Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MAY 17, 1856.

The circulation of this Miners' Journal is equal to the aggregate circulation of the THREE other English papers published in the County—and as it circulates among the intelligent portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as if published in all the other papers. In addition to the rates of advertising are always graded in price according to the circulation of the paper.

MINERS' JOURNAL COAL ALMANAC FOR 1856.

Now Ready.

This Almanac contains a statistical table of the Coal Trade of the United States; a list of the Miners and Shippers of Anthracite Coal in the different regions, together with the quantity of Coal sent to market by each; the length of Railroads in Schuylkill county, and also the length of Canals and Railroads leading from the principal Anthracite Regions to Philadelphia and New York; the ultimate capacity of Coal transportation Railroads, with different grades, &c., &c., making it a very valuable help to us in our Coal and Railroad offices, and also for Editors and Merchants in the interior of the State. Price 12½ cents. Trade Rules, Rates and Canals, &c. For sale at the counter. Price 12½ cents.

In Philadelphia, at Zeiber's, Third below Chestnut.
In New York, at the Herald Office.
In Baltimore, at W. Bridges's Newspaper Agency.
Copies will be sent to any one who may order them, enclosing the price, 12½ cents each, by mail.
B. BANNAN, *Publisher.*
Pottsville, Pa.

* All newsmen and others who purchase 3 copies will receive a copy of the Almanac gratis.

THE LONDON SAILOR!

TEMPERANCE LECTURE!!

The celebrated Temperance

Captain Wm. M. Murrell,

Formerly of the United States Navy, whose name as an Advocate of the Cause has preceded the author the United States and the Canadas—will lecture at POTTSVILLE, on **Tuesday Evening, May 20th** at the Court House at **7 1-2** o'clock.

OWING to a press of matter, we are unable to notice, severally, our new advertisements, this week.

CONGRESS is hard at work—doing nothing.

NORFOLK.—All vessels from Southern ports are now strictly quarantined at that port.

RAILROAD SPIKES.—An establishment for the manufacture of railroad spikes will soon be in operation in Allentown.

MASSACHUSETTS.—The Senate by a vote of 26 to 2, has passed resolves in favor of the speedy admission of Kansas as a Free State.

AMERICAN VICTORY.—The municipal election in Providence on Wednesday, resulted in the election of the entire American ticket by 500 majority.

BENEFICIAL PRINTING.—Two Hundred and Ten Thousand Copies of the new Agricultural Report from the Patent Office, are ordered by the House.

EX-PRESIDENT FILLMORE.—The New York City Council has appointed a committee of five to receive the Hon. Millard Fillmore, on his return from Europe, and extend to him the hospitalities of the city.

THE JUNE CONVENTIONS.—The Democratic Convention meets in Cincinnati on the first Monday in June. The Republicans in Philadelphia on the 17th. Both a sample for the purpose of nominating candidates for President and Vice President.

PRESENTATION AT COURT.—Queen Victoria held a drawing room on the 29th ult., at which was presented, by Mrs. Dallas, Miss Rebecca Darby Smith, a young lady of Philadelphia, and Miss Susan Dallas, daughter of the Minister of the United States.

KANSAS AFFAIRS.—Late intelligence from St. Louis states that an invasion of Missouri Borderers is to be made in Kansas, and the Free-State settlers silenced with the bayonet. Indictments for high treason have been made against Gov. Reeder, Gov. Robinson, Senator Lane, and other prominent Free-State men.

THE DEFICIENCY BILL.—This bill is through at last at Washington. The appropriation for the Washington Water-Works was driven up by the Senate. On most other points the House gave way. The bill takes about Four Millions from the Treasury, and is expected to produce a little ease in the Money market.

PIERCE HEARING OFF BUCHANAN.—It is stated that Pierce's motive in recognizing Padre Vigil, Walker's minister, is to steal Buchanan's thunder. Cunning that! In the same way he circumvented Douglass in Kansas business. Skilful manœuvring now, is required in view of the approaching Cincinnati Convention.

BACKING WATER.—The Philadelphia *Bulletin* we have esteemed a friend of temperance, and in politics honest and independent. Vaux, and the present Locofoco administration of Philadelphia, were elected through the Leger influence of that city, yet it becomes a panegyrist of both. Does it contemplate following the example set by the *North American*?

NICARAGUA.—President Pierce, we perceive has recognized, officially, Padre Vigil as the Minister of Nicaragua. This winks at a formal recognition of the Walker government, we suppose. The President has been counselled to delay acting in this matter, much to his embarrassment. In fact the President has been sorely puzzled how to act, and we doubt if he will add much to his reputation, or win him, by consenting to recognize in an officially character the priestly envoy.

DURING HIS POSITION.—Mr. Fuller of this State, has made a speech in Congress.—He avowed broad national principles, stigmatized as forgeries certain hallucinations attributing to him extreme Northern views, and explained his position past and present, with regard to the slavery question. He exposed what he characterized as marked inconsistencies in the career of Mr. Buchanan, and by reference to documents, endeavored to show that some prominent Pennsylvania Democrats, including several delegates to the Cincinnati Convention, were tainted with Free soilism.

NEW RAILROAD ARRANGEMENT.—On and after Monday, the 26th instant, the morning express train for Niagara Falls and Chicago, via the Reading, Little Schuylkill, Catawissa, Williamsport and Elmira, Canandaigua and Elmira, Canandaigua and Niagara Falls, Great Western of Canada, and Michigan Central railways, will leave Philadelphia at 5 o'clock, A. M., instead of 6 o'clock, as at present. Passengers will reach the great Canada at 11:10 P. M., Detroit between 8 and 9 o'clock the following morning, and Chicago the afternoon of the same day. The time for leaving Niagara Falls for Philadelphia is fixed at 5:50, A. M., and 4 P. M. The afternoon train from Philadelphia will leave as usual, 4 o'clock, 30 minutes.

KANSAS AFFAIRS are exciting much interest since the attempted assassination of Sheriff Jones. Telegraphic despatches from that territory were received at Washington on Tuesday, and the President on reading them, was heard, to exclaim to a gentleman, privately, but within the hearing of those present at the White House, "if there is to be armed resistance to the laws of the country and the Constitution upon the rights of the slave, it might as well occur at this time, and in Kansas, as elsewhere." His Excellency's notions of the fact that the North has rights in Kansas as well as the South, are clear enough. But where will slavery be thrust upon, an unwilling people, at the point of the bayonet?—Echo answers!

"OLD SCHUYLKILLER" errs if he supposes we are a Republican or any other kind of Abolitionist. We respect the Catholic religion, but we respect the Protestant religion as much as we respect the Catholic religion. We would not deny the Catholic the right of worshipping his Maker in any form he may deem proper. Let the spires of his cathedrals be as numerous as the trees of the forests. No! we are not uncharitable.—We only ask every calm, dispassionate man to look at the difference between the Protestant and Roman Catholic portions of Ireland.—Intelligence, respectability and social comfort on the one hand—poverty, ignorance and degradation on the other. The same English laws govern both sections of Ireland. Why is it that the difference is so marked? Hath priest-craft no hand in the work of demoralization? If Papal influences do not effect it, will "Coal Shoveller" inform us of the true cause?" English oppression" cannot certainly, have the effect of degrading one portion, and elevating in the same degree another portion of Ireland? If it be not the effect of priestly influence in the temporal affairs of the laity of Roman Catholic church, our communicant will have the kindness to state the real cause. Ireland is no isolated instance of the effects of Rome's power over the temporal affairs of nations. Italy, Spain and Mexico, are at this moment, equally degraded and oppressed, while the United States feels keenly the power which the Romish hierarchy wield, even on its own soil. In Catholic localities, Catholic Ireland is re-represented, while unscrupulous politicians bargain with his Grace, Archbishop Hughes, for the entire Catholic vote at Presidential elections. We would not allege anything against Catholicism as a religion—when used as a political engine, by grasping, licentious, arrogant priesthood, it behooves the American press and people to keep an eye on it. We do not entertain a single unkind feeling against any member of that Church. Far from it. We respect them in their religious belief; but pity the infatuation which induces them to become the mere tools of designing priests, and degrades them to the lowest scale of humanity.

THE NEW ATLANTIC TELEGRAPH CABLE.—The new cable of the New York and Newfoundland Telegraph Company, now making in England, will be made of small copper wire twisted together, and will weigh about three fourths of a ton to the mile. The distance from St. Johns, Newfoundland, to the nearest point on the southern coast of Ireland, is 1,647 miles. The cable will be 2,100 miles long, and is to be laid by two steamers, each of them to have on board 1,200 miles of cable, weighing 900 tons. After joining the ends of the coils, and dropping them in the ocean midway between the two points they are to connect, they will start for their separate places of destination. It is estimated that ten days will be required to accomplish this work.

AMERICAN STATE COUNCIL.—The Edie division of the American State Council met in convention at Harrisburg on Tuesday.—Among the delegates were ex-Governor Johnson, Gen. Small and others. A series of resolutions ratifying the nomination of Fillmore and Donaldson, as President and Vice President; denouncing the Administration for repealing the Compromises of 1850, and the Missouri Compromise, and condemning the Kansas Nebraska act as a breach of faith and an outrage on the people, were adopted.—The ticket for State offices, nominated by the Union State Convention, was ratified. A resolution to make the future sessions of the State Council with open doors, was passed.

THE COAL TRADE.

The quantity sent by Railroad this week is 47,261 10—by Canal 32,421 06—for the week, 79,683 05 tons against 82,954 09 tons for the corresponding week last year. Total by Railroad 699,339 09 against 826,721 17 tons—Do. by Canal 175,764 11 against 254,581 06 tons to same period last year.

The supply still continues to fall behind the shipments of last year, and the deficiency so far from this region is 199,999 tons. The deficiency on the Lehigh by Canal is 71,684 tons. The quantity sent by the Lehigh Valley Railroad amounts to about 28,000 tons, leaving the deficiency from that region about 43,684 tons.

But little, if any, Coal has reached tide yet from the Delaware and Hudson Company's and the Pennsylvania Company's Works. The trade is also considerably behind from Wilkesbarre down the river,—so that we can safely set down the deficiency from the Anthracite Regions at 200,000 tons—the quantity we predicted several weeks ago, it would be at this period.

The whole working capacity of the Reading Railroad and Schuylkill Canal, including blast, without any delay or interruption, cannot exceed 95,000 tons per week—and at this rate it would take up to October to make up the present deficiency—but the present average transporting capacity of the companies will not exceed 90,000 tons per week (which it will not reach before some time in June,) so that no increase may be looked for from this region this year, unless the transporting capacity of the Companies is increased, for which no provision has been made so far. Where the increase of 6 or 700,000 tons, required this year, is to come from we cannot at present point out, and we doubt whether any other person can.

We would advise those dealers who have money to lay in all the Coal they can before the first of July. We will guarantee that they will not be caught as far as prices are concerned.

The average shipments from this Coal Region last year from the present time up to October, averaged a little over 50,000 tons per week.

Miners we leave to care in this Region, a great many having gone to California, and the new Regions have drawn off a considerable force to open new Collieries. Wages are good here, and those out of employment elsewhere will find instant employment in this Region for the balance of the season.

THE MAMMOTH SHAFT COLLIERY.—The Air shaft which Messrs. Kirk & Rann were carrying from the top down to the St. Clair Mammoth Shaft Colliery to the Slope above, was completed on Thursday. This Air Shaft was required to ventilate the Colliery at the bottom of the Shaft, and the distance driven from the gangway or lower level to the Slope above was about 630 yards through Coal on the inclination of the vein. This extensive Colliery, the most extensive in the United States, is now considered complete for all present purposes, and all they have to do is to extend the inside workings, mine and remove the Coal from a breast-work of 630 feet on a vein averaging about 22 feet in thickness. We congratulate Messrs. Kirk & Rann, on the completion of this extensive Colliery establishment, which was commenced about 15 years ago by Mr. Alfred Lawton, and stopped: afterwards taken hold of by Mr. E. W. McGinnis, who sunk the Shaft and erected the present works; and was purchased last year by the above named energetic firm, who have encountered and overcome all the numerous difficulties which presented themselves in the completion of what is very properly termed the Mammoth Shaft Colliery at St. Clair. We will endeavor to give a full description of this Colliery next week.

The shipments from Port Richmond this year fall short of the shipments to same period last year—a little upwards of 150,000 tons. In Boston and other Eastern markets, they were compelled to pay $9 per ton of 2000 lbs. at retail last winter, and if they are in a fair way of paying a little higher figure the ensuing winter. We warned them about high prices last year, which they did not heed—we again warn them in time this year. If they will not take the Coal when offered at fair prices, and leave the Collieries stand comparatively idle for two months in the season, the responsibility of a short supply will rest with the purchasers, and not not with the producers.

By the following exhibit for April, it appears that the Reading Railroad is beginning to catch up in receipts. The receipts on Coal, Passengers and Merchandize have exceeded those for the corresponding month last year. After this month the road will be in full blast, and the receipts will be very heavy for the balance of the season.

For the month of April,	1856.	1855.
Received from Coal,	$342,937 61	$310,128 98
" Merchdize,	26,934 57	22,317 88
" Travel, &c.,	30,608 72	22,999 49
	$410,480 90	$102,476 35
Transportation, Roadway, Dandjage, Renewal F'd, and all charges,	179,286 81	171,763 18
Net profit for the month,	$231,194 09	$230,693 16
" for previous 4 mos.,	258,672 96	481,121 29
Total net profit for 5 mos.	$489,867 05	$711,817 57

THE MORRIS CANAL REPORT.—This Company is in a flourishing condition. The receipts last year were $272,135—expenditures, or dinary $36,864—do. for building new and improved planes, wharves &c., $63,543. The income over the current expenses last year was nearly $10,000.—The company have already constructed 15 new inclined Planes, and require only eight more to be constructed to enable boats carrying from 65 to 70 tons to pass, and give the Canal a capacity of from 800 000 to 1,000,000 tons each way.—The receipts in 1852 were $98,224, in 1855, $272,125.

9 NEW YORK, *May 6th*, 1856.

MESSRS. EDITORS:—Permit me to correct an error or two in your article on the Coal Trade in your JOURNAL of the 3d inst.

You say "the Lackawanna, (meaning I presume the Delaware and Hudson Canal Company,) and Penna. Coal Companies, had over stocks of Coal on hand on the 1st of April, of last year's supply, while the Schuylkill Coal was all sold. These Companies refused to enter into similar arrangements with the Reading Company this Spring," as (you say) the several Companies made in the Spring of 1855. Now I do not know what other Companies may have done or may have refused to do. But I know that the Delaware and Hudson Canal Company did not refuse to enter into such arrangements as you alluded to. It was not asked so far as I know, to enter into any arrangements by or with the Reading Railroad Company. Then you say again, "The Penna. Coal Company and Delaware and Hudson Canal Company, reduced their prices on board at the shipping points from 35 to 90 cents per ton until the 1st of July," and "these movements forced the Philadelphia and Reading Railroad Company and the Schuylkill Navigation Company, into the reduction of 15 cents per ton to meet these reductions until the 1st of July."

This is erroneous as regards the action of the Delaware and Hudson Canal Company. Both the Reading Railroad and the Schuylkill Navigation Company had made the reductions you speak of before the Delaware and Hudson Canal Company had fixed its prices for Coal, and the reduction made by the two Philadelphia Companies, compelled the Delaware and Hudson Canal Company to take the price it afterwards fixed. Its action therefore being later than that of the other Companies, could not have had any effect on them in inducing them to reduce their rates of toll and transportation, and at the time they did it, the Delaware and Hudson Canal Company was selling and still is selling its stock of Coal on hand at Rondout at $4 40 per ton *cash* for lump Coal. If injudicious movements have been made by the great carrying Companies this year that influence the Coal Trade, the Delaware and Hudson Canal Company is not answerable for them, in either form that you suggest, nor indeed in any way, for it has been passive in the matter.

We publish the above by request, and make the correction with pleasure. It was the Pennsylvania Coal Company that first reduced their rates,—and it was in consequence of *their* reduction that our Companies were called upon to reduce their rates. We have since learned from reliable authority, that the Delaware & Hudson Company did not sanction the course adopted by the Pennsylvania Coal Company, and that their rates were fixed after the issuing of the Circular of the Pennsylvania Company. A conference or an interchange of sentiment had taken place between the different Companies or members of the Companies, by which it was ascertained that there was not that unanimity of feeling existing as formerly with regard to charges, and hence it was that our Companies preferred waiting the developments in other regions before they promulgated their rates for this season.

LEHIGH COAL AND NAVIGATION COMPANY'S REPORT.—Not having received a copy of the annual Report of the Lehigh Coal and Navigation Company for the past year, we are indebted to the Philadelphia *Ledger* for the following statements contained in it:

The Navigation opened on the 30th of March, and the first shipment of coal was made on the 4th of April. Navigation was continued with comparatively uninportant interruptions to the 1st of December. The shipments of coal from the region were 1,275,051 tons; showing an excess of about 25,000 tons over the estimate, and an actual increase of 28,633 tons over 1854. The distribution of the Coal from the region was as follows:

	Tons.
Consumed on the line of L high Canal,	229,056
Passed into the Morris Canal,	200,730
Entered the Delaware Division,	755,265

The shipments of lumber for the year 1855 reached 51,587,667 feet, showing an increase of about four and a half millions over the shipments for the preceding year. Freights of all kinds for the year amounted to:

Descending,	1,415,499 tons.	
Ascending,	98,147 "	
Total,	1,513,646	

being an increase over that for the year 1854 of 24,564 tons.

The profits for the year 1855 were, from ground and water rents and from lots sold, $31,221 71; from coal, $252,768 82; and from tolls, $755,278 09; making a total of $1,019,271 63. The balance, at the close of the year, was $711,249 58; exhibiting an excess of $57,558 78 over the corresponding balance at the end of the year 1854. The assets of the Company comprise:

Pennsylvania State Fives,	$400,000
" Sixes,	10,000
City Sixes,	11,000
Penna. 5 & 6 Mortgage Bonds,	200,000
Lehigh Valley R., 1st Mortgage Bonds,	16,000
Lehigh Coal and Navigation Co's Sixes,	288,877
Amounting to	$988,877

During the year 1855, the capital stock was increased by $1300; the funded debt was diminished by $795,400; the floating debt lessened by $56,655; and the general indebtedness of the Company reduced by about $556,328 23. On the first of January last, the aggregate of the Company's liabilities, including capital stock, funded debt, and obligations of every kind, and including also their own bonds held in trust was $6,771,472 37. Excluding the item last named, the amount was $5,485,591 98. During the year, the regular semi-annual dividends of 3 per cent. each were made. A distribution of scrip, not entitled to dividend, was also made among the stockholders to the amount, at par, of $194,650; and an equal amount of the six per cent. loans of the Company cancelled. The report makes no estimate of the tonnage the present year, for the reason, however, that the experience of Companies or members of the Company, by which it was ascertained that there was not that unanimity of feeling existing as formerly with regard to charges, and hence it was that our Companies preferred waiting the developments in other regions before they promulgated their rates for this season.

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BY TELEGRAPH.

FRIDAY, 9 O'CLOCK, P. M.

Freights from Richmond to—

New York,	1 05
Boston,	1 25
New Haven,	1 25
Hartford,	1 25
Providence,	1 50
Roxbury,	2 00
Newburyport,	1 50
Salem, do.	1 50
Baltimore,	90

Shipments from Richmond.

Shipments for week ending Saturday, May 10, 1856:

To.	TONS.	To.	TONS.
Acosta,	194	Newburn,	35
Albany,	455	New Haven,	920
Avery Creek, N. J.	220	Nantucket, Mass.,	220
Bridlesburg,	237	New Bedford,	237
Bordentown,	88	New London,	294
Beverly, N. J.,	278	Norwich, Conn.,	441
Boston, Mass.,	4,450	Portland, Me.,	237
Chester,	169	Poughkeepsie, N. Y.,	294
Colchester,	320	Plymouth,	103
Cedar Point,	144	Portchester,	176
Camden,	220	Philadelphia,	8
Cambridgeport,	193	Petersburg, Va.,	232
Cheshire,	225	Portsmouth,	153
Charlestown, S. C.,	1,764	Providence,	1,224
Charleston, Mass.,	242	Pawtucket,	219
Dighton, Mass.,	220	Quincy Point,	215
East Greenwich,	220	Rockport,	169
East Cambridge,	353	Rondout, N. Y.,	47
Fitchburg,	220	Richmond, Va.,	60
Frankford,	2,7	Roxbury, Mass.,	220
Fall River,	522	Stonington, N. Y.,	176
Greenville,	72	Sing Sing, N. Y.,	193
Grassy Point,	70	San Francisco,	441
Georgetown, D. C.,	99	St. Johns, N. B.,	200
Hoboken,	60	Stony Point,	9
Holmesburg,	181	Stonington,	128
Hoboken,	165	Salem, Mass.,	1,058
Havana,	117	Scituate,	132
Hingham,	165	Haverhille,	90
Haverstraw,	176	Taunton, Mass.,	235
Irvin,	70	Tauuton, Mass.,	440
Ipswich,	110	Troy, N. Y.,	176
Jersey City,	62	Weymouth,	162
Lynn, Mass.,	210	Washington, D. C.,	176
Mott Haven,	220	Wilmington, N. C.,	100
New York, Brooklyn & Williamsburg,	7,589	West Chester,	80
Newport, R. I.,	132	Total for week,	29,357
Marblehead,	242	Previously,	246,828
New Castle, Del.,	50		
New Brunswick, N. J.,	147	Total for season,	276,185
Newark,	147	Last year,	429,957

By Railroad and Canal.

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

	RAILROAD.	CANAL.
Port Carbon,	15,877 09	6,197 19
Pottsville,	2,250 15	1,722 06
Schuylkill Haven,	21,942 17	19,490 09
Auburn,	624 19	109 09
Port Clinton,	6,765 19	2,316 19
	47,261 19	29,421 06
		47,261 19
Total for the week,	tons,	79,683 05
Total by Railroad in 1856,		699,339 09
" Canal "		175,764 11
Total by Canal and Railroad,	tons,	875,103 09
Shipments to same period last year:		
	WEEK.	TOTAL.
By Railroad,	52,938 15	820,721 17
By Canal,	30,595 16	254,581 06
	82,934 09	1,075,303 07
		875,103 09
Decrease in 1856, to date,	tons,	199,999 03

Shipments by Canal.

For the week ending May 1st, 1856:

	TONS.	CWT.
DELAWARE.		
On the Line,	4,140	00
Philadelphia,	8,440	10
Vicinity of Philadelphia,	200	00
Wilmington,	642	10
Frenchtown,	1,000	00
Delaware City,	175	00
Jersey City,	177	05
New York and vicinity,	16,443	10
Brooklyn,	1,255	00
Hoboken,	162	00
Staten Island,	180	00
Total by stock,	32,421	06

Rates of Toll and Transportation on Coal.

RATE PAID FOR THE PERIOD.

To	From Mt. Carbon, S. Haven, Pt. Clinton,	From Pt. Carbon,	From Anthony,
To Richmond,	$2 00	$1 95	$1 90
To Philadelphia,	1 90	1 85	1 80
Spring Mills,	1 65	1 60	1 55
Reading,	1 20	1 15	1 05

Rates of Toll by Canal for the present.

To	From Mt. Carbon, S. Haven,	Pt. Carbon,	Pt. Clinton,
To Philadelphia,	70	65	60
Spring Mills,	70	65	60
Northtown,	65	60	55
Reading,	45	40	35

Rates of Freight by Canal:

To	From Pt. C. & M. C.	S. Haven,	Pt. Clinton,	Anthony,
To New York,	$1 50	$1 85	$1 80	$1 75
To Philadelphia,	80	85	80	75

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.,	41,843 10	252,247 08
Mt. Carbon "	4,580 06	34,647 19
Schuylkill Valley "	9,003 18	101,655 07
Mt. Carbon & Pt. Carbon "	15,140 09	108,960 03
Mill Creek "	42,825 06	104,242 12
Little Schuylkill "	12,245 00	75,672 18
	125,636 19	677,424 15

Lehigh Coal Trade for 1856 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co:	Tons. Cwt.	Tons. Cwt.
Summit Mines,	3,144 07	21,744 11
Room Run do.	1,064 18	5,140 05
East Lehigh Mines,	780 00	5,340 02
A. Lattig's Pea Coal,	120 13	120 13
Spring Mountain Mines,	3,552 02	11,088 13
East Sugar Loaf do.	1,020 00	5,855 13
Colerain,	1,028 05	5,960 08
Stafford,	752 08	2,220 08
N. Y. Lehigh Co.,	1,040 10	4,244 07
German Pa. do. do.	1,001 10	2,401 17
South Side Mountain Ridge,	1,300 14	466 09
Crane's Iron,	1,482 14	2,905 10
Harleton Coal Co.	4,367 15	5,553 11
Allegheny Mines,	2,222 12	4,228 11
Diamond "	1,423 08	1,423 08
Buck Mountain Co.,	3,873 10	10,435 03
	32,378 08	89,883 11
Total,	35,111 00	101,277 19
To same period last year,		
Decrease by Canal, so far.		71,693 19

Union Canal R. R. Coal Transportation

Amount transported during the month of May, 1856:

	MONTH.	TOTAL.
Union Canal	13,941 01	33,166 09
Swatara Railroad	9,564 08	25,028 01

Cumberland Coal Trade, 1856.

	WEEK.	TOTAL.
For the last week,	16,636	135,177
Last year,	15,457	172,057

COAL STOCKS,

AND OTHER SCHUYLKILL CO. STOCKS,

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

RAILROADS	PAR.	OFF.	ASK.
Philadelphia, Reading & Pottsville	50	44	44¼
Mine Hill and Schuylkill Haven	50	64½	65
Mount Carbon	50	25	27
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	56	57
Schuylkill Valley	50	56	57
Lorberry Creek	50	1 00	1 05
Seaman's	50	7	8
CANALS.			
Schuylkill Navigation	50	19 00	19½
Schuylkill Navigation, Preferred	50	28½	29
Union Canal	50	9¾	10
Union Canal, Preferred	50	12	13½
Del. & Hudson Coal & Transportat'n Co's	100	128	128½
RAILROAD & COAL COMPANIES.			
Little Schuylkill Nav., R. R. & Coal Co.	50	14½	15
Lehigh Coal & Navigation Co.	50	86	87
Hazleton Coal Co.	50		
Buck Mountain Coal Co.	50	60	60
Pennsylvania Coal & R. R. Co.	100	120	121
Dauphin Coal & R. R. Co.	100	48	50
Lykens Valley Coal & R. R. Co.	50	50	51
Beaver Meadows Coal & R. R. Co.	50	50½	50¾
COAL COMPANIES.			
Forest Improvement Co.,	25	25	26
North American Coal Co., Preferred	25	25	26
Canal-Coal Co., Common	25	8	9
Delaware Coal Co.,	50	00	00
Canal-Coal Co.,	50	00	00
Newcastle Coal Co.,	50	00	00
MISCELLANEOUS.			
Miners' Bank,	50	58	60
Farmers' Bank,	50	55	58
Pottsville Gas Co.,	50	29	30
Pottsville Water Co.,	25	29	30

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

JAPAN PEAS.

ALSO, the Tom Thumb Pea, a new and prolific dwarf variety, just received and for sale at B. BANNAN'S Book and Seed Store.

*** Orders received for all kinds of Trees, Shrubbery and Plants. Pottsville, April 12, 1856 14

FOR SALE.

ASPARAGUS SEED, by the pound, for sale at the subscriber's Seed Store. Price, 62½ cents per pound—selling a fine opportunity for persons wishing to raise roots.

Pottsville, April 5, 1856 14

TOBACCO, CIGARS AND OATS,

AT the Hamburg Smoking Tobacco and Cigar Manufactory

10,000 bushels prime oats: 200 barrels Smoking Tobacco; 400,000 Half Spanish Cigars: 100,000 Spanish Sizes, 25,000 Cuba Extras.

JAMES S. MOYER,
Hamburg, Berks county.

Sept. 22, '55 38

McALLISTER'S

Platina Points for Lightning Rods.

OUR POINTS are made of a tapering body, about six inches long, well gilt with pure gold to prevent the action of rust, and tipped with solid Platina. They have been in use for many years and have given general satisfaction. Prices, $1 00; $1 25; $1 50; $2 00; $3 00; $4 00, per point—the price varying according to the quantity of Platina. Printed directions accompanying each point. Manufactured by

McALLISTER & BROTHER,
(Established in 1796.)
194 Chesnut street, Philadelphia.

*** Insulators and Iron Staples furnished at the lowest prices.

April 19, 1856 16,7t*

ORNAMENTAL TREES, SHRUBS AND PLANTS.

WILL receive, in a few days, from Northern New York, a choice variety of splendid ornamental Plants, Trees, Shrubs, &c., among which will be found the following:

Deodar Cedar,	Irish Ivy.
Red Cedar,	Weeping Roses,
Balsam Fir,	Snow Balls,
Hedgehog Larch,	Upright Honeysuckles,
White and Purple Lilacs,	Dentzia Scabra,
Ashberry,	Norway Spruce,
Balsam Fir Tree,	Silver Fir,
American Arbor Vitæ,	Peonies, &c., &c.

The evergreens are small—suitable for planting in gardens, &c. Also, every variety of Rose Bushes, Fuchsias, Verbenas, Petunias, Heliotropes, Geraniums, Dahlias, &c., for sale by

B. BANNAN.

May 3, 1856 18

AGNEW & CO.,

NO. 196 CHESNUT Street, Philadelphia, respectfully inform the citizens of Pottsville and vicinity, that they have in store a full assortment of choice and seasonable goods which they are closing out at *greatly reduced prices*, principally from the great auction sales in New York, and partly of our own importations.

Silk & Shawl Department.

1000 Stella Shawls, 500 Black Silk Mantillas, 250 Chantilly and French Laces, &c. Barege Shawls and Scarfs, 3000 yards Dress Silks, ballings at 65, 75, 87½ & 91 00 per yard, 500 magnificent Silk Robes, Black Gro De Rheins, 150 Flounced Barege Dresses, Grenadines, Chally Organdies, Lawns, French and English Chintzes, French worked Setts, Collars and Sleeves, Gentle Handkerchiefs, Ruffling, Ladies and Gents Kid Gloves, Lace Mits, &c.

Mourning Goods Department.

Black Bombazines, Grenadines, B reges, Crape De Espagne, Lupine 6-4, Mousselines, Tamise Cloth, Grenadines, Black and Purple Flounced Robes. Country Merchants, and Quilters in Philadelphia, are invited to call and examine our stock, feeling confident that with the great facilities afforded us we can offer great inducements.

AGNEW & CO.,
196 Chesnut street, below 8th.
May 10, 1856 19 2m

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