Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 28, 1857.

BUSINESS NOTICES.

SEE Court Notice.

SCH. CO. MED. SOCIETY.—See Notice.

SEE advertisement of A. N. Batchelder, Hampstead, N. H.

SEE NOTICE of dissolution of Copartnership—Johnson & Walk.

LIVERY.—See advertisement of McVoy and Mayberry, Tremont.

COUNTY SUPERINTENDENT.—See communication signed "South Ward."

WINE GARDENER.—See advertisement of Thomas Rummel, this Borough.

DAHLIA ROOTS, BULBS, FLOWER SEEDS, etc., are for sale at Bannan's store.

SEE Dissolution of Partnership signed, Hamilton Adams and Charles Miller.

WOOD HEWERS are wanted at McCauley's Mt. Minnie. See advertisement.

A YOUNG MAN wants a situation as Book Keeper or Clerk. See advertisement.

A NEW BOOK by Rev. Dudley A. Tyng, is for sale at Bannan's store. See advertisement.

ORPHANS' COURT SALE.—See notice signed L. B. Beckly and John W. Shoemaker, guardians.

DRY GOODS cheap for cash, are offered by Kelley and Brown, 13 North Second street, Philadelphia.

A PATENT RIGHT for an improvement in burning bricks, is offered for sale. See advertisement.

COLUMBIAN GUANO.—See advertisement of B. Bannan, agent for the sale of this celebrated Guano.

INFORMATION is wanted of George Masters, formerly resident of Llewellyn, this county. See advertisement.

SCHUYLKILL CO. AG. & HORTICULTURAL SOCIETY.—See Notice of election of officers to serve the ensuing year.

NEW WALL PAPER WAREHOUSE.—See advertisement of Burton and Laning, Manufacturers and Importers, 124 Arch street, Philadelphia.

A PUBLIC SALE of valuable Real Estate, &c., will take place on the 4th proximo at the Swan Hotel, in Schuylkill Haven. For particulars, see advertisement.

CARPETS of every variety, and at the very lowest prices, can be obtained at the establishment of H. H. Eldridge, 41 Strawberry street, Philadelphia. See advertisement.

MT. CARMEL COAL COLLIERY.—This Colliery, situated on the lane Miller track, adjoining Mt. Carmel, and on the Phil. & Sunbury Railroad is offered for rent. For particulars see advertisement.

To the advertisement of Daniel Nagle of this Borough, we ask attention. He is now prepared to furnish the public with an extensive variety of Wall and Curtain Paper, Paper Shades, Fire Board Prints, &c., on the most reasonable terms.

To W. B. Lebo, Esq., we are indebted for public documents.

Hon. C. M. Straub and J. Wagenseller, Esq., will accept our acknowledgments for public documents.

Not a Bad Idea.—In the New York Legislature a bill has been introduced to license drinkers of intoxicating liquors. It provides that no person shall drink strong liquors without first obtaining a license, which may be granted by any Justice of the Peace. Novel but effective. But few we think, would fancy the disgrace of having their names down on a list of rum drinkers.—Nothing would tend to stop the traffic quicker, or save the inebriate from the liquid demon.

Bulltism Rewarded.—Capt. Rynders, the N. York political rowdy has been rewarded for his services in the late campaign, with the office of Marshal. Rum, fists and lying are three requisites now-a-days for the success of a candidate for the Presidency, or, in fact, any other office.—Of course the most prominent possessor of either qualification, to spill rum, fight or lie, is kindly remembered. The fellow who can boast of all, is invaluable, and no reward is too great for him.

Hasty Legislation is productive of evil and inconvenience. Improper bills, which will not bear the light of investigation, are hurried through at the last hour, while omissions are at times, inevitable. The *National Intelligencer* gives an instance of the bad results of the habit of postponing important bills until the last moments of a session of Congress, when there can be no wise consideration of any item, and members are compelled to take the hasty work of conference committees, or permit the appropriations for the public service to be defeated. Although the Committee of Ways and Means had reported an item of three hundred and sixty thousand dollars for the National Armories, no such item appears in the law, and the manufacture of arms for the current year must be considerably curtailed, or the financial ingenuity of the War Department must be exercised to find a method of borrowing from some other fund.

The Schuylkill Haven Bank.—The bill incorporating this institution has passed the Senate, but we perceive has been reported in the House with a negative recommendation. This is to be regretted, as the business of this County certainly needs additional banking facilities to accommodate it, and Schuylkill Haven is a point whose trade especially needs such facilities. Schuylkill Haven feels that she has been unjustly deprived for a series of years of banking privileges, and we are not surprised that she has moved energetically, it may be for the present fruitlessly, in the matter of the incorporation of a Bank at that point. We hope however, that the House will reconsider the matter, appreciate her wants, and accord the facilities required. Mr. Ball's general banking bill we are in favor of. It has been carefully drawn up, and would if adopted, meet the wants of the people of the State. In the event however, of its non-adoption, we think the Legislature should extend as in the case of Schuylkill Haven, banking facilities where the trade and wants of the community demand it.

We have some Claims, too.—An early train of passenger cars between Reading and Philadelphia is asked for by the citizens of the former place. They want an accommodation train from Reading at 6 A. M., and from Philadelphia at 5 or 5½ P. M. All very right, and undoubtedly—but before our Reading neighbors step in for more favors from the Reading Railroad Company, we have some wants which must receive attention.—To this Region the Reading Railroad Company is indebted for its vast business. Without it, that road would be worthless. The Company has been proper to locate its workshops at Reading—and will shortly locate a Rail Mill there. Very proper, if it is an advantage to the Company to do so. Reading owes her prosperity in a great measure to this fact. Now we who contribute to the road the bulk of its traffic, have if the road is in a just and liberal mood, some claims upon its surplus expenditures. Before, therefore, it grants the favor asked for in that quarter, we ask attention to our necessities. We are desirous that the freight depot now located at Mount Carbon shall be removed to the Borough proper. As a convenience to the Company and our business men; as a matter of economy; as a protection against injury to goods incurred in their wagon transit between the two points, it is reasonable and desirable. Let the Company accord to us this, which we certainly, have a right to ask, and then Reading who is bending under the weight of obligations heaped upon her by the Reading Railroad Company, may properly come in for extra favors, or anything else she can get from that source. Do we ask too much under the circumstances?

Property in Schuylkill County Subject to Taxation.—To D. E. Nice, Esq., Revenue Commissioner, we are indebted for a copy of the final Report of the Board of Revenue Commissioners, fixing the valuation of property subject to taxation, made to the Governor, March 12, 1857.

From the Commissioners of Schuylkill county, the following return to the Board was made:

Real Estate,	$10,647,240 00
Personal Estate,	239,475 00
Stock and money at interest,	465,884 00
Furniture,	34,430 00
Pleasure carriages,	10,562 00
Trade and occupations over $200,	27,475 00
Salaries and emoluments over $200,	3,600 00
Tax on watches,	299 50
The area of Schuylkill county is given at 476,800 acres.	
Annexed is the valuation of Schuylkill county, as determined by the Board of Revenue Commissioners, for 1857, to be and remain as the valuation of the property thereof, until the next meeting of the Board:	
Property subject to 3 mill tax,	$11,797,402 00
" " " 1 per cent. tax,	68,037 00
Tax on watches,	3,600 00
	299 50
Aggregate amount,	$11,869,338 50

Annexed is the amount of tax assessed in Schuylkill county at the rate of three mills, one per cent. and two per cent.; number of taxables, with the average tax to each; also, increase valuation by the Board:

Amount of tax assessed at the rate of 3 mill,	$35,392 20
" " " " 1 " "	680 37
" " " " 2 " "	72 00
Number of taxables,	19,380 00
Average tax to each taxable citizen,	$1 86
Increase valuation established by Board, 1857,	
" " " 1856,	

The Puritan Power.—The annexed communication continues a subject, which in a series of articles in the Philadelphia *Bulletin* has attracted much attention. The gross mismanagement of the Public Works of this State has been a fruitful theme of public comment, and has led to discussion more than the importance of the matter warrants. Discrepancies in the audited accounts of the Canal Commissioners, amounting to hundreds of thousands of dollars, show that the State is losing yearly by its Works—that they are actually a burden, and that the disposition of the Main Line as proposed, is desirable. Under the system which for years has been adopted in their conduct, they cannot be profitable, nor can they enter into competition with private works, whose economical administration alone ensure remuneration. Better dispose of the Main Line, even at a sacrifice. In a few years we may be glad to give them away, if we do not get rid of them now.

[COMMUNICATED.]

Pennsylvania Public Works.

Messrs. Editors:—As able writer in the Philadelphia *Evening Bulletin*, is a series of articles, embodying the official facts and figures from the Reports of the Auditor General of the State to the Legislature, is making an expose of the gross mis-statements, and garbled perversions of the truth, by its suppression in the annual Reports of the Canal Commissioners, of their management of the Public Works of the Commonwealth.

Those articles are attracting and must continue to attract the attention of the tax payers of Pennsylvania, to the necessity of a sale of the Public Works, or a complete change in their management by the abolition of the Board of Canal Commissioners.

Although the writer in the *Bulletin* is unknown to me, I propose to assist him somewhat in the important effort which he is making, to open the eyes of the people to the true condition of their affairs under the present management, by a comparison of the pretended results of the working of the Columbia Railroad, during the years 1855 and 1856, as shown by the Report of the Canal Commissioners, with the actual results upon the Philadelphia and Reading Railroad during the same period.

Columbia Railroad.

COST OF TRANSPORTING FREIGHT.

Report of J. B. Baker, page 15, for 1856: Trips made by Locomotives in 1856,	10,807
" " " " " 1855,	9,735
Total,	20,542
Report for 1855, page 38, Statement No. 11: No. of trips made with passengers,	2,961
The number for 1856 not given, estimated,	2,961 5,922
Total number of freight trips, 1855 and 1856,	14,620
For each year, average,	7,310
1855, Report, page 7, tons of freight,	382,702
1856, " " " "	452,336
divided by 14,620, the number of trips, gives 47 tons average loading for each trip of 81 miles, with freight.	835,038 short tons.

COST OF TRANSPORTATION.

Report, page 10, 1855, and page 17, 1856. The cost for fuel, oil and waste,	23.85 per ton.
Engineers and firemen's wages and workshop expenses,	27.40 " "
Roadway and other expenses,	22.16 " "
Average cost per ton per trip for 1855, '56,	73.41

Multiply this by Average No. of Tons, 47, gives cost per trip, $41 37, equal to 9 mills per ton per mile for all expenses of Motive Power and Repair Department.

Reading Railroad.

In statement "L" Reading R. R. Report for 1855 and 1856, it will be seen that repairs of cars cost about ½ of one cent per ton per mile, (10 cents per ton, 9 miles,) 5 70

Three brakesmen and Conductor, with freight train, 6 25

Dividing this by 57 tons, $53 82

Gives cost of Roadway, Motive Power, &c., $4.4-10 cents.

Dividing this 4-10 cents per ton by 81 miles, the length of the Columbia Road, gives 1.16 cents per ton per mile for hauling freight, including repairs of cars, brakesmen and all expenses for trains of 57 tons for the 81 miles on the Columbia Railroad.

By reference to Statement "L" Reading Railroad Reports for 1855 and 1856.

The cost of running freight trains, 92 miles, in the year 1855, is per trip,	$70 53
1856, " "	76 94
Average,	$136 47
	$73 23
1855, the average load being 99.4 or per ton,	80.01 cts.
1856, " " 113.4 " "	67.80 "
Average, 106.4	74 "
	147.86 "
	96 "
The above expenses belong to Transportation Department.	212.8
The Summary Statement "O" and Transportation and Income Account, on pages 6 and 7, charges to total expenses for year to merchandise, &c.:	
1855,	$1 08 per ton.
1856,	96 "
	$2 04 "
Average $1 02 per ton as the total cost, including all expenditures of every description for 106 4-10 trains.	
The cost of Transportation Department as above is	$78 23 for 106-tons or 74 cents per ton.
Roadway, &c.,	29 79 " " " 28 " "
	$108 02 " " " $1 02 " "

Total cost for 106 ton trains, $1 02 per ton.

In Reading Railroad Statement "L" the items, "Depot hands and Depot expenses and renewals of sundry articles," are $25 per trip, and also, by reference to Statement "O" the items under the head of "Transportation between the Falls and Philadelphia, Watchman, Office expenses, &c." Average per year about $20,000, or say together about $27 per trip.

"The repair of Cars," to haul the 50 tons more per train on the Reading, would reduce the amount of these items from $57 to $32 per trip.

Now the cost of those items depends on the number of tons hauled per train, it would be fair to allow but one half, say $20, but if we deduct the whole $57, to offset increased wear of track, we have the cost, (if we believe the reports of the State Works,) of doing a certain amount of work on the Columbia R. R. $54 00

While the same work on the Reading cost $100 00

Or nearly two to one.

In other words, the Reading Railroad Company's expenses would be reduced 50 per cent. per annum if they would employ the State Superintendant to manage their Road, with the aid of the Canal Commissioners' Secretary to figure up the accounts.

Such is the improbable state of facts as presented by the Reports of the Canal Commissioners, and I am rejoiced to see by the recent action of the Legislature, in the adoption by the Senate of Mr. Flemiken's resolution, asking for information of the Receipts and Expenditures upon the Columbia Railroad for the last 5 years, in a detailed form, that there appears a determination to undeceive the people of the State by presenting to them the facts as they really exist, and thus stripping off the flimsy veil of "humbug" in which these Reports have hitherto been enshrouded, upon the extent of the mysteries, speculation, favoritism, fraud and robbery, involved in the management of the State Works, as at present controlled.

Jefferson.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, *March* 23.—Senate.—Mr. Harris introduced a joint resolution condemnatory of the decision of the Supreme Court in the Dred Scott case, which gave rise to an animated and lengthy debate. It was opposed by Messrs. Browne, Welsh, Cresswell, Wilkins, and Wright, and supported by Messrs. Gazzam, Killinger, Harris, Jordan, Coffey and Penrose.

Mr. Browne moved to postpone indefinitely, which was disagreed to—yeas 14, nays 18—a strict party vote. Messrs. Rowe, Dean and Crabb and Finney, American Republicans being absent.

On motion of Mr. Gregg, Am., the resolution was then referred to a select committee—yeas 16, nays 14—a party vote.

The General Appropriation Bill was considered, and postponed till Tuesday next.

The Free Banking Law was made the special order for Saturday.

March 24.—Mr. Straub submitted a resolution to instruct the Committee on Vice and Immorality to inquire into the expediency of repealing a part of the law restraining the sale of intoxicating liquors.

A motion to proceed to the second reading was disagreed to—yeas 16, nays 15.

Mr. Straub submitted a resolution for the final adjournment of the Legislature on the 2d of April. Laid over.

Mr. Straub, a bill to incorporate the Quakake Railroad Company.

House.—The bill incorporating the Schuylkill Haven Bank was objected to.

THE COAL TRADE.

Pottsville, March 28, 1857.

The quantity sent by Railroad this week is 25,989 11 tons—by Canal 15,193 08 tons—for the week 41,183 02 tons. Total by Railroad 420,235 18 against 273,855 00 tons to same period last year. The total shipments by Canal are 17,597 08 tons. The Canal last year did not open until the first week in April.

The quantity sent this week is not as heavy as was anticipated by many, and as far as we can learn, the Coal is all sold at fair prices. Nearly every operator shipping by Canal had orders for a few cargoes of fresh Coal, to be shipped as soon as the Canal opened, for points reached by boats, which they are shipping. The demand at Port Richmond is also improving a little—but all are anxious to push off the old stocks before they are willing to receive Coal, consequently the trade must necessarily remain dull for some time yet.—The trade is a little in advance of last year, and this has a tendency to check it also.

Operators representing three millions, of the 3,318,000 tons shipped last year, by resolution have given Mr. Tucker unlimited authority until the first of May, to curtail shipments to any extent the exigencies of the trade may require—they also resolved unanimously, to request the carrying companies to co-operate with Mr. Tucker in sustaining the trade, so far as it is in their power to do so. So unanimous a request on the part of those who furnish the trade, and whose interests are identical with the carrying companies, in sustaining each other, that it *must be taken into consideration, and can not be rejected, except for reasons which are beyond their control, and which they cannot comply with.* And besides, it will be to the interest of the companies to do so. The trade opens dull—under such circumstances purchasers expect Coal extremely low. A certain interest opposed the Coal Association—for whose interest it is to obtain Coal at the lowest rates, as long as they can, regardless of cost,—are busy in creating such an impression—and we are credibly informed that circulars have been sent into distant markets, offering Coal on board at Richmond at rates which would cause a loss of at least 25 cents per ton to the producer. This causes uncertainty to the purchasers abroad—and so long as he expects Coal to go lower he will not purchase. *This was one of the great difficulties which the trade was forced to encounter throughout the whole of last season*, affecting the business of the carrying companies very materially also. If not removed, it will affect them equally with the Coal Trade this year, and will deprive them of at least two hundred thousand tons of transportation, even at the present low rates of toll—as the supply from this region must inevitably fall short at least that quantity. With the co-operation of the Railroad and Canal companies the whole question is at once settled—the trade abroad can come forward and make their purchases advisedly and safely. There will be a security given that will remove all doubt at once—and both the Delaware and Hudson Company, and the Pennsylvania Coal Company, who have not yet fixed their prices, will confirm to the arrangement—they having pledged themselves to do so. If our prices are forced down in the mean time below the paying point, their rates will be fixed accordingly and the whole trade will be committed to the waves of the different conflicting interests again, without a pilot, and without any hope of being saved from almost total ruin. Some may survive the general wreck, but the large mass, who have every thing invested in mining operations, will have but little hope of escaping. The next step downward is total ruin.

The reason why the Coal operators are desirous to secure the co-operation of the carrying companies, is simply this:—Men sometimes are extremely desirous to do what they believe to be for their interests—but their pressing circumstances and the *imagination* of difficulties, (which in many instances are greater than the *reality*,) cause them to commit many unwise acts, which they deprecate afterwards. A little controlling power, exerted by an organization for mutual interests, benefits such persons, and prevents injury to others. We read of an instance a short time ago which sufficiently illustrates this point. A person in one of our cities felt a strong and intense desire to get married. He knew it would be improper to do so, but his propensity was so strong and pervading, that he did not trust himself, and he advertised for some friend to call upon him dissuade him from doing so improper an act. Many of our Coal operators are placed in a similar position from their necessities, and they desire to be placed in a position by which they will be restrained to some extent from doing what they know would be injurious to themselves and their neighbors.

It has become a common practice to vilify and denounce our Coal operators. In some instances the censure may be deserved—but as a class, we believe that they are as honest and trustworthy as any other class of business men. The trade in which they are engaged has been truly unfortunate and embarrassing from causes which have been freely discussed from our columns—and we doubt whether there can be found a body of business men, who bore up as well as they have done, under a similar pressure of circumstances. The Coal organization was originated to curtail and lessen many of the greater evils.

It may surprise some, but it is nevertheless true, that the Coal Trade never has nor ever will prosper, without being controlled by some means or other. Many of the evils are inseparably connected with this trade, and lie in its precarious, and we may say, almost reckless character—we cannot see into the bowels of the earth one inch in advance—and hundreds of thousands of dollars invested in a Shaft, a Slope, or a Rock Tunnel, may be totally lost by the discoveries of a single day. This is the character of the mining business every where. The whole history of the Coal Trade of Europe substantiates what we have stated—bankruptcy after bankruptcy has always occurred whenever the supply was not kept within the demand by mutual organization of the trade. Such must be the characteristics of the trade wherever it is carried on to any extent—and view it in any aspect, organization for mutual protection is the only hope for its prosperity—and the only mode by which a regular supply can be secured to the consumers at reasonable rates.

Not a single new Colliery has been started, as far as we can learn, in this Region, within the last year, although this County has heretofore supplied one-half the Anthracite Coal sent to market; and a number of Collieries are standing idle.—This does not arise from unfavorable location, because, in many respects, it is more favorbly located than any other, and furnishes as good Coal, but it is owing entirely to the depressed state of the trade. In truth, a man would be looked upon as almost insane to deliberately invest a large sum of money in any colliery, without an organization of the trade on which he could rely, either here or elsewhere, in the present state of the trade.

It now rests in a great measure with the Philadelphia and Reading Railroad Company, and the Schuylkill Navigation Company, to decide whether it shall be carried out effectually and unanimously or not—and all doubts removed as to the future state of the trade. It is no ordinary question, and ought to be well weighed in all its bearings, now and for the future. By sustaining the producers, they sustain themselves—by prostrating them, they cannot expect to escape without serious injury to their own immediate interests. The whole trade of Schuylkill county are anxiously awaiting their decision.

Since the above was in type, we learned that the President of the Railroad Company had called a special meeting of the Board, to take place yesterday afternoon, to consider the memorial of the Coal operators of Schuylkill County. Whatever course is adopted by the Railroad Company on this question, we presume will be sanctioned and adopted by the Schuylkill Navigation Company.

Table

Of the Weekly Shipments from the following points in 1856, which we publish for reference:

	Schuylkill. R. R.	Schuylkill. Canal	Lehigh. R. R.	Lehigh. Canal	Del. & Hud. Canal	Penna. Coal Co.
March	15, 26,405		32,280		15,515	
	22, 29,100					
	29, 33,172					
April	5, 41,610		35,700		2,599	7,958
	12, 45,148	14,246	15,610		16,089	
	19, 51,056	33,434	29,000		2,348	1,128
	26, 49,035	32,111	32,000			32,378
May	3, 43,170	31,271	34,000		3,187	28,999
	10, 40,310	31,276	31,000		29,211	21,828
	17, 47,262	32,471	38,000		4,906	14,459
	24, 46,573	38,763	39,000		3,500	46,790
	31, 43,190	38,635	40,000		3,602	49,541
June	7, 54,353	39,194	53,000		4,303	46,329
	14, 47,628	39,524	43,000		4,110	40,252
	21, 53,045	41,155	47,000		5,744	55,584
	28, 54,070	34,628	48,000		3,172	43,186
July	5, 54,962	27,109	50,000		3,373	45,967
	12, 29,043	32,562	31,000		4,027	44,335
	19, 29,293	22,169	30,000		4,208	44,265
	26, 48,849	31,234	44,000		5,002	28,466
August	2, 49,330	29,490	45,000		4,504	43,735
	9, 46,000	25,897	40,000		5,553	40,999
	16, 41,728	30,322	41,000		4,784	38,876
	23, 45,845	28,928	53,000		5,403	38,213
	30, 53,450	35,901	54,000		5,052	37,615
September	6, 52,830	34,041	54,000		6,653	34,716
	13, 55,773	32,798	55,000		6,248	34,973
	20, 55,629	32,777	55,000		5,177	34,091
	27, 56,888	33,426	56,000		3,957	37,891
October	4, 55,235	32,139	55,000		6,943	32,952
	11, 53,072	34,665	53,000		5,513	36,921
	18, 49,069	30,642	50,000		6,216	34,477
	25, 52,131	32,798	53,000		4,880	28,962
November	1, 51,566	35,521	52,000		5,456	34,456
	8, 40,994	28,769	40,000		4,027	33,988
	15, 38,519	37,910	35,000		3,261	31,078
	22, 29,768	26,370	32,000		3,261	31,078
	29, 51,351	34,026	50,000		6,007	19,345
December	6, 47,639	32,125	45,000		2,146	5,551
	13, 36,914	18,374	34,000			
	20, 17,046	1,[illegible]	17,000			
	27, 12,788		12,000			

State of the Coal Market.—The new supplies going forward are varying the prices materially at some points in the market, and we find it difficult to give correct quotations abroad. In the course of a week or two the Spring prices will be fixed more firmly when we can give more reliable information. Some of the old stocks, in order to clear off the Wharves in Richmond, are offered a shade under the prices indicated last week—but further supplies of the standard quality command the prices stated last week—$3 90 @ $4 00 for White Ash, and $4 10 @ $4 25 for Red Ash.

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

Boston,	2 00
Pawtucket,	1 75
Providence,	1 50
Salem, Mass.,	2 00
New York,	1 10
Bridgeport, Conn.,	1 25
Nantucket, Mass.,	1 75
New Bedford, Mass.,	1 48
Provincetown,	1 90
Quincy Point,	2 10
Medford,	2 15
Flushing,	1 20
Yonkers,	1 30
Jersey City,	1 12
Rosaville,	1 05
Newport,	1 40
Kaighnawh City,	5 50
Washington,	1 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,	7,504 06	8,063 15
Pottsville,	1,120 07	110 13
Schuylkill Haven,	11,909 13	6,109 00
Auburn,	550 09	000 00
Port Clinton,	4,904 19	6,000 00
	25,989 11	15,193 08
Total for the week,		tons, 41,183 02
Total by Railroad in 1855,		420,235 18
Canal		17,597 08
Total by Canal and Railroad,		tons, 437,832 06
Shipments to same period last year:	WEEK.	TOTAL.
By Railroad,	33,172 02	378,852 00
By Canal,	00,000 00	409,833 06
Increase in 1855, so far,		tons, 68,981 06

Schuylkill County Railroads—1857:

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.,	16,613 17	118,570 00
Mt. Carbon,	2,279 10	18,345 00
Schuylkill Valley,	3,073 10	35,274 14
Mt. Carbon & Pt. Carbon,	9,361 09	91,297 14
Mill Creek,	2,833 05	26,198 07
Little Schuylkill,	4,153 01	25,339 17

Rates of Toll and Transportation on Rail Road for the present.

	Prim. Mt. Carbon.	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$1 60	$1 75	$1 55	$1 60	
To Philad'a,	1 80	1 75	1 55	1 60	
Spring Mills,	1 55	1 50	1 35	1 40	
Reading,	1 10	1 05	1 05	1 05	

Rates of Toll by Canal for the present.

	Prim. Mt. Carbon.	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philad'a,	65	63	62	60
Spring Mills,	60	59	57	50
Norristown,	55	54	52	45
Reading,	38	37	35	31

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,	99	98	80

Lehigh Coal Trade for 1857.

Quantity of Coal sent by Railroad for the week ending on Saturday last:

	WEEK.	TOTAL.
Wm. Milnes & Co.,	1,201 09	21,499 02
Ratcliff & Johnsons,	1,355 05	13,698 04
Parker, Carter & Co.,	1,403 14	14,096 03
N. Y.'s Lehigh,	848 00	9,581 13
Sharpe, Leisenring & Co.,	1,507 19	13,867 09
German Penna. Coal Co.,		1,100 14
Dobbin & Dehaven,		228 13
Hazleton,	228 13	2,411 17
Total,	6,346 00	76,930 17

Rates of Toll and Transportation on the Lehigh Valley Rail Road.

Mauch Chunk to Trenton,	2 00
do Elizabethport,	2 43

Scranton Coal Trade for 1857.

Shipments for the month of February:

	MONTH. Tons.	TOTAL. Tons.
North,	10,480	21,315
South,	19,114	35,069
	29,594	56,384

Union Canal R. R. Coal Transportation

Amount transported during the month of Feb. 1857:

	MONTH.	TOTAL.
Union Canal	8,431 15	13,324 00
Swatara Railroad,	6,948 00	11,058 10

Lykens' Valley Coal Trade.

	WEEK.	TOTAL.
Lykens' Valley Coal Co.,	1,139	6,871
Short Mountain Co.,	622	3,831
Total,	1,761	10,702

Cumberland Coal Trade, 1857.

	WEEK.	TOTAL.
For the last week,	10,942	92,320

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY THOMPSON & DENGLER, BANKERS.

	PAR.	OFF'D	ASK'D
Railroads:			
Philadelphia, Reading & Pottsville	50	39⅞	39¾
Mine Hill and Schuylkill Haven	50	62½	63
Mount Carbon	50	50	52
Mount Carbon and Port Carbon	50	50	52
Mill Creek	50	50	52
Schuylkill Valley	50	19½	19¾
Lorberry Creek	50	50	60
Swatara	50	7	8
Canals:			
Schuylkill Navigation — common	50	16½	17
" preferred	50	25¾	25½
Union Canal — common	50	12½	12¾
" preferred	50	15½	16½
Del. & Hud'n Coal & Transportat'n Co.'s	100	121½	121¾
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	41½	42
Lehigh Coal & Navigation Co.	50	76¼	76¾
Penna. Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	100½	102
Dauphin Coal & R. R. Co.	50	48	50
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	53¼	53½
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies:			
Forest Improvement Co.	25	25	25
North American Co., preferred	25	25	25
common	25	8	9
Delaware Coal Co.	50	00	0
Cumberland Coal Co.	50	19	20
New Creek Coal Co.	10	2½	1
Miscellaneous:			
Miners' Bank	50	56	58
Farmers' Bank	50	55	58
Pottsville Gas Co.	50	29	30
Pottsville Water Co.	25	18	19

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

NEW ADVERT'MENTS

NOTICE.

ALL persons are hereby cautioned not to trust my wife MARY BENNETT, on my account, as she has left my bed and board without any just cause, and I will pay no debts of her contracting.

Pottsville, March 28, '57 13-3t* WM. BENNETT.

STRAY SHEEP.

STRAYED away from the Subscriber, between Pottsville and Minersville, two large Sheep, marked with red chalk on the back. A reward of $2 will be paid to any person who will return said Sheep to the subscriber at Minersville.

A. HEXTOR.

March 28, '57 13-1t*

LIVERY STABLE.

THE travelling community can be accommodated, at reasonable prices, with the hire of horses, buggies and carriages at the Livery of

McVOY & MAYBERRY.

At the Corner of Main and Crescent streets, Tremont.

Tremont, March 28, '57 13-3t

NEW BOOK, BY REV. DUDLEY A. TYNG.

THE CHILDREN OF THE KINGDOM: by the Rev. Dudley A. Tyng.

SPURGEON'S SERMONS; 24 series.

ARTHUR WILLIAM BUTLER'S SERMONS; 24 series.

ARCTIC ADVENTURES—by sea and land—from the earliest time, including the discoveries by Dr. Kane—edited by Epes Sargent. 12mo.

Just published and for sale by B. BANNAN.

Pottsville, March 28, '57 13-

DAHLIA ROOTS, BULBS, FLOWER SEEDS.

DAHLIA ROOTS, New and Choice Varieties.

Gladiolas, Amaryllis, Tube Rose, Tigar Lilly bulbs, assorted varieties.

Flower Seeds, a complete assortment, embracing many new varieties.

Now on hand and for sale at B. BANNAN'S *Seed and Flower Store.*

NEW WALL PAPER WAREHOUSE.

Burton & Laning, *Manufacturers & Importers,*

NO. 124 ARCH Street, Second door above Sixth, PHILADELPHIA—where may be found the largest and best selected stock in the city. COUNTRY PURCHASERS may here be accommodated, without the inconvenience of looking further, and may be assured that they will receive the advantage of their money.

BURTON & LANING.

124 *Arch street, above Sixth, Philadelphia.*

March 28, '57 13-3m

CARPETS,

At Eldridge's Cheap Store.

BEING in a by-street, where the store expenses are very light, the subscriber is enabled to sell at the VERY LOWEST PRICES. Persons visiting Philadelphia, and wishing to buy Carpets, Oil Cloths, Mattings, &c., will do well to examine the large assortment of

Tapestry Brussels,
Imperial Ingrain,
Ingrain and Venetian,
and Oil CLOTHS of all widths in great variety.

—Also, Canton and Cocoa MATTINGS of all kinds, with a large assortment of Low-priced Ingrain Carpets, and entry and Stair Carpets, Rugs, Mats, Druggets, Stair Rods, Rag Carpets, Cotton Carpets, &c., &c.

CARPETS.

H. H. ELDRIDGE,

No. 41 Strawberry st., Second door above Chesnut, PHILADELPHIA.

☞ Strawberry is the first Street west of Second st. "C&S

March 28th, '57 13-3m

PUBLIC SALE.

Of Valuable Real Estate, &c.

WILL be sold at public sale, on Saturday, April 4th, at the Swan Hotel, in the borough of Schuylkill Haven, commencing at 6 o'clock, P. M., a house and lot situated on Main street, in said borough, opposite the Swan Hotel. The lot is 30 feet front by about 160 feet deep, on which is erected a one and a half story house, dwelling house, 25 feet front by 28 feet deep, and a frame stable, all in good order for occupancy.

Also, one-eighth of a street of land containing 190 acres, situated in Pinegrove township, Schuylkill county, about 1½ miles west of Pinegrove, on the road leading to Harrisburg. About 90 acres of the above tract is cleared and cultivated—the balance is heavy timbered.

Also, at the same time and place, will be sold, TWO MULES, TWO HOGS, weighing about 400 lbs. together with a variety of household and kitchen furniture, not necessary to mention.

Terms and other particulars made known on the day of sale.

J. JACOB A. HAZEN,

Receiver and General Comm. Agent.

March 28, '57 13-2t*

Office—Corner of Second and Market sts., Pottsville.

RISING SUN NURSERIES AND GARDEN,

Germantown Road, half an hour's ride from the Exchange by Omnibus.

SHADE, Fruit and Ornamental Trees, Shrubs, Plants, Roses, &c. Cultivated and for sale in quantities to suit dealers and others, including an extensive and varied assortment of all the desirable varieties of the above, for sale wholesale and retail.

Catalogues can be had on application, gratis.

S. SHAPAY & CO.

N.