Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 27, 1858.

☞ 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, in fact, worth as much to the advertiser as it 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.

SEE new advertisements.

MR. WEAVER, Esq., will accept our thanks for public documents.

TO HON. W. E. DEWART we are indebted for public documents.

NIGHT parades are popular with the military of Philadelphia.

IT is expected that five vessels will leave Chicago this Spring, direct for Liverpool.

LEBANON was gloriously carried by the anti-Lecompton forces on the 19th instant.

A NATIONAL Art Convention, commenced its sessions at Washington city on Tuesday.

MR. HARRIS of Illinois, is lying seriously ill at Washington, having ruptured a blood-vessel.

IN the House at Harrisburg, the bill to incorporate the Montour Iron Company, has been defeated.

Two military companies, the Bennett, and Monroe Guards, of Philadelphia, are recruiting for service in Utah, if deeded.

VALUABLE personal property will be sold at Pinegrove on the 3d inst. For particulars see advertisement signed, "Uriah R. Tracey."

IN the State Senate on the 19th, Mr. Straub presented six petitions from citizens of Schuylkill county, for a stay law on the wages of labor.

THE GIRARD BANK.—Mr. D. B. Cummins has been elected to fill the vacancy caused by the death of the late President, Mr. Chas. S. Boker.

REINFORCEMENTS to the amount of two companies of infantry, and two of cavalry, have been forwarded from Fort Leavenworth to the Utah Expedition.

IT is stated that when the President gets tranquilized, he will nominate Mr. Cadwalader as Judge, for Judge Kane's vacancy, over a host of hungry applicants.

MR. DEWART from this District, is counted for the Administration on the Kansas question, from his frequent transitions. Are his constituents, "mud-sills?" What says Northumberland?

THE $25,000 post office bribery committee met on Thursday. Ex-Postmaster General Campbell, John Oakford, late chief clerk of the Post Office Department, and Thomas Allibone were subpœnaed.

THOSE of our subscribers intending to change their places of residence, during the coming month, will have the kindness to notify us, in order that the JOURNAL may reach them without interruption.

A LARGE Democratic anti-Lecompton meeting was held in Pittsburg on Wendesday evening. Resolutions re-affirming the Cincinnati platform and the doctrine of popular rights were passed by acclamation.

The Iron interest of Pennsylvania is completely prostrated. Hurrah for "Three Cent Jimmy," and the Democratic Free Trade policy! They are rapidly bringing happiness and prosperity to the country!

THE STATE SENATE has passed resolutions endorsing the President's Kansas policy.—Each aye is a nail in the political coffin in preparation for the pliable Senators. Mr. Straub gulps Lecompton. A fatal dose, Colonel.

"THE SONG OF GOLD" now going the rounds of the press, was written by "Tranquilla," the *nomme de plume* of a resident of Pottsville. As it is appreciated—it is indeed, a powerful poem—our cotemporaries would do but an act of justice, by appending the fact to the poem.

DUTY ON COAL AND IRON.—In the United States House of Representatives on the 16th inst., Mr. Dewart offered the following resolution:

Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of so altering the revenue laws as to increase the duty on coal and iron.

Mr. Letcher objected.

PHILADELPHIA MUNICIPAL ELECTION.—The impression gains strength in Philadelphia that the anti-Lecomptonites will sweep the city at the ensuing Municipal Election. The villainies that have been exposed in all quarters under the present City Administration is exciting a wide-spread sensation, and the moderate men of all parties are disposed to unite in electing the ticket already adopted, on which the Republicans will unite as well as the Americans and anti-Lecomptonites.

ORSINI, the Italian patriot, condemned to death for an attempt upon the life of Louis Napoleon, addressed from his prison a letter to the Emperor—at once dignified and nobly patriotic. He asks not for life, but that the Emperor will assist in delivering Italy from oppression. Orsini concludes—"May your Majesty not reject the last prayer of a patriot on the steps of a scaffold." This appeal proves that Orsini, maddened and misled by a deep sense of his country's wrongs into inexcusable crime, was yet impelled by unselfish patriotism, was led on by an ardent "aspiration for independence, which is the dream of all noble souls." As a sequel to this, there is a possible direction of the affairs of France, indicated by the most recent events in Europe, which holds out some slight hope that that great empire will hereafter lean toward the liberal governments of Italy, and enter upon a state of decided coolness toward Austria. Growing out of the attempted assassination, there is possibly, a change for Italy.

THE BANK OF PENNSYLVANIA AND ITS DEBTORS.—The Philadelphia *Evening Journal* of the 19th inst., published a list of the debtors to the Bank of Pennsylvania. The list numbers in all nine hundred and forty items of accounts—principally notes matured and maturing and over drafts of the aggregate value of millions. The appraised value of these accounts compare with the aggregate as a drop to the bucket, being so meagre in amount as to be hardly worth collection. Many of the persons named as debtors are known to be utterly worthless, and the estimate put upon their accounts of a cent to the $100 is, probably, not under estimated; but there are other parties liable to the amount of thousands of dollars who hold property and who are otherwise supposed to be able to pay, whose liabilities are appraised at some merely nominal sum, leading to the inference that the appraisers had some knowledge that the said indebtedness had been, or was to be liquidated, in some other way than by payment in money. After the fact of the known pecuniary worthlessness of some of the parties who had been permitted to become debtors to the Bank, the most remarkable thing is the immense amount of worthless stock securities received as collateral security, mortgages on unproductive land, and in fact, a good deal of almost everything worthless that has been on the market for the last ten years.

THE BILL FOR THE "SALE OF THE STATE CANALS."—If the urgent advocates of the sale of the State Canals for bonds, persist before the public in writing down the value of said canals, to influence legislation—will they not, after the State shall have sold her canals, said canals again to be re-sold, (perhaps to some of the very parties referred to,) find insurmountable difficulties in the way of the negotiation of bonds secured by mortgage upon a single division of said canals?

If said bonds be not sold, how is a new road to be built with the proceds of said bonds? and if said canals be worthless, who will buy a bond that has nothing but a single division of said canals pledged for its payment?—*Phila. Register.*

Our cotemporary must be aware that the value of the State canals unsold, if they in reality are valuable in this age of railway progression, is much affected by the manner of their conduct by State officials. Statistics submitted to the Legislature prove that the expenditures upon each division of the public works exceed annually, the revenue derived. To pay the interest upon the debt contracted in their construction, and to keep them in repair, requires taxation. This results not from their being worthless, but from the fact that they are grossly mismanaged.—We believe that the plan of sale proposed is feasible; that their value will be enhanced by transfer; that there will not be the difficulty which is anticipated in the negotiation of bonds secured by mortgage upon the works, and finally, that their sale will secure the completion of the Sunbury and Erie Railroad. The latter fact in importance, outweighs all objections which are advanced against the sale of the State Canals. Not only will large bodies of valuable lands be reclaimed, and enhanced in value, thereby adding to the revenue of the State; but Philadelphia will secure a trade which is now diverted to its Northern rivals. *We* do not undervalue the worth of the State canals; but advocate their sale because they are worthless to the State in their present condition; because they are avenues in which corruption shamelessly stalks; because in short, they are of no benefit whatever, to the State, and the people will be relieved of a burden which touches their pockets more forcibly than pleasantly. The *Register* might, with great propriety and with good judgment, as a journal having at heart the welfare of Pennsylvania and its eastern metropolis, urge the sale of the State canals, on the ground alone, of the impetus it would give to the construction of a railway route to the West, certainly not inferior in importance to the Pennsylvania Central—and which would give to Philadelphia a Lake trade not only worth millions of dollars, but enable her to establish what she has heretofore failed in experimentally, namely, steam communication with Europe. This can be accomplished by a judicious sale of the canals. The broad bosom of the Delaware yearns to bear upon it a generous commerce, and the deserted wharves of Philadelphia silently reproach the inactivity which renders them almost grass-grown. Policy we feel confident, approves the proposition, and the Legislature which will adjourn on the 23d proximo, cannot enact into a law anything more important to the interests of the State, than the bill reported by the majority of the Committee, providing for the sale of the State canals, and the construction of the Sunbury and Erie Railroad.

IN CONGRESS three Northern Democrats have found courage to stake themselves openly, by speeches, in favor of Lecompton. They are Hughes, of Indiana, Bishop, of Connecticut, Wortendyke, of New Jersey. When Mr. Toombs was commenting, the other day, upon the sacrifices of the "national men" who perished in the great Nebraska battle, he said, by way of inducement to those who are ambitious of posthumous honors, that the south had enshrined them in her affections, and erected monuments more lasting than brass. As sue will soon have occasion to exercise this pious office again, when the victims of Lecompton are to be consigned to the bourne whence no political traveler returns, it might be as well to anticipate that necessity with monuments for the illustrious trio, who with such Curtius-like devotion have thrown themselves into the breach. Whatever be the fate of the bill, they are entitled to this grateful recognition, and would probably prefer brass to some more lasting material, as symbolizing the peculiar character of their zeal, and the complacency with which they have defied erring constituencies at home.

CORRUPTION AT WASHINGTON.—The editor of the Chicago, Ill., *Daily Times*, the leading Democratic paper of that State, having recently sojourned five days at the national capital, publishes on his return home a long editorial, giving a terrible picture of the prevalent corruption. He says that personal and political depravity never before had such a harvest as they are now reaping in the federal city; that offices are bought just as openly as the butcher buys the beef intended for his customers; that office brokers have the run of the Senate ante-chamber, of the departments, and the executive mansion, and the actual sum of money to be paid for an office is as publicly named, by these brokers and their clients, as the prices of dry goods are named between a dealer of such articles and his customers. There is a good deal more of the same kind in the *Times*, but this specimen will suffice. It may be as well to state that the paper quoted was one of the most ardent advocates of the election of Buchanan.

THE KANSAS BILL which has passed the United States Senate, will not it is thought, be taken up by the House until the early part of next week. "Independent," the Washington correspondent of the *North American*, predicts that it will fail to pass the House, but says that the friends of the Administration exult at their chances for Lecompton, and it is intimated that concessions will be made in amending the bill so as to conciliate the doubtful Democrats. No other course but this, or the treachery of those already committed, can prevent their defeat.

THE LECOMPTON CONSTITUTION IN CONGRESS—ITS PASSAGE AS AMENDED, IN THE SENATE.—In the United States Senate on Tuesday last, debate on the Kansas question concluded, and Mr. Green of Missouri, moved to proceed to take the vote. He withdrew the Minnesota bill altogether, and moved three amendments to the original bill:

Firstly. To strike out the preamble and insert the following:

Whereas, The people of the Territory of Kansas did, by Convention of delegates called and assembled at Lecompton, on the 4th of September, 1857, form for themselves a Constitution and State Government, which said Convention hereby asked the admission of the Territory into the Union as a State on an equal footing with the original States, &c.

This amendment was carried.

Secondly. To amend the second section by inserting the following clause in the ninth line: "That nothing in this act shall be construed to abridge or infringe any right of the people asserted in the Kansas Constitution; and it shall not be lawful for any department of Government in such a manner as they may think proper, Congress hereby disclaiming any authority to intervene or declare the construction of the Constitution of any State, except to see that it is republican in form, and not in conflict with the Constitution of the United States."

The amendment was agreed to—yeas 31, nays 23.

Thirdly. A verbal amendment in the eleventh line of the second section of the bill, to cancel the word *of*, in the sentence, "in the ordinance of the said Constitution, and substitute therefor the words *annexed to*, making read in the ordinance annexed to the said Constitution." Carried.

Mr. Pugh withdrew his amendment of March 2, to the amendment of Mr. Green, and substituted another, setting forth that the federal laws not inapplicable be extended into the State of Kansas, that a judicial district be formed, that a Judge, District Attorney, United States Marshal, be appointed, and paid as in Iowa.

The amendment was agreed to—yeas 37, nays 19.

The bill, as amended, to admit Kansas into the Union with the Lecompton Constitution was then put and passed—yeas 33, nays 25—as follows:

YEAS—Messrs. Allen of Rhode Island, Bayard of Delaware, Benjamin of Louisiana, Bigger of North Carolina, Bigler of Pennsylvania, Bright of Indiana, Brown of Mississippi, Clay of Alabama, Evans of South Carolina, Fitch of Indiana, Fitzpatrick of Alabama, Green of Missouri, Gwin of California, Hammond of South Carolina, Henderson of Texas, Houston of Texas, Hunter of Virginia, Iverson of Georgia, Jones of Iowa, Johnson of Arkansas, Johnson of Tennessee, Kennedy of Maryland, Mallory of Florida, Mason of Virginia, Pearce of Maryland, Polk of Missouri, Sebastian of Arkansas, Slidell of Louisiana, Thompson of Kentucky, Thomson of New Jersey, Toombs of Georgia, Wright of New Jersey, Yulee of Florida—33.

NAYS—Messrs. Bell of Tennessee, Broderick of California, Chandler of Michigan, Clark of New Hampshire, Collamer of Vermont, Crittenden of Kentucky, Dixon of Connecticut, Doolittle of Wisconsin, Douglas of Illinois, Durkee of Wisconsin, Fessenden of Maine, Foot of Vermont, Foster of Connecticut, Hale of New Hampshire, Hamlin of Maine, Harlan of Iowa, King of New York, Pugh of Ohio, Seward of New York, Simmons of Rhode Island, Stuart of Michigan, Sumner of Massachusetts, Trumbull of Illinois, Wade of Ohio, Wilson of Massachusetts—25.

Absentees—Messrs. Bates of Delaware, Davis of Mississippi.

Mr. Reid, of North Carolina, paired off with Mr. Cameron, of Pennsylvania.

TRADE, FINANCE, &c.

THE following is a comparative statement of the Foreign Imports at New York for the week and since Jan 1:

For the Week.	1856.	1857.	1858.
Dry Goods,	$1,628,024	$1,637,500	$942,412
General Merchandise,	1,616,015	3,297,401	1,356,432
Total for the Week,	$3,256,039	$5,034,901	$1,998,844
Previously reported,	36,341,161	50,828,592	20,964,970
Since January 1,	$39,597,200	$55,863,493	$22,963,814

The Imports, it will be seen, continue to be comparatively light, showing a falling off of 60 ₱ cent on those of the corresponding week last year.

The following is a comparative statement o' the Exports (exclusive of specie) from New York to foreign ports for the week and since Jan. 1:

	1857.	1858.	Inc.	Dec.
Total for the week.	$1,050,321	$1,880,354	$1,503,968	—
Previously reported,	12,423,607	11,468,944	9,933,583	—
Since January 1,	$14,074,018	$13,349,298	$11,429,551	—

The following is a comparative statement of the value of certain exports from the commencement of the year to March 11:

	1857.	1858.	Inc.	Dec.
Cotton,	$3,402,195	$4,449,668	—	$1,952,498
Flour,	2,196,184	1,457,953	—	738,231
Corn Meal,	25,715	45,002	$9,287	—
Wheat,	1,219,561	273,302	—	946,259
Corn,	668,000	393,406	—	274,594
Beef,	96,665	294,890	198,225	—
Pork,	259,570	368,421	108,851	—
Total,	$7,877,981	$12,282,642	$313,363	$3,911,582
Decrease as compared with 1857,				$3,598,219

The exports of specie from New York for the week ending Monday, and for the year 1858, were as follows:

Total for the week,	$118,114 50
Previously reported,	9,996,713 67
Total, 1858,	$10,112,828 17

THE State Appropriation Bill, as passed by the House of Representatives, provides as follows:

Public Printing and Binding,	$30,000
Distributing laws,	700
Balance legislative expenses of 1857,	4,193
Legislative expenses of 1858	128,000
Clerk hire and contingent expenses of various departments,	41,002
State Treasurer,	1,100
Superintendent of Common Schools,	1,400
Adjutant General,	300
Attorney General,	3,000
Guaranteed Interest,	18,517
Interest on State Debt,	2,000,000
President and Associate Judges,	102,000
Judges Supreme Court,	18,700
Pensions and Gratuities,	15,000
Common Schools,	280,000
Water and gas,	2,600
Miscellaneous expenses,	3,000
Deaf and Dumb Institute,	20,000
School for Idiotic Children,	20,000
State Lunatic Hospital,	20,000
Superintendent Public Printing,	800
State Librarian,	800
Books for Library,	1,480
Legislative Record,	3,000
Public Grounds,	9,988
Miscellaneous expenses,	5,000
Surveyor General,	1,460
Auditor General,	2,000
Deputy Secretary,	1,400
Secretary of the Commonwealth,	1,700
Governor,	4,000
Pennsylvania Institute for the Blind,	22,000
Western Pennsylvania Hospital,	7,000
House of Refuge, Pittsburgh,	25,000
" " Philadelphia,	32,500
Paving at Eastern Penitentiary,	1,000
Western Penitentiary,	15,150
Enlargement Delaware Division,	50,000
Canal Commissioners,	6,980
Ordinary Repairs of Canals,	226,930
Ordinary Repairs after Dec. 1, 1858,	100,000
Collectors, Weighmasters, &c.,	20,000
Lock-keepers,	23,000
Breach and fire fund,	50,000
State Engineer,	3,100
Northern Home for Friendless Children,	5,000
Extra pay of Legislature,	82,000
Eastern Penitentiary,	12,895
Gratuities to discharged convicts,	1,400
Total,	$3,861,215

This is a nearly a million of dollars less than last year's appropriation—one of the good results of selling the Main Line of the Public Works.

THE COAL TRADE.

Pottsville, March 27, 1858.

The quantity sent by Railroad this week, is, 20,344 12— by Canal, 1,805 18—for the week, 22,150 10. Total by Railroad, 311,070 07 tons against 420,235 18 tons—Do. by Canal, 1,805 18 against 17,597 08 tons to same period last year.

The shipments this week are less by 19,033 tons, than the quantity sent to market for the corresponding week last year.

The Schuylkill Navigation Company opens for the season at the rates of toll for last year, without any change. Boatmen we learn, are loading at $1 65 from Pottsville and Port Carbon, and $1 60 from Schuylkill Haven, for New York.

The Managers of the Philadelphia and Reading Railroad Company did not meet on Wednesday last as was contemplated, and of course, nothing has been done so far, this season, by the Company in relation to the tariff of toll and transportation. Nothing can be done in the matter before Wednesday next, at which time the Managers of the Road meet again. Nearly the entire Trade in the meantime, will take the Canal, and the business of the road must decline.

At low freight the Boatmen during the ensuing season will make rapid trips, and therefore, it is believed that the host capacity of the Canal will be equal to fifty thousand tons per week. It is rumored that if the rates by Railroad are not speedily reduced, Mr. Heckscher will transfer his seventy boats now running from Port Richmond to New York, to the Canal. This it done, will largely increase the boat capacity, while the car capacity can easily, be increased as the wants of the Trade demand.

If the Railroad Company should maintain its present rates, the Schuylkill Canal will in 1858, carry more coal to market than the Railroad. Of this fact, none can entertain the least doubt.

At present rates the Canal will take a large percentage of the Eastern trade. That the rates will be much less by Canal than by Railroad, the following comparative statement proves conclusively:—

BY CANAL.	Per Ton.
Freight to Philadelphia,	$00 65
Toll,	00 65
Transhipment at Philadelphia,	00 15
	$1 45
Coal, say	1 90
	$3 35
BY RAILROAD.	Per Ton.
Freight to Port Richmond,	$1 60
Transhipment at Port Richmond,	12
	$1 72
Coal, say	1 90
	$3 62
By Canal,	3 35
Difference in favor of Canal on board,	27

If the Railroad Company remains long inactive in this matter, and the Operators are forced to make their arrangements by Canal, a reduction of from 25 to 30 cents per ton all round, will be required, to get the trade back again to the Railroad.

The trade opens extremely dull and prices rule very low. Good Coal is being sold as low as $1 70 per ton, in order to start, and put some of the almost starving men at the Collieries at work. Of course, the quantity sold is small. In fact, there is no use in forcing much upon the market, as it is not wanted, except by a few purchasers, and they only want the half of small cargoes. The only way is, to hold on a little while longer. But little business will be done before the latter part of May or June.

Lyon & Hoyt's Percussion Coal Breaker,

Can be seen at their office, foot of North 10th Street, Williamsburg, New York.

NEW YORK COAL MARKET, March 25, 1858.—The demand for domestic has been quite active, the local consumption quite as active as during the month of February, and we find the stock much reduced in the hands of all parties; but as the season is advanced, and the resumption of Canal navigation near at hand, there is no disposition to put up prices. A fair business has been done for the East at prices quoted in our last; from yard we continue to quote at $5 00 @ $5 50 ₱ ton, and at Brooklyn $4 75 @ $5 50 ₱ ton. In foreign there is very little passing; dealers are tolerably well supplied: we hear of a sale of 300 tons Newcastle at $7 00, and 200 tons Scotch Cannel at $6 50, cash, delivered.—*N. Y. Tribune.*

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond—

Salem-	1 60	Washington, -	1 00
Richmond -	1 25	Marblehead -	1 70
Georgetown -	1 10	New-Bedford -	1 15
Newburyport-	1 75	Boston -	1 40
Pensacola -	3 00	Hunter's Point -	1 00
Quincy -	1 85	New York -	1 00
Providence -	1 20		

Schuylkill Coal Trade for 1858.

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

	RAILROAD.	CANAL.
Port Carbon,	6,493 03	230 00
Pottsville,	453 07	306 18
Schuylkill Haven,	7,714 16	1,269 00
Auburn,	807 15	000 00
Port Clinton,	4,875 11	000 00
	20,344 12	1,805 18
		20,344 12
Total for the week,	tons,	22,150 10
Total by Railroad in 1858,		311,070 07
" Canal, "		1,805 18
Total by Canal and Railroad,	tons,	312,876 05

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	25,089 14	420,235 18
By Canal,	18,193 08	17,597 08
	41,182 02	437,832 06
		312,876 05
Decrease in 1858, so far,	tons,	124,967 01

Rates of Toll and Transportation on RAIL ROAD FOR THE PRESENT.

	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn.
To Richmond,	$1 50	$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

Schuylkill County Railroads 1858:

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

	WEEK.	TOTAL.
Mine Hill and S. Haven R. R.,	11,375 08	75,024 06
Schuylkill Valley "	928 13	8,902 09
Mt. Carbon & Pt. Carbon "	2,920 17	24,086 02
Mill Creek. "	7,008 12	59,782 07
Little Schuylkill, "	6,477 10	44,549 04
	4,972 12	40,533 01

Rates of Toll and Transportation ON THE LEHIGH VALLEY RAIL ROAD.

	WEEK.	TOTAL.
Mauch Chunk to Trenton,	-	1 86
do Allenhelmport,	-	2 31
do Morris Canal Basin at Phillipsburg,	-	93

Lehigh Valley R. R.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines. (Wm. Mines & Co.)	1,600 00	24,625 01
E. Sugar Loaf, (Packer & Co.,)	1,236 14	10,095 07
N. York & Lehigh. (Thegart & Son,)	883 18	10,191 07
Council Ridge, (Sharpe, L. & Co.)	1,290 18	13,794 19
German Penna.,	-	147 00
Col. & R. Mt., (Ratcliff & Johnson,)	1,431 16	17,154 05
Hazleton (A. Pardee & Co.,)	1,696 18	18,064 17
N. Sp. Mt. (J. R. McCreary & Co.,)	537 04	8,113 10
S. Sp. Mt. (Dolbin & Dshaven.)	-	1,124 14
East Lehigh,	-	97 15
Summit Mines,	18 16	166 06
Total,	8,763 12	103,607 03
Last year,	6,346 00	76,030 17
Increase,	2,419 12	26,616 06

Pinegrove Coal Trade for 1858.

Amount transported during the month of February:

	MONTH.	TOTAL.
Union Canal,	3,374 18	12,223 12
Swatara Railroad,	4,670 10	9,044 02

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	362 07	2,059 02
Short Mountain Coal Co.,	386 01	2,570 19
Total,	748 08	4,629 01

Freight and toll from Millersburg to Baltimore, $2 10 " " Pinegrove " 2 10

If cars are detained 24 hours after arrival, the rates are 12 cents additional to the above.

Treverton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	926 01	10,466 06

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	1,327 02	19,518 14
Shipped South,	6,499 18	63,843 07
Total,	7,827 00	83,362 01

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	1,284	7,133

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	3,525	38,804

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville -	50	26½	27
Mine Hill and Schuylkill Haven -	50	68½	69½
Mount Carbon -	50	50	52
Mount Carbon and Port Carbon -	50	50	52
Mill Creek -	50	50	52
Schuylkill Valley -	50	5	5½
Lorberry Creek -	50	00	00
Swatara -	50	7	8
Canals:			
Schuylkill Navigation -	50	9½	10
" preferred -	50	16½	17
Union Canal -	50	5	5½
" preferred -	50	6	6½
Del. & Hud'n Coal & Transportat'n Co.'s	100	111	112
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co. -	50	31	31½
Lehigh Coal & Navigation Co. -	50	53	54
Hazleton Coal Co. -			
Buck Mountain Coal Co. -	50	00	00
Pennsylvania Coal & R. R. Co. -	100	73	74
Dauphin Coal & R. R. Co. -	50	39	40
Lykens Valley Coal Co. -	50	25	40
Beaver Meadows Coal & R. R. Co. -	50	51½	52
Lykens Valley Railroad & Coal Co. -	20	10	15
Coal Companies:			
Forest Improvement Co	25	25	25
North American Co., preferred -	25	00	00
" " common -	25	00	00
Delaware Coal Co. -	50	00	01
Cumberland Coal Co. -	50	19	19½
New Creek Coal Co. -	10	⅝	⅞
Miscellaneous:			
Miners' Bank -	50	50	55
Farmers' Bank -	50	50	55
Pottsville Gas Co. -	50	25	28
Pottsville Water Co. -	25	18	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

AUCTION!

WILL be sold at Public Sale, on SATURDAY, April 3d, 1858, at the hotel of Dr. K. Robinson, Pinegrove, Schuylkill county—4 team horses, 8 mules, 12 sets of harness, 4 saddles, 5 wagons, suitable for hauling timber. Sale to commence at 10 o'clock, A. M., when terms will be made known by

URIAH R. TRACY.

March 27, '58 13-1t*

LILLIE'S

Patent Chilled Iron, Fire and Burglar Proof Safes,

WITH COMBINATION TUMBLER LOCKS.

THESE SAFES are in general use, and render entire satisfaction. They are *the only Safes made proof against Fire and Burglars, combined!*

Samples can be seen at Messrs. Fassitt & Co.'s, Market street; Trotter & Co.'s, Front street; and No. 34 North Water street, Philadelphia. Call and examine for yourselves and we will trust the result with your own judgment.

O. W. KIRK,

No. 34 N. Water street, Philadelphia.

March 27, '58 13-6mf

A RETIRED PHYSICIAN,

SEVENTY-FIVE years of age, whose sands of life have nearly run out, discovered while in the East Indies, a certain cure for Consumption, Asthma, Bronchitis, Coughs, Colds, and General Debility. The remedy was discovered by him when his only child, a daughter, was given up to die.—Wishing to do as much good as possible, and to relieve such of his afflicted fellow-beings as request it, this recipe, with full and explicit directions for making it up, and successfully using it. He requires each applicant to enclose him one shilling—these costs him nothing, turned as postage on the recipe, and the remainder to be applied to the payment of this advertisement.

Orders by mail, addressed to

DR. H. JAMES,

19 Grand street, Jersey City, N. J.

March 27, '58 13-

200 LIGHT CARRIAGES At Auction.

TWENTY-FOURTH Trade Sale at Philadelphia. This sale will take place on **Wednesday Morning, April 7th, 1858,** At 10 o'clock, at the Bazaar, Ninth and George streets, under cover, and will not be postponed on account of the weather.

☞ The collection on this occasion will be very extensive, embracing about 200 of the best makers in Philadelphia and vicinity.

☞ Most of the stock will be warranted and may be examined several days previous to sale.

ALFRED M. HERKNESS, *Auctioneer.*

March 27, '58 13-2t

WEST'S

Patent Galvanic Cement Roofing,

For OLD or NEW ROOFS, of any PITCH!

HAVING taken the agency for the county of Schuylkill, for the above celebrated Fire and Water Proof Roofing, the subscriber respectfully solicits orders for it, which he is prepared to execute promptly and effectually. Besides being suitable for new buildings, this Cement can be put on old roofs of shingles, tin, iron, or any other metal, and is equally adapted to flat or inclined roofs.

It is perfectly safe defence against Fire, and is elastic, flexible, impervious to water and changes of atmosphere, and neither evaporates, cracks, nor melts.

Its durability is beyond question.

It is made and applied without heat, forms a smooth surface, without joints, and is the cheapest and lightest good roofing in use.

For repairing or preserving metallic roofs it is beyond comparison, the best composition ever invented.

For references and terms apply to

L. P. BROOKE, *Agent.*

Pottsville, March 27, '58 13-3t

PHILADELPHIA AND READING R. R.

To Emigrants!

FAST EMIGRANT LINE TO THE West, North West, Canada, and Northern New York; by WILLIAMSPORT, ELMIRA, and DUNKIRK, BUFFALO, or NIAGARA FALLS.

☞ Daily, (Sundays excepted,) by No. 2 cars, in regular Up Passenger Trains—passing Reading at 6¼ P. M.

Fares:—To Elmira, $5 25; Rochester, $5 75; Buffalo, or Niagara Falls, $6 25; Hamilton, or Toronto, $7; Montreal, $9; Detroit, $8; Cleveland, $6; Toledo, $7 10; Columbus, $6 85; Cincinnati, $8 05; Indianapolis, $8 50; Louisville, $9 00; Cairo, $12; Chicago, $9 25; Galena, $11; Rock Island, $11 25; Quincy, $11 25; Milwaukie, $11; St. Louis, $11 25. 80 pounds of baggage free, to each full ticket.

☞ Children under 5 years, free; between 5 and 12, half-price. For tickets apply to

E. H. WHEELER,

General Agent, Pottsville Depot.

March 1, '58 13-tf

LIST OF LETTERS

REMAINING in the POTTSVILLE POST OFFICE, March 27, 1858.

A		
Acorn Emanuel	Jones Thos Eng	Rice Sarah
Andrews Edward	James James	Richards Thos
Anderson John sh	Jones John	Richards Mary
Alexander Jas	**K**	Reicher M M
B	Kurtz Wm B	Rondabush Wm
Brown A R	Killian Wm	Rowbotton Jno
Brady Doctor	Kendy Jas	Reese Jno ship
Burns Elizabeth	Kolinger John	Rodgers Jno
Burton John sh	Kenny Francis	Rodgers George
Brosley John	Koch Miss Elizb	Rishell Ed
Brannert Jacob	**L**	Richmond Eph
C	Lankton Peter	Rice Abraham
Boyle John	Lyons Pat	**S**
Berry & Co J 2	Leasey Michael	Smith Jno ship
Becker John C	Lucas Jno	Stodt Jos
Bennett John	Loose Jacob	Sicker John H
Boyle Michael	Lewis David	Stewart J D
Becker Mary J 2	Larkin Jno	Shurdan Jno
Brewster Michael	Loney Wm	Sleed Jos
Bradley Nancy	Lackey Wm	Schneider J
Boyer Violetta	Lever Wm sh	Smith Henry Sr
Barnes W F	**M**	Sands Geo
Berker Wm	Moore Lewis	Schwartz Geo
C	Malley Owen	Starin Mrs Ellis
Carter Thos	Madden Thos	Spencer Mrs Ellis
Cline Harry	Madden James	Saylor Allen
Curry Mary Ann	Moody Wm F 2	Stephens Margaret
Campbell J S	Miller Anson O	Smith Mrs A
Cassidy John sh	Moll Chas	Stillman Mrs A F
Coughlin John	Mckeel Daniel	StClair Wm
Colton Emma	Miller Ellen	Seitz Wm
Crow Clara S 2	Miller Emma	Scanlon Mich
Cheetham Adamab	Madden Ellen	Saylor M M 2
Conrad J	Murtagh James	Shirden Mich
D	Medler John 2	**T**
Dallas W W	Mason Mrs Jane	Tumahe Maria
Davenport Wm	Moses John	Thornton Mrs Eliz
Dean Patrick	Major Jacob	Tobias Dr J P
Dunneen John	Meyer Jno	Taylor Jos F
Detwiler J H	Murphy Jas	Thomas Thos wden
Davis John	McBride Jas	Taylor John
Darsey Ellen	McElroy Jas	Thornburg Matilda
Delbert Catherine	McLaughlin Jno	Trull Thos
Drum Ann	Melbernot Mary	Trawley Thos
E	McDonald Wm	Theodore Wm
Eck Mrs	McDonall Michael	Trochy Lawrence
F	McNally Miles	Thomas Jacob
Ferrody Henry 2	McLaughlin Pat	Trouwen Henry H
Fisher Samuel	McWilliams Daniel	**V**
Faby Michael	McCammant & Co	Valpert Jno
Fisher John sh	Wm	Vanmeter J
Fox James	McClure Wm	**W**
G	McCormick Bridget	Wolshilne Amos
Green Thos H	McGuinnes Elizab	Winlack Wm
Gilern Michael