Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MAY 6, 1858.

☞ The circulating 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 prices of advertising are always graded in price according to the circulation of the paper.

New York.—J. Wesley Frost, Room No. 2, 110 Broadway, New York, is authorized to receive subscriptions and collect bills for the MINERS' JOURNAL, in New York and vicinity.

BUSINESS NOTICES.

SEE Morris, Tasker & Co.'s Proposals for Coal.

SEE Financial Statement of the Borough of Port Carbon.

"L." WANTS a Clerkship or other situation. See advertisement.

SEE Statements of the Miners' and Farmers' Banks of this Borough.

A BRICK HOUSE in Norwegian street, is for sale or to let. See advertisement.

IRON MINERS are wanted in Monongalia county, Virginia. See advertisement.

SEE Card of Geo. W. Pomeroy & Co., dealers in Oil, Soap, Candles, &c., No. 112 South Water Street, Philadelphia.

SEE Rates of Fare to the West, via. Reading, Catawissa, and Williamsport and Elmira Railroad. This is an expeditious route.

PATTERSON'S HERPETIC SOAP.—This Soap is an excellent remedy for eruptions of the skin. It is for sale at the Factory, in Sixth street above Market, this Borough. See advertisement.

PLATINA POINTS FOR LIGHTNING RODS—which have been in use over twenty years, and have given general satisfaction,—are for sale by McAllister & Brother, 728 Chesnut street, Philadelphia. See advertisement.

A DRAMATIC COMPANY from Philadelphia will commence this evening at the Town Hall, a series of performances. The plays on the occasion, will be, "The Rake's Progress," and "Nature and Philosophy." The company has talented members in it, and the pieces are produced in an unexceptionable manner.

POOR LECOMPTON.—In the municipal election, held at Indianapolis on Tuesday, the entire Republican ticket was elected. It will be some time we opine, before we shall have to announce a Lecompton victory anywhere.

LECOMPTON, JR.—An old line Whig, who for some time has acted with the Democratic party, said to us freely some days since, that he considered the English bill a most disgraceful enactment, one of the most disgraceful on record. He is thoroughly disgusted with the Buchanan party. Southern chivalry has reached a low ebb, when it permits itself to be used for purposes so base. A gentleman from this section who was in Washington when the bill passed, states that there was no exultation on the part of the chivalry. The, felt ashamed of the mean act. "To what base uses may we not come at last."

THE Philadelphia *Sunday Dispatch* has entered upon the eleventh year of its publication. In our opinion there is no paper in the State that more richly merits success than the *Dispatch*. In addition to its literary and news matter which is always racy and sparkling, there is a fire in its editorial tone, which burns truths on the public heart. Throughout the Kansas business the *Dispatch* has stood up manfully for the right, without in the least compromising its character as an independent political journal. The course it has seen proper to adopt, is creditable to its appreciation of justice, while it has secured for the paper an impregnable position in the popular heart. Press on, friend *Dispatch*, with vigor, and your teens will see you flourishing like a sturdy oak, scathed perhaps, by storms, but hale and hearty, and likely to live a century.

MISCELLANEOUS NEWS ITEMS.

WOMEN ON A STRIKE.—The women, too, it appears, have been on a strike in Johnstown, as well as the men.—On Tuesday of last week, as two German coal diggers, who had not struck work, were returning from their work, they were met by a buxom and decidedly pugnacious Welsh woman, who watched her opportunity when they were by themselves, and with a *coup de main* and an imprecation which we dare not name, pushed both of them into the water, heels over head. They crawled out in a highly indignant frame of mind, of course, but there was no one, fighting *that* woman. She was ready for them. In the other instance two women—one of whose husbands had struck, and the other's had not—met.—A word, after a time ensued, ending in blows. The striker's wife seized a shovel and dealt the other several blows that made her cry enough. The parties were finally separated.—*Harrisburg Telegraph.*

EUROPEAN NEWS.—The Anglo Saxon arrived at Quebec on Sunday, with news to April 21. In consequence of a division among the Crown lawyers of England, in regard to the legality of the seizure of the "Cagliari," the government do not "think it desirable to take any strong measures" against Naples. Mr. Disraeli had laid his financial budget before the House of Commons. He estimates the expenses of the year at £57,100,000, which is £4,000,000, in excess of the estimated revenue. His plan of providing for this sum was so satisfactory as to favorably affect consols. Ex-Speaker Aberdromby is dead. The acquittal of Dr. Bernard created profound sensation in Paris; and one paper gives currency to the opinion that had Mr. James's speech been circulated among the people of France it would be difficult to stay their indignation." Notwithstanding these bickerings of the allies, it is rumored that Queen Victoria contemplates meeting the French Emperor at Cherbourg.—Nothing important from Italy, Prussia, or Russia. The India Mail—no later news—had reached England. Sir Colin Campbell was preparing to give the rebels battle at Calpee.

The Boston *Courier's* Paris correspondent states that "among the wiser heeded Bonapartists, there is an intense apprehension of a fearful storm in France" and he adds "we may wake here any morning and find the whole established order of things overthrown."

The steamship *Europa* with Liverpool dates to the 24th ult., reached Halifax on Tuesday. The intelligence is interesting. Intelligence has been received from Lucknow to the 22d of March. The success of British arms still continues. Nana Sahib's retreat was stormed by the enemy, and in the confusion this famous chief managed to make good his escape. Commissioner Yeh had been degraded from his position, and a successor appointed. In France, the conductor of the *Constitutionnel* had been *dismissed for the* inflammatory article published in reference to the trial of Bernard. He was subsequently reinstated. The clipper ship "James Baines" had been burnt to the water's edge while lying in Liverpool docks. The American whaler "Cortez" was destroyed by fire off Cape Mauritius. Consols had improved, and cotton had advanced.

TRADE, FINANCE, &c.

THE great reduction of the foreign imports is attracting very general attention. The Government Treasury feels the falling off very sensibly. At New York, however, there are indications that the demand for finery, and the disposition to run into extravagance is as strong as ever. The New York *Express*, in a capital bit at this nonsense, says:—"Flora McFlimsy, who had had 'nothing to wear' ever since the financial crisis last winter, made her appearance at one of our leading auction houses on Saturday last,—to bid on some rare Cashmere and camel's hair shawls, some of which were knocked down at $162 a $177—Flora securing the handsomest, and the dry goods trade taking the others at all sorts of prices. But, if Flora is relapsing into her extravagances, there is certainly no visible disposition on the part of the merchants to run into debt again to foreign houses for her especial accommodation. This is abundantly apparent in the reduced importations of dry goods, as exhibited by the Custom House records, from week to week. Thus:

Imports for week ending May 1st, 1857,	$1,665,652
" " " 1858,	198,550
Decrease,	$1,467,100
A corresponding falling off is seen in general merchandise. Thus:	
Week ending May 1st, 1857,	$3,125,124
" " " 1858,	902,937
Decrease,	$2,222,937

If the total *imports (dry goods and general merchandise)*, from the 1st of January to date, be compared, the curtailment is equally startling:—

Four months, 1857,	$83,520,064
" " 1858,	29,720,278
Decrease,	$41,808,786

We note among the imports of last week a significant absence, to a considerable amount, of articles of luxury. For Tea, we paid—

" Sugar,	$174,485
" Coffee,	459,175
	29,667

Other bills, for fancy goods, jewelry and such things, were whittled down, as the Yankees say, to the little end of nothing—

Fancy goods,	$12,707
Perfumery,	967
Patent Leather,	3,665
Champagne,	4,481

UNITED STATES MINT.—The coinage during April was as follows:—

	No. of Pieces.	Values.
Gold Coinage,	60,340	$1,068,920 00
Silver Coinage,	194,000	34,000 00
Copper Coinage,	1,300,000	13,000 00
Total,	2,554,340	$1,075,920 00

THE COAL TRADE.

Pottsville, May 8, 1858.

The quantity rent by Railroad this week is 30,295 04 tons—by Canal 32,510 15—for the week 62,805 19 tons.

The shipments show a decline of 4,455 tons since last week. The trade is very dull; duller than usual,—and many of the Collieries are only working with a small force, others part of the time, and several are standing idle. Prices remain without change—prime Coal pays a small profit, and the other kinds are already so low that prices cannot go to a lower point without entailing ruin on the producers.

The trade sums up this week as follows:

Schuylkill—Railroad,	1857.	1858.	Dec.	Inc.
" Canal,	33,840	30,295	3,545	
Lehigh—Railroad,	20,382	32,511		12,129
" Canal,	8,165	9,000		835
Schuylkill—Railroad,	19,520	16,822	703	
" Canal,	8,040	11,545		3,505
	89,960	102,274	4,248	16,562
		89,960		4,248
Increase,		12,314		12,314

The shipments for the corresponding week last year were comparatively small, owing to a heavy rain which drowned out many Collieries, and also causing a freshet.

Some of the Boatmen lying at our Wharves have offered to carry Coal to New York as low as $1 35 and $1 40, to secure loads to get off. Of course they will not return again to load at these rates, which are far below the actual expenses.

The very low freights on the Schuylkill Canal, together with the low rates at which Coal has been offered by the Mining and Carrying Companies that lead to New York, is operating very severely against the trade of the Reading Railroad, and the Canal leads her in tonnage this week.—This she will in all probability continue to do so long as freights rule so low. Without desiring to interfere, or show any disposition to dictate to any person, our impression is, that the only alternative for the Reading Railroad Company, is to allow a drawback of 15 or 20 cents per ton on all Coal arriving at the different points at Philadelphia and Port Richmond, up to the first of August next, when the prices will advance at the different shipping ports near New York. This policy will undoubtedly increase her revenue materially, and at the same time protect those of our Operators who have heretofore furnished Coal to the Eastern markets, and thus strengthen the trade of this Region, on which the Road depends in a great measure for trade. The Schuylkill Navigation Company have advantages in the preference given to that avenue, and the reduced rates of freight, that if the Railroad should allow a drawback of 20 cents a ton, she will still retain her portion of the trade. The decline in the trade by Railroad from Schuylkill County, is at Broad Street and Port Richmond only.

The Delaware and Hudson Canal Company, and also the Pennsylvania Coal Company, have issued the following tariff of prices for Coal for the year 1858. The Canal was opened on the 4th ult., and Coal will arrive at the shipping ports about the 20th inst.:

Terms for Lackawanna Coal, (per ton of 2240 lbs.) from the Delaware and Hudson Canal Company's Mines, delivered on board vessels at Rondout during the period of River Navigation in 1858, subject to the foregoing conditions:

	To Aug. 1.	*To Oct. 1.*	*After Oct 1.*
Furnace Lump,	$3 30	$3 45	$3 60
Steamer Lump,	3 35	3 50	3 65
Grate (or Broken),	3 45	3 60	3 75
Egg,	3 60	3 75	3 90
Stove,	3 70	3 85	4 00
Chestnut,	2 85	3 00	3 15

The above prices are for cash.

Freights to New York, by the Company's barges during the season, will be at the rate of fifty cents per gross ton. Furnace Lump Coal, delivered by carts in New York to contractors, will be at the following prices per net ton, viz: up to Aug. 1, $3 90; up to Oct. 1, $3 95; after Oct. 1, $4 10.

The prices of the Pennsylvania Company are as annexed:

Prices for Pittston Coal, per ton of 2240 lbs., of this year's production, delivered on board of vessels at Port Ewen, during the period of Canal Navigation in 1858:

	May & June.	July.	Aug.	Sept.	Oct.	Nov.
Lump,	$3 25	$3 30	$3 35	$3 45	$3 55	$3 65
Steamer,	3 35	3 40	3 45	3 55	3 65	3 75
Grate,	3 40	3 45	3 50	3 60	3 70	3 80
Range,	3 50	3 55	3 60	3 70	3 80	3 90
Nut,	3 50	3 55	3 60	3 70	3 80	3 90
Chestnut,	2 75	2 80	2 85	2 95	3 05	3 15
Egg,	2 20	2 25	2 30	2 40	2 50	2 60

The above prices are for cash.

Freights to New York, by the Company's boats and barges, 50 cents per gross ton. Lump Coal delivered by carts in New York, to contractors, will be at the following prices per net ton, viz:—To July 1, $3 75; to August 1, $3 80; to September 1, $3 85; to October 1, $3 95; to November 1, $4 05; after November 1, $4 15.

These rates show a reduction in the price of Lump Coal since last year of 50 and 55 cents per ton, and from 45 to 55 cents per ton in Prepared Coal, throughout the whole year. We have not seen a list of the prices of Coal at Elizabethport at which the Delaware, Lackawanna and Western Railroad Company are selling, but presume they correspond with these rates, as they did last year,—particularly as the shipments are on the increase.

In looking over our Coal Statistics, we find that just in proportion as the trade increases at the shipping ports near New York, it declines at Port Richmond. This is owing to the advantage possessed in freight to the East by these Companies over the rates from Port Richmond, which at present is about 25 or 30 cents a ton, and at certain periods, from 40 to 50 cents per ton less. The Reading Railroad Company ought to fully investigate this business and shape her course accordingly. A liberal policy, looking to the gradual location of heavy Operators on her wharves, will remove many of the difficulties and tend to equalize prices.

It is evident that the Companies located near New York are striking for the trade, and they ought to be taught a lesson similar to that experienced by the Pennsylvania Coal Company last year. Their reductions range from 45 to 55 cents a ton, while the reductions on the Reading Railroad is only 25 cents a ton, and the toll on the Schuylkill Navigation Company is the same as last year, with a reduction of only 25 or 30 cents per ton on freight.

At these prices for Coal, the Delaware and Hudson Coal Company will only receive about half the toll per ton on the Pennsylvania Company's Coal that they did last year. Their freights are 15 cts. per ton less than last year, and the expenses of mining will of course be reduced this year, but scarcely to the extent of the reductions made in the price of Coal. If our Carrying Companies permit themselves to go backwards, it is hard to check the current. The best policy in times of difficulty like these is to maintain their position as Carrying Companies, when the result in point of revenue will be about the same whether the rates are a little higher or lower—and besides, it will teach all the Companies to enter into a better understanding hereafter with regard to the trade, in order to receive remunerating rates for one of the great staples of trade, which is as necessary as food itself.

The reductions from the Lehigh Region almost correspond with those made from Schuylkill county, but it is almost impossible for them to compete with the New York Companies in that market, unless they can persuade the consumers to pay them a much higher price for Coal, which is not likely to be the case this year, because consumers make close calculations, and Coal was never shipped in better condition from Schuylkill county than it is this year. The difference is not so much in the quality of the Coal as it is in preparation—that constitutes the difference. In many markets all hard White Ash Coal is called and sold as Lehigh—and the consumers do not know the difference, because they suppose that all hard White Ash Coal comes from the Lehigh, while all the Anthracite Regions produce Coal just as hard, but in some instances not so uniform in appearance as the Lehigh Coal. Hundreds of thousands of tons of Schuylkill Coal, is sold as Lehigh every year, for the reason as above stated, and John's Mammoth Vein Schuylkill Lump Coal is quoted in the Boston Market separate, and is preferred to all other Coals,—the Ashland Schuylkill Coal also commands as high a price as any Coal sent to market. The Broad Mountain Mammoth Vein Coal, mined at various points throughout the Region, when well prepared, is equal to any hard White Ash Coal that goes to market from any of the Regions. The Schuylkill Red Ash Coal, for grates and culinary purposes, in some markets, is preferred to all other kinds of Coal, and generally commands about 50 cents a ton more than White Ash, and it is well worth the difference for such purposes.

BROAD TOP COAL COMPANY.—After a three weeks strike on the part of the miners employed at the Broad Top Coal Mines, we learn that the Company is now fully under way again. It appears that the miners had been getting 35 cents a ton, and demanded 45 cents, which being more than the price of Coal would warrant the Company to pay, a compromise was effected at 40 cents. Miners at the Broad Top mines, are paid *cash, monthly*, and are not compelled to take orders on stores, as has been charged by some discharged miners. We make those statements in justice to a Company which has been maligned by evil disposed persons.

THE COAL BEDS OF TEXAS.—At a meeting of the Scientific Association in Baltimore some days ago, Dr. Hitchcock read a paper from Dr. Francis Moore—"descriptive of the coal beds near Fort Belknap in Texas, with the description of subjacent and superincumbent strata, and the discovery of fusaline limestone there."

Prof. A. M. Lea had lately been in Texas and had seen much larger specimens of coal there than Prof. Hitchcock had, and much more highly bituminous. In a portion of the country from *Shreveport to Matagorda Bay*, which had the reputation of abounding in coal, he found it to be nothing but lignite. He had however found bituminous coal on the Rio Grande from San Juan to Mier and Fort Inge.

Prof. Swallow. It had been said, that Verneuil and Murchison considered that fusilina marked the upper carboniferous limestone. He did not understand them to say so, and it had been found in 30 different limestones and was a fossil of the coal measures.

NEW YORK COAL MARKET, *May 8, 1858.*—The demand for domestic sizes this day week has been fair, but with fair arrivals buyers have had the advantage, and cargoes for the East have been bought on easier terms. The business of the season is likely to exceed that of the previous years, should nothing occur to injure the canals. We quote the cargo at $3 50 @ $4 30, and from the yard at $4 50 @ $5. Foreign in limited demand, and prices in the absence of sales are nominal.—*Tribune.*

Schuylkill Coal Market.

(Corrected Weekly from the Boston Courier, May 6.)

Canal,	chal	11 00	@ 11 50
Newcastle,	none		@ — —
Orrel,	none		@ — —
Sydney,	mine chal	— —	@ 7 00
Pictou,	mine chal	— —	@ 7 00
Pictou fine,	mine chal	— —	@ — —
Schuylkill, white ash, ton		5 50	@ 5 75
do red ash,		5 75	@ — —
do lump,		6 00	@ 6 25
Lehigh lump,		6 25	@ — —
Johns. lump, (Schuylkill)		6 25	@ — —
Lackawanna,		5 50	@ 5 75

RETAIL PRICES.

Anthracite white & red ash	6 00	@ 6 50

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

Marcyle, L. I.	1 05	Boston	1 30 to 1 35
Newburg	1 05	Rhode Island	1 05
New York	85 to 95		

There were in Port on Monday last, 43 boats—25 vessels; Tuesday, 40 boats—25 vessels; Wednesday, 40 boats—25 vessels; Thursday, 40 boats—25 vessels; Friday, 40 boats—25 vessels.

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,	8,623 10	9,417 06
Pottsville,	1,690 12	717 00
Schuylkill Haven,	12,741 12	20,111 10
Auburn,	960 17	000 00
Port Clinton,	6,853 13	2,265 00
	30,295 04	32,510 15
		30,295 04
Total for the week,	tons,	62,805 19
Total by Railroad in 1858,		480,679 16
" Canal, "		160,931 02
Total by Canal and Railroad,	tons,	641,610 18
Shipments to same period last year,		

	WEEK.	TOTAL.
By Railroad,	53,840 01	621,313 14
By Canal,	36,289 00	142,406 17
"	54,229 01	763,720 31
Decrease in 1858, so far,	tons,	122,089 13

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

	From Port Carbon.	*From S. Haven.*	*From Auburn.*	*From Pt. Clinton.*
To Richmond,	$1 40	$1 35	$1 25	$1 20
To Philad'a,	1 40	1 35	1 25	1 20
Spring Mills,	1 35	1 20	1 20	1 20
Reading,	95	90	80	80

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 50	$1 45	$1 45	$1 40
To Philad'a,	50	45	45	40
To Delaware Front,	55	50	50	45

Rates of Toll, &c., from Mauch Chunk.

Via Lehigh Valley and Northern Penn. Railroads, to Master street, Philadelphia, $1 71

Rates of Toll, &c., to Baltimore.

From Pinegrove, Schuylkill Co.,			$2 10
From Millersburg, Dauphin Co.,			2 10
From Trevorton, Northumberland Co., (private arrangement, in consideration of bonds, taken by the company.			

Rates of Toll and Transportation on THE LEHIGH VALLEY RAILROAD.

Mauch Chunk to Trenton,	$1 64	
do Elizabethport,	2 09	
do Morris Canal Basin at Phillipsburg,	$2	

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.,	34,351 09	292,657 13
Mt. Carbon, "	3,339 07	22,712 15
Schuylkill Valley "	12,700 00	66,989 03
Mt. Carbon & Pt. Carbon "	10,037 01	108,651 06
Mill Creek, "	10,398 18	94,422 10
Little Schuylkill, "	1,101 12	30,950 16
	61,875 17	616,382 03

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	3,871 16	14,147 11
D. Mummey and others,	82 08	353 00
Spring Mountain Mines,	1,262 10	4,516 00
East Sugar Loaf do	232 16	650 10
Coleraine do	70 10	444 02
Beaver Meadow Coal,	148 08	752 14
N. York and Lehigh Coal Co.,	378 11	1,576 07
German Penna. Coal Co.,	460 16	582 10
South Spring Mountain Coal,		143 18
North Spring Mountain,	75 02	75 02
Hazleton Coal Co.,	1,000 02	2,916 05
Council Ridge,	1,030 10	2,919 02
Mount Pleasant Coal,	123 05	123 05
Buck Mountain Coal Co.,	1,953 07	2,082 15
Wilkesbarre Coal Co.,		
Wyoming Coal,		
Hartford Coal Co.,	1,103 06	2,461 07
Total,	18,823 07	33,576 17

Lehigh Valley R. R.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines, (Wm. Milnes & Co.,)	1,398 00	33,839 10
E. Sugar Loaf, (Packer & Co.,)	1,615 02	17,409 14
N. York & Lehigh, (Taggart & Son.)	1,061 02	17,211 02
Council Ridge, (Sharpe, L. & Co.,)	1,165 19	21,683 13
German Penna.,		147 00
Col. & B. M., (Ratcliff & Johnson,)	1,561 06	27,417 07
Hazleton. (A. Pardee & Co.,)	1,522 14	28,823 19
N. Sp. Mt. (J. R. McCreary & Co.,)	685 06	10,602 05
S. Sp. Mt., (Dolbin & Dehaven.)		1,279 15
East Lehigh,		97 15
Summit Mines,	10 00	281 16
Total,	8,999 18	155,879 15
	18,823 07	33,576 17
For the week,	27,823 05	189,456 12

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	8,165 09	122,081 07
By Canal,	19,628 06	43,361 13
Total,	27,691 15	165,443 02
		189,456 12
Increase in 1858, so far.		24,013 10

Rates of Toll on Lehigh Canal, &c.

	Wilkesbarre R. R.	*L. Canal.*	*D. Canal.*
Wilkesbarre to W. H.	55	30	$1 10
W. Haven to Bristol,	65	30	80
Rockport to do.	50	30	80
M. Chunk to P. Haven.	45	30	75

Freights.

	To Bristol.	*To Philadelphia.*
White Haven	$0 93	$0 98
Rockport,	86	91
Penn Haven,	81	86
Mauch Chunk,	84	89

To New York.

White Haven to New York,	$1 25	
Rockport to do	1 21	
Penn Haven to do	1 16	
Mauch Chunk to do	1 10	

The above freights do not include the toll on Delaware Division and Raritan Canals.

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	15,751 05	38,258 07
Swatara Railroad,	10,649 19	26,336 13

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1,754 01	8,493 02
Short Mountain Coal Co.,	632 08	5,118 05
Total,	2,386 09	13,611 07

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	2,638 14	20,536 16

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	4,235 15	31,160 07
Shipped South,	11,044 18	120,359 15
Total,	15,850 13	152,520 02
Shipments to same period last year:		
Shipped North,	3,205 08	34,496 07
Shipped South,	8,039 15	87,217 00
Total,	11,245 01	141,713 07

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
To April 1,		14,009 03

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week.	12,439 18	84,339 15

Coal Stocks.

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	24	24½
Mine Hill and Schuylkill Haven	50	61	61½
Mount Carbon	50	30½	31
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50	00	00
Lorberry Creek	50	00	00
Swatara	50	0	0
Canals:			
Schuylkill Navigation	50	8½	9
" " preferred	50	15½	16
Union Canal	50	4½	5
" " preferred	50	20	04
Del. & Hud'n Coal & Transportat'n Co.'s	100	104½	105
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	30	30¼
Lehigh Coal & Navigation Co.	50	51¾	52
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	72	73
Dauphin Coal & R. R. Co.	50	00	00
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	53½	54
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	00
Cumberland Coal Co.	50	17½	18
New Creek Coal Co.	10	½	¾
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	25	55	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 ADVERTISMENTS

GEO. W. POMEROY & CO.,

DEALERS IN

OIL, SOAP, CANDLES, &C.

NO. 12 South Water street, below Market, Philadelphia.

Sperm, Lard, Elephant, Whale, Tanners' and Machinery Oil, Sperm and Adamantine Candles.

Samuel T. Miller, Salesman.

Philadelphia, January 5, '58 1-1y

LIVERPOOL, PHILADELPHIA AND NEW YORK SCREW STEAMSHIP CO.

THE Splendid Steamships forming the above Line will sail from NEW YORK as follows:

CITY OF BALTIMORE, Capt. Leitch, May 20th.
CITY OF WASHINGTON, " Wylie, June 3d.
KANGAROO, Capt. Jeffrey, June 17th.
and every alternate Thursday.

From LIVERPOOL every alternate Wednesday.

Fare from New York, Cabin $75, Third Class $30.

RETURN TICKETS available for six Months by any Steamer of the Line.

Cabin, $140.—Third Class, $70.

These Steamers are supplied with improved Water-tight compartments, and carry experienced Surgeons.

Persons about proceeding to Europe, or wishing to send for their friends from the old country, can purchase Tickets and obtain all information by applying to J. G. Bale, 13 Broadway, N. Y. *Sebel & Curtis, 177 Broadway,* N. Y., to

J. H. RICHARDS, Minersville,

and to RICHARD EDWARDS, Pottsville.

Passage Certificates by first Class Sailing Packets between New York and Liverpool, also Drafts sold by the above. (May 8, '58 19-1y

POSITIVELY SUPERIOR TO ANYTHING IN USE—PATTERSON'S HERPETIC SOAP—for chapped hands, rough skin, pimples or other eruptions of the face, or the heads of children. Also, a superior article of soap for removing grease from woolen or other goods, and one for washing paints. For sale at the factory in 6th street above Market. (Pottsville, May 8, '58. 19-2m

PLATINA POINTS for Lightning Rods.—OUR POINTS are made of a Tapering Copper Body, about six inches long, well gilt with pure gold to prevent the action of the weather, and tipped with solid platina. They have been in use over twenty years and have given general satisfaction.

McALLISTER & BROTHER,
728 Chesnut street, Philadelphia.

☞ We have also for sale, Glass Insulators and Iron staples. "Remarks on the construction of Lightning Rods, etc.," sent by mail, free of charge.

May 8, '58 19-3t

STATE OF THE FARMERS' BANK OF SCHUYLKILL COUNTY, on Thursday morning, May 6th, 1858.

Capital - - - - - - $100,000

ASSETS.

Bills discounted and loans,	$283,267 59	
Real Estate,	10,000 00	
Gold and Silver Coin,	60,262 62	
Due by other Banks,	$23,748 21	
Notes of other Banks,	850 00	
	24,598 21	
		$363,048 43

LIABILITIES.

Due to Depositors,	$44,023 85	
" " Other Banks,	781 15	
" " Commonwealth,	1,769 15	
Notes in circulation,	156,253 00	
	203,826 15	
		203,826 15

I certify the above statement to be correct, as taken from the books of the Bank.

J. W. CAKE, *Cashier.*

Sworn and subscribed before me,
JACOB REED, J. P. May 8, 19-

STATEMENT OF THE MINERS' BANK OF POTTSVILLE in the County of Schuylkill, as required by the Second Section of the Act of the General Assembly of this Commonwealth, approved the 16th day of October, A. D., 1857:

Amount of Loans and Discounts,		
Do Specie owned by the Bank in vault,	$78,416 74	
Do Due by other banks,	130,599 11	
Do Notes of other Banks,	15,956 00	
Do Checks of other Banks and Cash drafts,	26,415 22	
	219,826 07	
Less Miners' Bank Notes in Bank North America, Phila.,	101,440 00	
		118,386 07
Do Notes in Circulation	252,745 00	
Less Amt. in Bk. No. Ame. Phila.,	101,440 00	
		151,305 00
Do Deposits,	115,898 03	
Do Due other Banks,	28,967 04	
		144,865 96
		$414,557 03

The above Statement is correct, taken from the Books as they stood on the morning of the 4th of May, 1858.

CHA. SHOEMAKER, *Cashier.*

Affirmed and subscribed before me, this Sixth day of May, A. D., 1858.

JACOB REED, J. P.

Pottsville, May 8, '58 19-

PASSENGER LINES.

Philadelphia and Reading Railroad.

QUICKEST ROUTE TO

Elmira,	Burlington,
Buffalo,	Montreal,
Chicago,	St. Paul's,
Rock Island,	Detroit,
Niagara Falls,	Dunleith, and
Milwaukie,	St. Louis.

PASSENGER TRAINS will leave the Philadelphia and Reading Railroad Depot, corner Broad and Vine sts., daily, (Sundays excepted,) as follows:

7.30 A.M.—Day Express, for Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukie, Rock Island, Galena, St. Paul's, Burlington and St. Louis.

3.30 P.M.—Night Express, for Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukie, Rock Island, Galena, St. Paul's, Burlington and St. Louis.

The 7.30 A. M. Train connects at Reading with the Train for Harrisburg and all stations on the LEBANON VALLEY RAILROAD; and at Rupert for Wilkesbarre, Pittston, Scranton, and all stations on the LACKAWANNA and BLOOMSBURG RAILROAD.

☞ Tickets good till used.☜

Baggage checked to Elmira, Buffalo and Suspension Bridge.

Rates of Fare:

Williamsport,	$5 00
Wilkesbarre,	4 50
Hazleton,	4 75
Scranton,	5 00
Elmira,	7 00
Corning,	8 00
Geneva, via. Gorham,	8 00
Rochester,	8 50
Niagara Falls,	10 00
Buffalo,	10 00
Erie,	10 00
Cleveland, via. New York and Erie,	13 00
" via. Niagara Falls,	13 00
Toledo, via. New York and Erie,	16 25
Columbus, " " " "	16 50
Cincinnati, via New York and Erie,	19 00
" via Niagara Falls,	19 00
Indianapolis, via New York and Erie,	21 00
Detroit, via Niagara Falls,	18 50
Chicago, via Great Western Railway,	22 00
" via Lake Shore Railroad,	22 00
Rock Island, via Niagara Falls,	27 00
" via Lake Shore Railroad,	27 00
Burlington, " " " "	28 00
Iowa City, " " " "	29 25
St. Louis, via Chicago,	29 00
" via Indianapolis,	29 00
Dunleith, " " " "	33 10
St. Paul's, " " " "	35 10

Tickets can be procured at the Philadelphia and Reading Railroad Company's Ticket Office, N. W. corner Sixth and