future our columns are closed to them on the terms at which they formerly used them. In conclusion, we do not wonder that the editor of the *Gazette* has lost all independence. His plan of going around and begging for printing, has that effect. What a pitiable spectacle.

NEW IRON PAVEMENT.—The London authorities are discussing the merits of a new kind of iron carriage-way pavement, which is said to afford a better footing for horses than granite, is free from noise and dust, and is both durable and economical.

THE COAL TRADE.

The quantity sent by Railroad this week is 49,032 15—by Canal 33,110, for the week 82,143 11 tons. Total by Railroad 563,697 19 against 661,489 10 tons. Total by Canal 80,790 07 against 165,478 12 tons to same period last year. The shipments this week are 7,180 06 tons less than for the corresponding week last year.

The deficiency from the Schuylkill Region so far is 177,379 16 tons—from the Lehigh, including shipments by Railroad, 15,297. The Mauch Chunk *Gazette* says that the high water for the present week, has almost totally suspended the shipments by Canal, which will make the decrease at the end of this week in the neighborhood of 40,000 from that region.

It will require four months, or until the first of September next, at an increase of 10,000 per week to make up the deficiency of this region. This week we have lost upwards of 7,180 tons, and from present appearances we will lose again considerably the ensuing week. If we lose for a few weeks longer, it is extremely doubtful whether we can more than make up the shipments of last year from this region.

The trade is in a complete snarl—there is but little demand for Coal with the markets nearly all bare. The want of an understanding on the part of the transporting companies, and the delay in fixing the price of tolls and transportation by Railroad and Canal, has largely contributed to the present state of affairs. We firmly believe that it is utterly impossible to supply the market this year, owing to lateness in the commencement of the trade—and we state in advance that no fault will rest with the Coal Regions—the market is, comparatively speaking, bare of Coal—and many of our Operators have scarcely any orders for Coal. Shipments from Port Richmond have also considerably fallen off. It is a most singular state of affairs—and the consumers will have to pay for it in the end.

The Coal Operators have called a meeting to be held on Tuesday next, to take some steps to protect themselves, and remedy some of the present evils, if possible. Some of the Operators have found it necessary to suspend some of their hands. We append the call for the meeting:

MEETING OF THE COAL ASSOCIATION.—At a meeting of the Coal Association, held at their room, Pottsville, April 24th, 1856, the following resolution was unanimously adopted:

On motion of D. P. Brown seconded by F. J. Parvin;

Resolved, That the President be instructed to issue a call for all the Operators to meet on Tuesday, the 29th day of April, at 10 o'clock, A. M., to consult on the depressed state of the Coal Trade, with a view of devising some plan to remedy the evils under which it labors. Be it also,

Resolved, That the President invite the Richmond Trade to meet us and consult on the best mode of accomplishing the object in view.

Punctual attendance is requested.

S. SILLYMAN, *President.*

The Rail Road Company promulgated the same rates as charged last year, on Thursday, until July 1—but it is understood that they allow a drawback of 15 cents, (which it is said is given to the trade at Richmond,) while the rates of toll are maintained on the road. This is in addition to the 20 per cent. drawback allowed in favor of the Coal that goes to points reached by Schuylkill Canal Boats. It amounts virtually to a reduction of 15 cents per ton on the tolls. The following is the table:

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY.—*Philadelphia, April 23, 1856.*—The Rates of Freight and Tolls on Coal transported by this Company, will be as follows, from April 28 to June 30, 1856:

FROM	Mt. Carbon.	Schuyl. Haven.	Auburn.	Port Clinton.
To Richmond.	2 05	1 95	1 80	1 75
" Philadelphia.	1 90	1 85	1 70	1 65
" Incline Plane.	1 90	1 85	1 70	1 65
" Nicetown.	1 90	1 85	1 70	1 65
" Germantown R. R.	1 90	1 85	1 70	1 65
" Falls of Schuylkill.	1 90	1 85	1 70	1 65
" Manayunk.	1 90	1 85	1 70	1 65
" Spring Mills.	1 65	1 60	1 45	1 45
" Conshohocken and Plymouth Railroad.	1 65	1 60	1 45	1 40
" Rambo's and Potts' and Jones.	1 60	1 55	1 45	1 40
" Norristown or Bridgeport.	1 60	1 55	1 45	1 40
" Port Kennedy.	1 55	1 50	1 40	1 40
" Valley Forge.	1 55	1 50	1 40	1 40
" Phœnixville.	1 45	1 40	1 30	1 30
" Royer's Ford.	1 45	1 40	1 25	1 25
" Pottstown.	1 40	1 35	1 25	1 25
" Douglassville.	1 40	1 35	1 25	1 25
" Birdsboro'.	1 30	1 25	1 15	1 15
" Reading.	1 20	1 15	1 05	1 05
" Between Reading and Mohrsville.	1 20	1 15	1 05	1 05
" Mohrsville.	1 20	1 15	1 05	1 05
" Hamburg.	1 20	1 15		
" Owsley's Hump.	1 20	1 15		

The charge will be per ton of 2240 lbs., less five per cent. allowance for waste, as usual, and no charge less than twenty-five cents per ton will be made for any distance. By order of the Managers,

F. FRALEY, President.

It is hoped that the trade will now move in earnest. If it does not soon take a start, Coal will command a high figure next winter, and we will have a tremendous rush in the fall.

PORT RICHMOND COAL TRADE—April 24, 1856.—Prices of Coal on board, range from $4 25 for prime White Ash, to $4 50 for Red Ash.

NEW YORK, April 24, 1856.—The trade is without change; demand not very brisk.

BOSTON, April 24, 1856.—Sales of Pictou at about $7 50 ⅌ chaldron; and a cargo of Sydney on private terms. Anthracite, $8 for Lump; prepared $7 ⅌ ton retail.

From London Mining Journal of March 29.

THE IRON TRADE OF STAFFORDSHIRE—March 28.—The preliminary meeting of ironmasters was held in Birmingham yesterday (Thursday), and as we last week confidently anticipated, it was decided to maintain the prices agreed upon six months ago—namely, £6 for bars, other qualities bearing the ordinary proportion. The general ratio has been for hoops to be 1L., and sheets £1. dearer than bars; but with respect to the latter kind of iron, the quality varies so much that it would be difficult to fix any precise proportion.—The meeting was fully attended, and the proceedings only occupied a short time.

There was not a dissenting voice to the resolution for maintaining rates, and you may rest assured that prices will not be disturbed at present. Pig iron of the best makes is not increasing in stock; it is only inferior qualities that are not being sold. I feel assured that pig iron is as low as it will be if £4. is the continuing price for marked iron.

THE LACKAWANNA COAL REGION AND ITS OUTLETS.—The Honesdale *Democrat*, speaking of the movements in that quarter of the Coal Region, publishes the following:

A Railroad up the Lackawaxen.—We were in error in saying the President of the New York and Erie Railroad Company, in his late Annual Report, stated he had entered into a definite arrangement with another Company for the transportation yearly of three hundred thousand tons of Coal from some point to Piermont. What he stated was, that negotiations were progressing to that end.

It is understood that the party proposing to engage that amount of transportation is the Pennsylvania Coal Company, and that the point at which they contemplate putting it upon the Erie Railroad is the mouth of the Lackawaxen. This necessitates the building of a railroad from the mouth up to Hawley, which the Pennsylvania Coal Company has authority to do under their charter as it stands.

It is further understood the Delaware and Hudson Canal Company are not disposed, on any terms, to continue the railroad from Hawley to Honesdale. This is contrary to the prevalent impression, growing out of the operations of the Company in relaying their railroad track with heavy iron, doubling the planes across the summit, and extending the road several miles below its present southern terminus. All this indicates a prospective augmentation of business. But the Company insist that these facilities for enlarged operations are graduated solely with reference to the capacity of the canal. Last year they sent down one hundred and fifty thousand tons more than a market was found for, notwithstanding the remarkable length and severity of the cold increased the consumption of fuel; and the excess could have been made much larger had the boats been kept as fully occupied as they might have been. Using the canal to its utmost limit, the Company have yards sufficient to store the accumulated stock. Besides, the Lehigh Valley Railroad, from Mauch Chunk by way of Easton to New York, will commence full operations this spring, while the Scranton Railroad with its connections will be finished early in the summer, furnishing an outlet through to Elizabethport on Newark Bay. These additional channels, it is held, are much more than commensurate with the increased demand. How these representations tally with the obvious arrangements of the Company for extended transactions, every one must solve for himself.

The New York and Erie Railroad Company have closed their *Construction Account*, and the imperative necessities of their financial condition will keep it closed until they shall have greatly reduced the bulk of their indebtedness and consummated the regular payment of dividends.—Any other policy would be swiftly fatal. While, therefore, the Company would be pleased to have connections made between their road and the roads of the Pennsylvania Coal Company and the Delaware and Hudson Canal Company they are restrained in and beleagured by mountains of pecuniary difficulty they cannot deviate from the path fate has traced for them.

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

New York,	1 00
Boston,	1 50
Providence,	1 35
New Haven,	1 25
Baltimore,	80
Hartford,	1 80
Albany,	1 50
Washington,	1 10

Shipments from Richmond.

Shipments for week ending Saturday, April 19th, 1856:

TO	TONS.	TO	TONS.
Albany.	312	New Bedford.	150
Baltimore.	76	New Haven.	222
Bristol, R. I.	225	Newburg.	215
Boston.	584	Newport.	185
Braintree.	183	New Bedford.	149
Bridgeport, Conn.	52	Nantucket.	109
Bordentown.	70	New London.	160
Bristol.	103	Providence.	1,814
Chester.	96	Philadelphia.	3 6
Camden.	226	Petersburg, Va.	75
Chelsea.	275	Poughkeepsie.	436
Cambridgeport.	20	Perth Amboy, N. J.	70
Cambridgeport, Ct.	165	Port Chester.	325
Charleston.	296	Portland.	161
Bobb's Creek, N. Y.	20	Portsmouth.	241
Dauversport.	154	Quincy.	171
Eddyville, N. J.	10	Quarantine, L. I.	371
East Cambridge.	896	Rondout.	549
Frankford.	460	Riverton, N. J.	82
Fall River.	418	Richmond, Va.	100
Gowan's Creek, N. J.	221	Stapleton, S. I.	200
Gloucester.	180	Salem, N. J.	60
Green Point, L. I.	175	Sing Sing.	377
Georgetown, Va.	80	Salem, Mass.	1,529
Hartford.	134	Staten Island.	212
Hainesport, N. J.	50	Troy.	341
Havana.	446	Tarrytown.	214
Hoboken.	124	Tarrensdale, N. J.	29
Key West.	262	Tarrentou.	150
Lynn.	380	Wilmington, Del.	141
Marblehead.	446	Wilmington, N. C.	298
Mamaroke, Mass.	101		
Newark.	570	Total for week.	29,731
Neponset.	327	Previous this year.	165,404
New Haven.	137		
New Brunswick.	175	Total.	195,136
New York & Brooklyn.	5,337	Last year.	323,159

Shipments by Canal.

For the week ending April 24th, 1856:

DELIVERED	TONS.	CWT.
On the line.	5,593	16
Philadelphia.	8,565	04
Vicinity of Philadelphia.	355	05
Wilmington.	121	00
Jersey City.	178	00
New York and vicinity.	18,101	11
Baltimore.	346	00
Total for week.	33,110	16

By Railroad and Canal.

Quantity of Coal sent by Railroad and Canal, for the week ending on Thursday evening, last:

	RAILROAD.	CANAL.
Port Carbon.	11,315 02	11,357 04
Pottsville.	3,748 14	1,107 11
Schuylkill Haven.	22,341 10	15,615 05
Auburn.	357 00	000 00
Port Clinton.	9928 09	2,065 16
	49,032 15	33,110 16
		49,032 15
Total for the week.	tons.	82,143 11
Total by Railroad in 1856,		563,697 19
" Canal " "		86,790 07
Total by Canal and Railroad.	tons.	649,488 06

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	55,095 16	661,489 10
By Canal,	34,228 01	165,478 12
	89,323 17	826,968 02
		649,488 06
Decrease in 1856, so far,	tons.	177,479 16

Rates of Toll and Transportation on Coal from the Port Named.

	From Port Carbon.	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$2 00	$1 95	$1 80	$1 75	
To Philadelphia,	1 90	1 85	1 70	1 65	
Spring Mills,	1 65	1 60	1 45	1 45	
Reading,	1 20	1 15	1 05	1 05	

Rates of Toll by Canal for the present:

	From Pt. Carbon.	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philadelphia,	80	79	77	65
Spring Mills,	70	69	67	60
Norristown,	65	64	62	55
Reading,	48	47	45	41

Rates of Freight by Canal:

	From Pt. C.	Mt. C.	S. Haven.	Pt. Clinton.
To New York,	$1 90	$1 85		$1 80
To Philad'a.,	90	85		80

Schuylkill County Railroads—1856:

The following is the quantity of Coal transported over the different Railroads in Schuylkill County, for the week ending on Thursday evening last:

	WEEK.	TOTAL.
Mine Hill and S. Haven R. R.,	42,626 00	235,717 13
Mt. Carbon, "	5,223 04	40,786 05
Schuylkill Valley "	12,803 10	73,936 02
Mt. Carbon & Pt. Carbon "	14,154 09	153,678 00
Mill Creek "	14,626 06	118,731 08
Little Schuylkill "	10,957 17	109,606 08

Lehigh Coal Trade for 1856 by Canal.

For the week ending on Saturday last:

	WEEK. Tons.	Cwt.	TOTAL. Tons.	Cwt.
Lehigh Coal and Nav. Co.:				
Summit Mines.	3,080	07		
Room Run do	157	14		
East Lehigh Mines.	1,079	07		
	4,317	08		
Spring Mountain Mines.	2,056	02		
East Sugar Loaf do.	153	14		
Colerain.	380	09		
Stafford.	74	11		
N. Y. Lehigh Coal Co.,	69	10		
Coalport Ridge.	64	00		
Buck Mountain Co.	865	13		
Total.	7,957	17	7,957	17
To same period last year,			41,699	17
Decrease so far,			33,742	00

By Lehigh Valley Rail Road.

For the week ending on Saturday last:

	WEEK.	TOTAL.
	2,568 15	18,415 04

Union Canal R. R. Coal Transportation

Amount transported during the month of Feb. 1856:

	MONTH.	TOTAL.
Union Canal	8,152 01	17,225 08
Swatara Railroad.	6,323 06	15,463 07

Cumberland Coal Trade, 1856.

	WEEK.	TOTAL.
For the last week,	1,483	82,130
Last year.	13,824	84,872

COAL STOCKS,

AND OTHER SCHUYLKILL CO. STOCKS,

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

RAILROADS	PAR.	OF.	ASK.
Philadelphia, Reading & Pottsville-	50	15¾	16
Mine Hill and Schuylkill Haven	50	45½	45¾
Mount Carbon	50	50	52
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	50	52
Lorberry Creek	50	50	52
Swatara	50	7	8
CANALS.			
Schuylkill Navigation	50	20¼	20¾
Schuylkill Navigation, Preferred	50	26	30¼
Union Canal	50	9¾	10
Union Canal, Preferred	50	12	13½
Del. & Hudson Canal & Transportat'n Co.	100	129¼	130
RAILROAD & COAL COMPANIES.			
Little Schuylkill Nav., R. R. & Coal Co.	50	45½	46
Lehigh Coal & Navigation Co.	50	84	85¾
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	90
Pennsylvania Coal & R. R. Co.	100	100½	102
Dauphin Coal & R. R. Co.	100	48	50
Lykens Valley Coal & R. R. Co.	50	00	00
Beaver Meadow Coal & R. R. Co.	50	54	54½
COAL COMPANIES.			
Forest Improvement Co.	25	25	25
North American Coal Co., Preferred	25	25	25
" " " Common	25	8	9
Delaware Coal Co.	50	00	00
Cumberland Coal Co.	50	20¾	21
New Creek Coal Co.	50	1¾	1¾
MISCELLANEOUS.			
Mechanics' Bank	50	58	00
Farmers' Bank	50	55	58
Pottsville Gas Co.	50	25	25
Pottsville Water Co.	25	20	20

☞ The Stock of all Coal Companies will be added to the above list, when furnished by those who desire their publication.

BOARDING SCHOOL.

A BOARDING and Day School for small girls will be opened on the 12th of May, at the residence of the subscriber, near Orwigsburg. The situation is pleasant and healthy; the buildings are large and commodious, with extensive grounds, handsomely laid out, and plenty of shade. The usual branches of an English Education will be taught; also, French, Zephyr Work and Embroidery.

The government will be firm but parental, and the moral and physical requirements of the pupils will be strictly attended to; and no pains will be spared to make them feel, as little as possible, the absence from home.—Only a limited number of Boarding Scholars will be taken.

TERMS—for tuition, board and washing, 50 Dollars per quarter of 12 weeks; payable half in advance, the remainder at the end of the term! Needle-work, extra.—Terms for day-scholars, $1 per month, payable month ly. For further particulars call on, or address the principal.

H. L. CLAYTON.

Orwigsburg, April 25, 1856. 17-1t

REVIVAL

OF THE

SADDLE AND HARNESS MANUFACTORY,

AT THE OLD STAND, N. E. corner of 2d and Market streets, Pottsville. The undersigned respectfully announces to the citizens of Pottsville, and Schuylkill county in general, that he has again resumed the manufacture of Saddles, Bridles, Gig, Carriage, Buggy, Team and Railroad Harness; Hair and Straw Collars, for light or heavy draughts; and has on hand the best assortment of Whips, Hames, Fly Nets, Blankets, and every variety of goods in his line of business. He trusts that his long and general experience with the trade of this county, will be a guarantee that his assortment of goods will be of the first quality, as to material and manufacture, and respectfully solicits the patronage of all his old friends and the public, and invites the attention of every one desirous of any article in his line to call and examine his stock before purchasing elsewhere. His terms will be found as reasonable as any establishment in the county.

PHILLIP WOMELSDORF.

Also, 2 or 2 good hands wanted to work at the business. Pottsville, April 26, 1856. 17-3m

NEW ADVERT'MENTS

EARLY PLANTS.

THE undersigned begs leave to inform his friends and the public that he has for sale at the Hamburg Truck Farm, all kinds of Green and Best House Plants such as cabbage (in varieties) Peppers, Tomatoes, Egg Plant, Lettuce, &c., which he will sell at reasonable prices by the dozen, hundred or thousand, and guarantees all kinds to be such as sold for. All orders promptly attended to by applying to the proprietor.

G. E. HORLICHER,
Hamburg Truck Farm.

April 26, 1856. 17-1m

COAL LANDS FOR SALE.

VALUABLE COAL LANDS FOR Sale, in Wyoming Valley, Luzerne county, Pennsylvania.—The subscriber has been appointed by the stockholders of the North Pennsylvania Coal Company, and is fully empowered to make sale of all the properties of said Company. They are a duly incorporated Company, and their charter, as well as their lands and personal property, is offered for sale.

Their lands consist of about 600 acres, situate 2½ miles northeast from the town of Wilkesbarre, extending from the Susquehanna river on the west, to Mill Creek on the east, crossed by the North Branch of the Pennsylvania Canal, by the plank road from Wilkesbarre to Pittston, and by the route of a chartered Railroad, expected to be soon built, from Scranton to the Santicoke Dam, 9 miles below Wilkesbarre. They are choice and carefully selected coal and farm lands.

A shaft has been sunk on the bank of the Canal about 90 feet deep, through three veins of excellent Coal, and a new and powerful engine erected, which is now in successful operation. The surface of the land is in a high state of cultivation, and there are numerous dwelling houses, barns, out-buildings, orchards, &c., the property is in a condition for an immediate Coal business, and presents several other points for sinking shafts and working the Coal veins that underlie the whole of it.—The canal is now in use, and the contemplated railroad, with its connections, will afford outlets to all the markets of the country. The personal property consists of horses, mules, wagons, carts, mining implements, &c.

A more attractive, valuable and more advantageously located body of Coal lands, of equal size, cannot be found in Wyoming valley and has never been offered in market.

The subscriber invites the attention of individuals or companies wishing to invest in Coal lands, to this property, which he will be prepared to exhibit to all inquirers, and he requests proposals of purchase either of the whole or any part of the lands, with or without the personal property and the charter of incorporation.

Inquiries and proposals may be addressed to him at Wilkesbarre, or to John D. Taylor, Esq., No. 9 S. Water street, Philadelphia.

STANLEY WOODWARD, Wilkesbarre, Pa.

April 26, 1856. 17-6t

$1,000 REWARD!

WHEREAS, in consequence of it having been made known to the subscriber that some reckless person or persons did with malice aforethought circulate rumors to the effect that Fashionable Hats, Caps and Gentlemen's Furnishing Goods, formerly kept in Pottsville as good and as cheap as now sold by the subscriber