Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 15, 1856.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

BUSINESS NOTICES.

INDIA RUBBER COATS, &c., can be bought at Bannan's store.

LADIES' INDIA RUBBER BOOTS can be obtained at Bannan's store.

A YOUNG MAN wants a situation as Book-keeper—See advertisement.

SEE Administrator's Notice of Jacob Hammer and Edw. Lebengood.

SEE Administrator's Notice of M. F. Ludwig, S. R. L. Ebur and E. J. Fry.

A. PRICE advertises Coal Operations near Pittston, to lease. See advertisement.

ELIZABETH ADAMS, near Llewellyn, advertises two stray sheep. See advertisement.

W. S. LEWIS advertises a house for sale on Pierce St. For particulars, see advertisement.

JOHN. THOMAS AND JAMES WREN have dissolved Partnership. For particulars see advertisement.

MILLER & FRY of this Borough, have dissolved partnership. See Notice in advertising columns.

THATCHER'S PUMPS.—C. C. Carter is the proprietor of the Right for Schuylkill County. See his Card.

GEORGE HALBERSTADT offers for sale two 3 story brick houses on Market street. See advertisement.

CLARIFIED CHAMPAGNE CIDER is sold by Andrew McBride & Son, 620 North Second street, Philadelphia.

A PUBLIC SALE of personal property will take place in Orwigsburg on the 6th prox. For particulars, see advertisement.

LORBERRY CREEK RAILROAD COMPANY.—An annual election for officers of this Company, will be held in Pinegrove, on the 5th prox. See Notice.

PLUMBAGO OR GRAPHITE PAINT.—See advertisement of this invaluable article, in another column. B. Bannan is the agent for its sale in this County.

COAL LANDS IN THE WILKESBARRE BASIN FOR SALE OR TO LEASE.—A. Lawton, Agent, Wilkesbarre: Luzerne Co., offers some improved Coal lands near that place, for sale or to lease. For particulars, see advertisement.

VALUABLE PROPERTY FOR SALE.—We ask attention to the advertisement of Greenawalt & George, offering for sale all their real estate in this County, embracing Coal and Timber Lands, Town Lots and Landings. The property offered we have reason to know, is of the most valuable description, and the persons for its sale is, that the owners are about to remove to the West. For particulars, see advertisement.

THE "Mother's Magazine," and "Merry's Museum" for November are upon our table. The contents of both are interesting and instructive to parents and children.—Both should be widely circulated in the families of this country. The publishers are, J. C. & J. N. Stearns, 116 Nassau street, New York.

NOT MUCH TO CROW ABOUT.—Although the electoral vote elects Buchanan, Fremont beats him in the aggregate popular vote, some 75,000. Pretty good for a party one year old.

"CHEVALIER'S" COMMUNICATION.—The New York *Tribune* thinks that this communication must be very consoling to us. Very! We incline however, to the opinion that the re-appearance of the "patent-lever" would be more so.

THERE IS A NORTH.—It is a fact worthy of record, that Fremont has a larger electoral vote, with California, than any defeated candidate ever had; and Mr. Buchanan has a smaller proportion of the whole popular vote than any man who was ever chosen President by the people. New England gave her entire vote to Washington, and now gives it to Fremont. No Presidential candidate intervening, shares with them the honor.

HON. JOHN M. CLAYTON.—This distinguished Statesman, a native of Delaware, died at Dover on Sunday evening last. He represented that State with distinguished ability, for many years, in the Senate of the United States. His death leaves a vacant seat in the Senate Chamber, for which his native State will find it difficult to furnish a peer. Such men the country at large, parts with in sincere sorrow.

THE PRINTING PRESS AND WESTERN PROGRESS.—As the Western pioneer buries his axe in the sturdy forest tree, and pictures a miniature city rising on the spot, almost with the first stroke of his peaceful implement, the press rattles at his side—the indispensable weekly newspaper appears in all its fair proportions. We are reminded of this feature in Yankee progress, from the appearance in our *sanctum*, of the first number of the Bellevue *Gazette*, published at Bellevue, Nebraska Territory, by S. A. Strickland & Co. Bellevue is situated on the Papillion Creek, near its confluence with the Platte River. The character of the Region in which it is situated, is spoken of by the editor in the most enthusiastic terms. He says it is the garden spot of the Territory. We trust our setting sun cotemporary will flourish long like a green bay-tree.

WILMOT'S DISTRICT.—It is a glorious District. The following tabular statement of the vote for President in 1852, and in 1856, exhibits a change to the side of Freedom, in four years, of 11,000 votes. It merits the banner:

	1852. PIERCE.	SCOTT.	BALE.
Bradford,	3930	3526	281
Susquehanna,	3046	2035	215
Tioga,	2614	1564	79
	9590	7125	575
	7709	575	
Over all,	1890	7700	

1856.	BUCHANAN.	FREMONT.
Bradford,	2314	6968
Tioga,	1386	4568
Susquehanna,		1300 maj.
	3700	12837
		3700
Majority,		9137

If we look at St. Lawrence in New York, the county of Silas Wright, that sterling old Democrat, we find that it gave Fremont 7769 majority. It always gave a Democratic majority heretofore.

All honor to Wilmot's District, and the home of the lamented Wright.

REGULATING THE COAL TRADE.—John Tucker Esq., met a number of our Coal men, at their room on Saturday last, and submitted a plan for their consideration, the object of which is to regulate the Trade in the future. We believe the plan suggested, gave satisfaction. The necessity for a head to the Trade, is indispensable. Mr. Tucker's tact and ability render him peculiarly fitted for the position. Our Region would not only be benefitted by such an arrangement, but other new Coal Regions, where they lack practical knowledge of transporting, etc., necessary to carry on the business successfully, would be benefitted by communication with ours when it presents a systematized front. Harmony of action—a supply regulated by the den and—firm prices—steady business throughout the entire shipping season, would be the satisfactory result of having a head to the Trade. The operator, who best merits remuneration for his labor and investment, would then be paid, which he is not now.

HOW SHOULD THE ROMAN CATHOLIC POOR BE RELIEVED?—Each winter brings its scenes of distress, misery and poverty. Here as well as in the overcrowded cities, the worthy poor are pinched by gaunt want. The charitable willingly loosen their purse strings. Each Christian denomination has its hands full in attending to the necessities of those connected with it by the same peculiar ties. Yet we find the Roman Catholic Church singularly exempt from any responsibility of the kind. Its poor are mainly supported and relieved by the Protestant portion of the community.—This is unjust. When distress comes, and lays its heavy hand upon the laboring poor, every individual possessing the means, each Christian denomination should esteem it a peculiar privilege to assist the needy.

In periods of prosperity, a stringent tax is laid by the Roman Church on its laity. Of the aggregate sum received, the priest gets his share, and lives in luxury. Much of the surplus is sent away for special purposes. Nothing at all is reserved to relieve the poor of the Church.—This is wrong. The Church should provide for those who grive willingly of their small means for ecclesiastical purposes. Let the Church form a society, whose especial duty it shall be to succour their poor. It is ungenerous to cast the entire burthen on the Protestant community and churches, who have as much as they can well attend to, to assist their own poor. It is ungrateful to the humble members of the Roman Catholic Church. If that Church possesses a true Christian feeling, it will see that this matter is not neglected.

CO-PARTNERSHIP.—It may interest our brethern of the press to know that Dr. J. C. Ayer of Lowell, (Cherry Pectoral and Cathartic Pills,) has associated with him, his brother Frederick Ayer, Esq., long and favorably known as a leading merchant of the West. Mr. Ayer will conduct the widely extended business of the firm, which now reaches to the commercial nations of both hemispheres, while the Doctor will devote himself to his scientific investigations and pursuit.—*Lowell Paper.* 44-1m

KANSAS.—The Fitchburg *Reveille* publishes a letter from one of the free State prisoners at Lecompton, in which the writer says that Colonel Titus, who has charge of the prisoners, "has offered any one his liberty, and a free passage, to join Gen. Walker in Nicaragua." He adds:

"Last Monday was election day; the Missouri ruffians came over and voted, as usual; the militia who guards us voted twice each, and they own it, and own that they are *Missourians*, and do not intend to settle here; yet they are fed and clothed by the United States. They say they came to wipe out Lawrence. They are very ignorant, and a poor looking set; they are expecting Congress to grant 160 acres of land to them at the next session, for their services."

FEVER AND AGUE!—*A case of eight months' standing cured by Boerhave's Holland Bitters.*

Michael Kelly, No 117 Grant, near Smithfield street, Pittsburg, says: "Last July while running on the river, on a cotton-boat plying between Natches and New Orleans, I was taken with Fever and Ague. For eight long months I suffered with this dreadful disease. The greater part of this time I was unable to work and spent at least fifty dollars for different medicines, but found no permanent relief. Three weeks ago one of my friends insisted upon my trying Boerhave's Holland Bitters, saying that a cure was guaranteed. After taking it for one week, I must say I was a round man. I have been at work now for two weeks, and have had no return of the Chills or Fever whatever." I certify that the above statement is true. THOMAS ADAMS,

Diamond House, or R. Chester's Gothic Hall.

THE MUSTANG LINIMENT CURES RHEUMATISM.

The Mustang Liniment cures Stiff Joints;
The Mustang Liniment cures Burns and Wounds;
The Mustang Liniment cures Sores and Ulcers;
The Mustang Liniment cures Caked Breasts and Sore Nipples;
The Mustang Liniment cures Neuralgia;
The Mustang Liniment cures Corns and Warts;
The Mustang Liniment is worth

1,000,000 Dollars per Annum

To the United States, as the preserver and restorer of valuable Horses and Cattle. It cures all Sprains, Galds, Wounds, Stiff Joints, &c. Will you answer this question? Did you ever hear of any ordinary Sore, Swelling, Sprain or Stiffness, either on man or beast, which the Mustang Liniment would not cure? *Did you ever visit any reputable Druggist in any part of the world*—in Europe, Asia or America—who did not say "it was the greatest discovery of the age?" Sold everywhere. Every family should have it! 3 sizes. BARNES & BARR,

Proprietors, New York.

46-4t

THE NORTHERN DEMOCRACY FROM A SOUTHERN POINT OF VIEW.—The Charleston *Standard* of the 28th ult., speaking of the Northern Democrats, says:

"Their only safe-guard, they find, is to say that slavery is right, and for that reason it ought to be extended as far as it will naturally go. We are glad of this. We felt from the first that it was the only safe position for those North or South to stand on; and we have known that we have *done no disservice to democracy at the North* by backing them up, in season and out of season, to that stand. The reaction is becoming so strong in public opinion all over the country, that we would not be surprised to find the pro-slavery party transcend the limits of the institution, and control the councils of States where there is no slaves. If the slave trade were re-opened, Pennsylvania would be with the South in less than ten years, and we are not certain that she may not yet assist in re-opening it.

NEW YORK, THE HOME OF FILLMORE.—The vote in this State sums up as follows, in round numbers:

Fremont,	260,000
Buchanan,	183,000
Fillmore,	130,000

Fremont over Buchanan, 77,000—over Fillmore, 130,000.

NEW JERSEY.—In this State the united vote for Fremont and Fillmore exceeds Buchanan's vote by 5,000.

In Illinois the Republican State Ticket is elected by about 9,000 majority. The Fillmore men fused on this ticket. The State has given a plurality over Buchanan of about 5000.

☞ The Portsmouth *Journal* says Maj. Poore should be created a *barron*-net.

☞ Glorious Bradford County!—Wilmot's home—gives Fremont over Buchanan 4,872 majority.

☞ An exchange from the Western part of the State says:—Two villains on Saturday night last seized upon a young lady of this village and carried her by force to a deserted house near the R. R., and there locked her in, after satisfying themselves that there was no outlet of escape except a small sized stove pipe hole. And as one of the profane scoundrels facetiously remarked, that it was easier for a camel to pass through the eye of a needle, than a girl of her size to crawl through that hole, they then left her. Upon returning at midnight, what was their surprise to find the room vacant of everything except a suspicious looking garment standing bolt upright on the floor, directly under the stove pipe hole. The young lady had *shed her hoops* and crawled out of the hole.

THE COAL TRADE.

Pottsville, November 15, 1856.

The quantity sent by Railroad this week is 38,519 08—by Canal 37,910 07—for the week 76,429 15 tons. Total by Railroad 1,992,755 01 against 2,138,666 07 tons—Do. by Canal 1,042,830 07 against 1,014,679 02 tons to same period last year.

The supply, this week is but 1,112 tons over the shipments for the corresponding week last year.

The difficulties at Richmond have decreased the shipments by Railroad considerably, and a corresponding increase has taken place by Canal. The shipments by Canal are only 609 tons short of the shipments by Railroad for the week.

The difficulties which have sprung up between Mr. Cullen, the new President of the Road and *the Dealers at Richmond* about the allowance in dumpage, has not been settled yet.

We have not been able to obtain a full statement of all the difficulties that exist—but the main features are these:—The Company allowed 8 cents per ton to the dealers for dumpage—subsequently, a new arrangement was made between the Company and the dealers, by which the latter claimed an allowance of 12½ cents per ton for dumpage—a dispute arose about the terms of the agreement, which was referred to their Counsel. The claim was allowed in the settlement of some bills, with the understanding that it was to be refunded in case it was decided against the dealers. The matter so remained until the resignation of Mr. Tucker and the election of Mr. Cullen as President. The Board then passed a resolution allowing only 8 cents per ton, and so notified those who claimed the 12½ cents, and required the 4½ *cents to be refunded—they refuse to refund*, and the cars have been stopped to these parties.—The others who were allowed only 8 cents, also claim the 4½ cents extra. Both parties appear to hold out—and the trade by Railroad will be rather slim next week. It is to be regretted that this difficulty occurred at the close of the season in the present state of the trade,—but vessels are scarce, and the parties interested don't care much about receiving Coal just now—and they think they can hold out as long as the Railroad Company. It is said that eight firms received the allowance of 12½ cents in settlement of bills—and refuse to refund—and the balance are interested in their maintaining their claim, because if allowed *to those firms*, the others will be entitled to the 4½ cents also.

We think the sooner the drawbacks are dispensed with the better—except in cases where they are unavoidable. High rates of tolls are promulgated, which in many instances are greatly reduced by subsequent drawbacks, unknown to the public. This gives a kind of deceptive character to the business, which ought to be avoided as far as possible.

We learn that a meeting of the Coal Shippers at Richmond was held on the 13th inst, and as no communication was received from the Reading Railroad Company in reference to the existing difficulties between the trade and the Company, on the subject of dumpage, the meeting adjourned to meet again on the 20th inst, at 4 o'clock P. M.

Vessels are scarce at Richmond from the East and freights have advanced to $1 90@$2 00 a ton to Boston—to Providence $1 60 and New York $1 10 @ $1 15 per ton.

The shipments from the principal regions, compared with last year, sum up as follows:

SCHUYLKILL.	1855.	1856.	Inc.	Dec.
Railroad,	1,992,755	2,138,666		145,911
Canal,	1,014,679	1,042,830	28,151	
Lehigh Canal,	1,206,609	3,093,514		112,057
Lehigh R. R.,		150,250	150,250	
Del. & Hud. Co.,	523,754	470,200		53,554
Penna. Coal Co.,	445,260	537,699	92,450	
			260,851	311,522
				260,851
Decrease so far in 1856,			tons,	50,671

The increase and decrease of the other regions will about balance each other.

As but two or three weeks, (in the ordinary course of the weather) remain of the season, we can now state with apparent certainty that there will be no increase of Anthracite Coal over the supply of last year. The increase in the supply of Bituminous and Semi-Anthracite from all sources, will not be over 100,000 tons this year.

Messrs. Shultz & Brother's Colliery, whose failure we noticed last week, was sold by the Sheriff for a little rising $16,000. It was purchased by Mr. Henry C. Harper, one of the creditors.

The North Branch Canal leading from Wilkesbarre to the New York line, appears to be opened, at last. The *Record of the Time* state that five boats laden with Coal destined for Elmira have left Pittston.

NORTHERN CENTRAL AND LYKENS VALLEY RAILROAD.—The connections between the Northern Central Railroad and the Lykens Valley and Auburn and Susquehanna Railroads, at Dauphin have been made, and the Lykens Valley and Short Mountain Coal Companies will commence sending their Coal by these avenues to market in a few days. We learn that there will be no increase in the supply of the Semi-Anthracite from this region the present season, owing to the uncertain navigation of the Canal—but since this new avenue to market has been opened, arrangements will be made the ensuing winter to increase the supply about $6 per cent. During the whole of the present season the orders have been in advance of the supply.

The Northern Central Railroad Bridge across the Susquehanna at Dauphin, is progressing rapidly. It will require about 18 months to complete it.

THE VENTILATION OF COAL MINES.—To our estimable correspondent, Mr. Thomas H. Walton, we are indebted for a continuation of his useful and interesting papers on the working and ventilation of Coal mines. Mr. Walton is entitled to much credit for the able manner he handles the subject, when the fact is taken into consideration that he is entirely a self-taught man. At the early age of nine years he entered a Coal mine to earn his livelihood, and in his leisure hours, merge as the means at hand were, he acquired the education—rough it may be—he possesses. All honor to such an independent, manly spirit. Neither time nor circumstance can crush it into servility. Mr. Walton has studied zealously in Nature's school, and the result of his observations are being communicated to our columns.

Mr. Walton is a native of England, and at present is sojourning in this country, for the purpose principally, of obtaing a thorough, practical knowledge of the American Coal Fields.

Mr. Walton admires American Engineering enterprise, and considers the Engineer of this country of more practical worth, than the English Engineer. In England, money does the Engineer's work. Here, the Engineer does his own work.

While expressing our acknowledgments to Mr. Walton for his promptness in continuing his invaluable series, we have the pleasure of informing our readers that we will recommence its publication in our next number.

IRON MANUFACTURES.—The Bessemer Process for cheapening the manufacture of Iron, for which he has taken out a Patent in England, is exciting great attention among the iron men in this country and Europe. The following article from the *Railroad Record*, sets forth some of the advantages to be derived from this great improvement, if it should turn out to be as valuable as stated:

Great Improvement in the Manufacture and Economy of Iron.

The age has been most distinguished for wonderful improvements in the physical arts; but, notwithstanding this, we certainly should not have suspected that the manufacture of one of the most common and staple articles in use among mankind should be so simplified and economized that its expense would be reduced one half at a single dash! Yet we are told, on the most reliable authority, that this is the fact; and we look forward with no little curiosity to see the development of this extraordinary discovery on the industrial pursuits of the country; for there is no one it will not affect.

The London *Times* has recently had several articles on the subject of the new improvements in the manufacture of iron. The truth of the statements made is confirmed by the arrival of several gentlemen, of the highest intelligence, from England, who affirm that the discovery to which we allude is really as great and as valuable as represented. This discovery is that of a new process in the manufacture of bar iron, and indeed of all fine iron, by which the cost is reduced at least one-half. *We need not here detail the process: suffice it to say, that the iron is never cooled, from the melting of the ore till it becomes* bar iron. The discovery was made in England, and has already been practically carried out.—The most skilful and prudent people have no doubt of the full success of the new process. On the supposition that the price of iron is reduced one-half, it becomes interesting to ponder what will be the effect on various interests. One of the most important is, of course, the railroad interest. In former numbers of the *Record* we showed that there were annually constructed in the United States about 3,000 miles of Railroad, and that the iron consumed in renewing rails, locomotives, machinery, &c., was about equal to that required for construction. The iron required for a mile of railroad is generally considered about 100 tons.—We have, then, this result:

	Tons.
3,000 miles of Railroad,	300,000
Renewals, repairs, and locomotives,	300,000
Required annually,	600,000
At $65 per ton, is	$39,000,000
Saving, at one-half,	19,500,000
The amount of iron used in other species of manufactures is about equal to this, saved,	19,500,000
Aggregate saved,	$39,000,000

If we are right in our premises, as we believe, it must happen that nearly forty millions per annum will be saved, in this country by the new process; but this is not all. The diminution of price in any useful article always increases the consumption. The uses of iron are so numerous that the reduction of price one-half must cause a prodigious revolution in the consumption. By the vast increase of railroads, steamboats, mills, &c., incident to a new country and the progress of society, the production and consumption of iron in this country has increased with immense rapidity; nor does there seem any end to the demand for it. Every day gives rise to a new use. Thus we have iron fences, iron gates, iron furniture, iron utensils; in fine, the new uses of iron run through all the departments of life. A society grows older this must be more and more the case. The wood disappears from the surface of the earth, while its bowels are filled with the metals. Therefore, there could not come to society more valuable improvements than those which facilitate and cheapen the manufacture of iron.—We can readily imagine a time when bedsteads, tables, chairs, wagons, fences, gates, may all be made of iron. It would be so if iron were near as cheap as wood; for its indistructible nature gives it a value which belongs to no other material. The iron manufacture has already been greatly cheapened by the new methods of producing pig iron; but if this reduction of cost be carried into all kinds of iron, the result will be immeasurably increased.

On the supposition that railroads only are to receive benefit from the new discovery, the result alone will be immense. A saving of twenty millions a year will be equal to the construction of 1,000 miles a year, or to the interest of three hundred millions in capital! Thus the railroad interest would be aided in such a way as to aid its extension one hand, and to make the employment of capital in railroads more profitable. In any point of view, the new method of manufacturing iron is likely to work no small revolution in many arts and manufactures; increasing the consumption of that article, extending its uses, and rendering a large amount of capital more valuable.

We may add, in conclusion, that our information is from the very best authority; and while we are surprised, we doubt nothing in regard to the progress of the arts in this age of invention.

PORT RICHMOND COAL TRADE, NOV. 14, 1856.—No Change in prices to note this week.

NEW YORK COAL TRADE, NOV. 13, 1856.—The demand for domestic has been less active, but prices are unchanged; the arrivals are large and the stock increasing; sales of Peach Orchard at $4 75 @ $6 25 and Lehigh at $6 00 @ $6 25. Foreign is in fair demand, and is firmly held, with a small stock; sales of house Cannel at $10 50; Newcastle Gas at $7 50; and 250 tons Wallends at $7 50, equal to cash.

BY TELEGRAPH. FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—	
New York,	1 10 to 1 15
Boston,	1 90 to 2 00
New Haven,	7
Albany,	1 40
Washington,	1 05
Hartford,	1 80
Providence,	1 60

Shipments by Canal.

For the week ending Thursday last:

DELIVERED	TONS. CWT
On the Line,	7,227 00
Philadelphia,	7,890 10
Vicinity of Philadelphia,	427 00
Wilmington,	678 00
Trenton,	199 00
New York and vicinity,	21,466 10
Baltimore,	841 00
Total for week,	37,910 00

By Rail Road and Canal.

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

	RAILROAD.	CANAL.
Port Carbon,	10,566 00	11,201 10
Pottsville,	1,169 04	2,647 05
Schuylkill Haven,	19,235 08	21,025 06
Auburn,	839 10	900 00
Port Clinton,	6,282 10	2,355 00
	38,519 08	37,910 07
		38,519 08
Total for the week,		tons, 76,429 15
Total by Railroad in 1856,		1,992,755 01
" Canal "		1,042,830 07
Total by Canal and Railroad,		tons, 3,035,585 08

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	42,263 15	2,138,666 07
By Canal,	32,943 16	1,014,679 02
	75,217 10	3,153,345 09
		3,035,585 08
Decrease in 1856, so far,		tons, 117,760 10

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.,		41,791 09	1,479,259 02
Mt. Carbon	"	4,253 02	183,495 16
Schuylkill Valley	"	9,538 03	394,188 08
Mt. Carbon & Pt. Carbon	"	15,826 12	626,653 01
Mill Creek,	"	14,342 16	452,509 16
Little Schuylkill	"	8,582 17	409,341 12

Rates of Toll and Transportation on RAIL ROAD for the PERIOD.

	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$2 00	$1 95	$1 80	$1 75
To Philad'a.,	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. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	$1 90	$1 85	$1 80
To Philad'a.,	90	85	80

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	14,371	476,200
To same time last year,		523,754
Decrease so far,		53,554

Penna. Coal Co's Coal Trade.

No return this week.

	WEEK.	TOTAL.
For the last week,	21,202	537,699
To same time last year,		445,240
Increase so far,		92,459

Scranton Coal Trade for October.

East towards New York,		22,546 16
West do do		20,648 11
Total,		43,195 07
Total to 1st of November,	est and West,	344,485

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:	7,319	10	220,192	02
Tremont Mines,	1,740	19	59,363	18
Rush Run do.	723	14	30,126	14
East Lehigh Mines,			1,215	16
A. Lathrop's Pea Coal,	1,380	02	89,990	16
Spring Mountain Mines,	1,354	09	61,738	17
East Sugar Loaf do.	1,443	00	67,923	17
Colerain,	360	00	11,520	00
N. Y. Lehigh Coal Co.,	1,026	19	36,344	17
German Pa. do. do.	225	19	21,969	19
South Big Mountain Ridge,	1,402	10	24,518	05
Hazleton Coal Co.	4,069	18	125,374	06
Cranberry Mines,	1,847	06	69,426	04
Diamond "	1,504	03	44,066	07
Coxe's Ridge,	1,433	15	48,171	18
Buck Mountain Co.,	2,085	04	92,071	06
Wilkesbarre Coal Co.,	499	10	18,876	10
Wyoming Coal Co.,	360	13	13,780	11
Hartford Coal Co.,	134	02	9,504	15
Total,	23,904	02	1,093,011	11

Lehigh Valley R. R.

Week ending Saturday last.

Wm. Milnes & Co.,	1,235	18	80,939	14
Ratcliff & Johnsons,	106	02	2,850	03
Parker, Carter & Co.,	1,345	17	38,519	09
Coxe, Sebilor & Co.,	664	02	13,086	08
Sharpe, Leisenring & Co.,	596	09	8,357	19
German Penna. Coal Co.	441	07	7,125	15
Dobbin & Behaven,			351	01
Total,	4,579	10	150,250	09
By Canal,	23,904	02	1,093,011	11
Total for the week,	28,483	12	1,243,262	00
Same time last year, (Canal)	34,238	04	1,305,088	08
Increase in 1856, so far,			58,192	14
The decrease by Canal is			112,057	15

Union Canal R. R. Coal Transportation

Amount transported during the month of Oct. 1856:

	MONTH.	TOTAL.
Union Canal	20,853 05	157,329 12
Swatara Railroad.	14,192 11	112,129 11

Cumberland Coal Trade, 1856.

	WEEK.	TOTAL.
For the last week,	20,240	610,742
Last year,	16,976	566,897
Increase in 1856, so far.		44,255

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	40¾	40¾
Mine Hill and Schuylkill Haven	50	61½	61½
Mount Carbon	50	52	53
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	82	83
Lorberry Creek	50	00	00
Swatara	50	7	8
Canals:			
Schuylkill Navigation	50	17¼	18
" preferred	50	23½	25
Union Canal	50	8¾	9¼
" preferred	50	15	18
Del. & Hud'n Coal & Transportat'n Co.	100	121	122¼
Red Ridge Coal & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	42¾	43
Lehigh Coal & Navigation Co.	50	72	74
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	100½	102
Dauphin Coal & R. R. Co.	100	48	50
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	81¼	82
Lykens Valley Railroad & Coal Co.	20	10	15
Canal Companies:			
Forest Improvement Co	25	25	25
North American Co., preferred	25	25	25
" " common	25	8	9
Delaware Coal Co.	50	00	00
Cumberland Coal Co.	50	22¼	22½
New Creek Coal Co.	10	¾	⅞
Miscellaneous:			
Miners' Bank	50	58	00
Farmers' Bank	50	55	58
Pottsville Gas Co.	50	20	30
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.

NEW ADVERT'MENTS

LADIES INDIA RUBBER BOOTS,

FOR wet and snowy weather—a neat and complete article, to slip over other light shoes—and the price of leather boots—just received and for sale by B. BANNAN.

THATCHER'S Double Action Forcing and Suction Pumps.

THESE Pumps, from experience, are acknowledged to be superior to any in use. They are also cheap and durable. For sale by C. C. CARTER, *Proprietor of the Right for Schuylkill county.* Pottsville, November 15, '56 46-1y

PLUMBAGO OR GRAPHITE PAINT.

THIS Paint is manufactured of Pure Linseed Oil and Graphite, the Plumbago or Black Lead of commerce. The article is highly recommended to boat owners, as it resists the *action* of salt water, &c., also to boiler and iron manufacturers of every description, machists, &c., for tin and other roofs, and in fact for any purpose when it is desirable to preserve tin, protect wood from fire, and also to preserve wooden work. One coat of this paint is as durable as four coat of the ordinary paint. Boilers painted inside with a good coat of this paint will be fully protected from corrosion. Price in kegs of 100 lbs. 12½ cents per lb. In casks of 300 to 500 lbs. 10 cents per pound.

Painters can procure a small quantity for trial.

For sale wholesale and retail by B. BANNAN, Sole agent for the manufacturer in Schuylkill county.

DEER PARK FARM FOR SALE.

THE SUBSCRIBER offers at Private Sale, his Farm, situated on the road leading from Pottsville to Minersville, about midway between the two places, being two miles distant from each. The farm consists of 52 acres of land well cleared, and all cleared and cultivated, except about *four* acres. The buildings consist of a large two and a half story *frame* dwelling house with back buildings, and a new barn built last year.

The situation of this farm is a very desirable one to those who wish to raise produce, located as it is so near two of the best markets in the State—and it will be sold on very desirable terms, as the subscriber is engaged in another business and finds that he cannot attend to both.

For terms and further particulars, apply to the subscriber on the premises.

CONRAD SELTZER.

Nov. 15, '56 46-6t

PUBLIC SALE.

WILL be sold at Public Sale, at the late residence of PETER F. LUDWIG, deceased, in the borough of Orwigsburg, on SATURDAY, December 6, 1856—the following personal property, viz: beds and bedsteads, 4 tables, bureaus, 2 clocks, 3 watches, 3 parlor stoves, 1 Hathaway cooking stove, 1 *sofa*, variety of carpets, 1 book case, 1 kitchen cupboard, entry oil cloth, 1 iron safe, Venitian blinds, window shades, 1 gun, chairs and charts, 1 rockaway carriage, 2 sulkeys, 1 truck wagon, 2 plows, 1 harrow, 1 sleigh, potatoes by the bushel, 1 winnowing mill, 1 compass and chain, hay by the ton, and straw by the bundle or rye, a variety of other household and kitchen furniture too numerous to mention. Sale to commence at 10 o'clock A. M., when terms will be made known by the Administrators.

ANNA M. B. LUDWIG,
BINDON F. LUDWIG,
THOS. R. L. EBUR,
EMANUEL J. FRY.

November 15, '56 46-3t

VALUABLE COAL AND TIMBER LANDS, Town Lots and Landings, *For Sale, at Private or Public Sale.*

THE subscribers being about to remove to the West, offer for sale upon advantageous terms, all their Real Estate in Schuylkill county, Pennsylvania, among which are eight tracts of Coal Land:

IN TREMONT TOWNSHIP

1. 520 acres valuable Coal Land adjoining the town of Tremont, known as the Real Mt. Carbon Tract, Jacob Gunckle. Upon the south side of this tract the Mine Hill Railroad is located, and near the west side, the Swatara Railroad. There is also a fine water power, (the East Swatara Creek,) upon the south side. Upon the east side there are about 300 acres of the best timber, suitable for props, ribs and coaling, sufficient to pay the price asked for the tract. This tract undoubtedly presents the most favorable opportunity for investment offered to capitalists in this county.

2. 10 acres, immediately adjoining the above, on the west side, on which are erected two double dwelling houses.

3. 128 acres, warrantee, Wm. Graeff, situate at the junction of the Union, Lorberry, and Swatara Railroads. The South Vein is upon this tract, and also a large quantity of good timber.

4. 75 acres, 11¼ perches of Coal Land, warrantee—S. D. Franks, situate upon the east side of the Swatara Railroad, upon which is a breaker &c., at the Schuylkill Vein. The South vein is also upon this tract.

5. 83 acres Coal Land, warrantee—Valentine Heberling. The Rausch Creek runs through, and the extension of the Mine Hill Railroad will pass near this tract. This is one of the best Coal tracts in the region, the largest veins being upon it, and being already opened and proved.

6. The Panther Head Tract, containing about 570 acres, upon which the Lorberry Railroad is now constructed, and over which the contemplated Fishing Creek road must also pass. There is now upon this tract a colliery, worked by Holley & Newcomer, and a large quantity of excellent timber. It adjoins lands owned by J. H. Maneh, upon which a large breaker is now erecting, and containing the same veins of Coal.

7. 30 acres, part of 101 acres, warrantee—W. Hoch, adjoining lands of Fishing Creek Company.

8. 51 acres Coal Land, formerly owned by Charles Snyder, adjoining Keller's Improvement, and tract of 370 acres, warrantee—Joseph S. Silver, and Michael Seltzer, warranted. Also,

TWELVE TRACTS OF TIMBER LAND, Situated in Pinegrove and Tremont townships—two of which are fine Chestnut timber lands. Also

THIRTY LOTS IN THE TOWN OF TREMONT, Pinegrove, and Bowersville Addition to Pineg