Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 24, 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, of course, worth as much to the advertiser as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

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

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

Charles Myser, to July 1, 1858	$2 00
Henry Strauch, to July 1, 1858	2 00
L. B. Hatch, to May 21, 1859	2 00
John R. Morgan, to Jan. 1, 1858	2 00
Hiram Chance, to July 1, 1858	1 88
Rogers, Bunkison & Co., to Jan. 1, 1859	3 00
Elias Rishel, to March 15, 1859	2 00
Thomas Miller, to July 17, 1859	2 00
Dr. K. Robinson, to July 17, 1859	2 00
H. H. Bachman, to July 17, 1859	2 00
Caleb Wheeler, Jr., to Jan. 17, 1859	1 00
John Kuerr, to Jan. 1, 1859	1 00
Wm. Miles, to Jan. 1, 1859	2 00
J. H. Porter, to July 1, 1858	2 00
Geo. W. Ulrich, to Jan 1, 1859	2 00
Samuel Hobson, to July 1, 1859	2 00
John W. Smith, to July 1, 1859	1 00
Geo. Yost, to June 14, 1859	2 00
Jacob Kaergler, to Jan. 1, 1859	2 00
Eli Thompson, to July 1, 1858	2 00
Jacob Zimmerman, to Jan. 1, 1859	1 25
Samuel Hartz, to July 1, 1858	3 00
Wren & Bro., to July 1, 1858	3 00
Jas. Wren, to July 1, 1858	2 05
Thos. Wren, to July 1, 1858	4 45
Michael Bright, to July 1, 1858	2 00
Wm. Cooper, to Jan. 1, 1859	2 00
Town & Brigham, to July 17, 1859	2 00
Penna. Coal Co., to Jan. 1, 1859	2 00
H. P. Bear, to Jan. 1, 1859	2 00
W. B. Walters, to Jan. 1, 1859	2 00
Wiswill, Bosworth & Co., to Dec. 3, 1858	1 00
R. A. Wilder, to July 1, 1858	2 00
E. Tibbott, to Jan. 1, 1859	2 00
Wm. Buck, to July 1, 1858	2 00
Jane Berryman, to July 1, 1858	2 00
Farmers' Bank, to July 1, 1858	2 00
Solomon Foster, to July 1, 1858	2 00
Fox & Bro., to Jan. 1, 1859	2 00
Samuel Garrett, to July 1, 1858	2 00
J. P. Harris, to Jan. 1, 1859	2 00
J. G. Hewes, to July 1, 1858	2 00
Wm. Hitherington, to July 1, 1858	1 00
J. A. Innes, to July 1, 1858	1 00
Wellington Kline, to Jan. 1, 1859	2 00
Samuel Morris, to Jan. 1, 1859	2 00
Joseph Morgan, to Jan. 1, 1859	2 00
A. Bolton, to July 1, 1858	2 00
H. Guiterman, to July 1, 1858	2 00
Chas. Holder, to Jan. 1, 1859	2 00
E. T. Warner, to July 1, 1858	1 00
Louis M. Jones, to July 1, 1858	2 00
Ed. Pugh, to July 1, 1858	4 00
Isaac May, to July 1, 1858	2 00
A. D. Eckel, to Jan. 1, 1859	2 00
Charlotte Brick, to July 1, 1859	1 00
Jacob Brubacker, to July 1, 1858	2 33
Adam Eiten, to July 1, 1858	3 30
Daniel McCoy, to Jan. 1, 1859	2 00
Geo. Athey, to Oct. 25, 1858	2 00
L. F. Shoffstall, to July 1, 1858	4 00
Peter Filbert, to July 1, 1858	2 00
Rev. F. W. Conrad, to Jan. 1, 1859	1 10
R. H. Sees, to July 1, 1858	2 00
Dr. Chas. Gergas, to July 1, 1858	2 00
Henry Wernitz, to July 1, 1858	2 00
John Huber, to Jan. 1, 1859	4 75
John Hoch, to Jan. 1, 1859	2 00
D. Greenwalt, to Jan. 1, 1859	2 00
D. L. Brown, to July 20, 1857	2 00
Geo. Lee, to July 1, 1858	3 00
J. M. Rohrer, to July 1, 1859	2 17
H. C. Baird, to Jan. 1, 1859	3 33
W. W. Thomas, to Jan. 1, 1859	2 00
Kelsey & Loughlin, to Jan. 1, 1859	2 00
Chas. Hoffman, to April 1, 1857	1 00
Ostram & Chipp, to Jan. 1, 1859	3 00

To our subscribers we are still sending bills as fast as we make them out. It is a laborious job. Hoping that those who receive bills will remit to us promptly, the respective amounts, and thus save further thought about the matter, we return our sincere thanks to those of our subscribers who have thus far, paid up promptly. It encourages us to renewed exertion to publish a thoroughly good paper.

SEE new advertisements.

THE President will visit Bedford about the 1st of August.

THE second experiment at stretching a telegraphic cable across the Atlantic has failed. The vessels have returned to England.

SECRETARY COBB is now sanguine, in consequence of the temporary increase of customs receipts, that the Treasury has passed the point of greatest difficulty, and will go on swimmingly.—Let him wait a few weeks.

WILLIAM T. PORTER, editor of *Porter's Spirit of the Times*, died in New York on Monday. He was a good writer, and had a host of friends. We mingle our regrets at his death, with those who knew him better, in a personal sense.

GLAD OF IT.—The Harrisburg *Union* says, that all the members of Congress who stood by "Ten Cent Jimmy" from Pennsylvania, will be renominated. We are glad to hear it—the people will then have an opportunity to decide on their merits.

THE attention of miners is directed to the inducements held out by Mr. William Byers and other gentlemen of Missouri, who have some valuable Lead mines in Taney county, Missouri, to lease. For particulars see advertisement in another column.

THE Reading *Gazette* objects to the epithet, "old Mr. Buchanan." We too, think it mal-apropos, for the majority of his official acts so far, have bordered on verdancy peculiar to youth. We are in favor of, "very young and exceedingly green Mr. Buchanan."

IMPORTANT TO THE MILITARY.—Only the 11th Division of Pennsylvania is *ordered* to the Camp of instruction at Williamsport in September, and will be paid. Other companies are only invited and will receive no pay. So says a writer in the Pennsylvania *Telegraph*.

TOO MUCH.—It is rumored that the editor of the Reading *Gazette* intends to back water and come into the support of the Hon. J. Glancy Jones, as the Congressional candidate. If true, it will be a remarkable political somersault for even an inconsistent Democratic office seeker.

"OFF WITH HIS HEAD—SO MUCH FOR RINGWALT.—John L. Ringwalt has been removed from the position of chief clerk of the Mint. Cause—his anti-Lecompton proclivities. Mr. R. now assists Mr. Forney in editing the *Press*. Hurrah for Buck! Pennsylvania's favorite son!

THERE has been an effort to procure a truce between the administration and Mr. Douglas, but the speech of the latter at Chicago, has called out such a severe reply in the executive organ—the *Union*—as to preclude all possibility of "union and harmony" between the high contending parties.

THE REGISTER of this Borough, desires that none of its matter shall in being copied, be credited to us. We say amen to that, for we have no desire to father a single truth-stretcher that emanates from that establishment. If our contemporary had not been so desirous of imitating the JOURNAL in style—producing at that only an abortion—there would have been no danger of the press confounding the two papers.

THE Society of Friends have addressed a letter to the Emperor of France, entreating him so to exercise the power entrusted to him, that no proceedings on the part of the French Government may in future upon a way for a revival of the trade in human beings; that all attempts to introduce into the colonies of France natives of Africa, under the name of free emigrants, may henceforth be absolutely prohibited.

TERMS EASY.—The Administration is evidently afraid of the next election. Terms of reconciliation are offered to the anti Lecompton Democrats. If they will all submit to the snubbings which they have already received—if all who were turned out of office will agree to stay out—if all who never were in will not ask to go in—why, then, the Administration will permit them to vote the Democratic ticket next fall.

THE PEOPLE'S CANDIDATES.—The nominations recently made at Harrisburg are well received throughout the State. All branches of the Opposition seem disposed to give them a cordial support. Should this expectation be realized, the election of Messrs. Read and Frazer may be regarded as certain by a large majority. Mr. Read's nomination is acceptable, not only to the Whigs, Americans and Republicans, but to such members of the Democratic Party as are opposed to the Lecompton iniquity. A union of all these elements cannot but secure a signal victory.

THE SONS OF MALTA have been in convention at Philadelphia, during the week, with delegates from all parts of the Union, and part of Europe. Two English Lords were delegates, and in convention they created much excitement—they are Lord Ernest and Lord Derbon, from London. Scotland was also represented. The proceedings were private. There were over 700 delegates on the floor from different lodges. The proceedings of the convention were conducted ably. Such a fine looking set of men never were collected together—one delegation from New Jersey, six in number, measure over six feet four inches in height.

THE NEW EL DORADO.—The excitement in California in regard to the newly discovered gold regions in the British North-west territory, is participated in to a certain extent, by our citizens of the Atlantic coast. Thousands have left San Francisco for Fraser River, and it is estimated that within six months forty thousand persons will have left California for the new region.—Notwithstanding the fact that the gold of Fraser River has thus far proved somewhat inferior to the gold of California, the British North-west Possessions will be the object and aim of all gold hunting ambition. The regions of all the gold deposit are not particularly difficult of access.—Fraser River, which empties into the Gulf of Georgia about eight hundred miles north of San Francisco, is navigable for ninety-five miles, and a steamer plies regularly between the various settlements, ascending as far as Fort Hope, which is but eighty or ninety miles below the heart of the gold district, at the junction of Fraser and Thompson Rivers. Fraser River is easily navigable with canoes as far as Fort Yale, sixteen miles above Fort Langley, but not beyond that point. At "Sailor's Diggings," a few miles above Fort Yale, the mining begins to be productive, and so continues up to the confluence of the two rivers. Nothing farther is known with certainty.

The Frazer River mines belong to the class of superficial diggings. They will probably be exhausted in a few years. They will be judiciously guarded by the British government, and serious collisions between Governor Douglas and his agents, on the one side, and American immigrants on the other, are exceedingly probable. Of course several additional American vessels-of-war will be immediately ordered to the waters of Puget Sound, as well to keep in order as to protect our citizens. The single British ship now there will also be swelled to a fleet within a few weeks.

It will not be forgotten that this rich auriferous region all lies within the limits which the United States claimed in the famous compromise for the "whole of Oregon or none." It all lies South of the line 54° 40', which was the *ultimatum* of the Democracy while fighting the Whigs. Our claim also embraced the whole of the great Island of Vancouvre, in which the gold fields will doubtless be found to extend. In 1845 Mr. Buchanan, being Secretary of State, made a treaty surrendering all our territory North of latitude forty-nine and west of Puget. Sound, to Great Britain. The extent of territory thus relinquished was 150,000 square miles, and it now turns out that it was a Dorado rivalling the wealth of California.

"MR. PRICE, AND THE WORKMEN'S CONVENTION."—Under this title, a letter purporting to have been written by "Alfred Sower, President of the Workmen's Convention," is addressed to us. Mr. Sower may not, probably, be aware of the fact, we therefore, inform him that two features are absolutely necessary to insure the insertion of a communication in the *Miners' Journal*. Firstly, the communication must be of sufficient public interest. Secondly, it must be couched in courteous language. Neither of these requisites does Mr. Sower's communication meet. We therefore, respectfully decline publishing it.

The gist of Mr. Sower's communication is a defence of the crack-brained adventurer of the *Workman's Advocate*, and vituperation of the workmen who have had the independence to cut themselves loose from his schemes of personal emolument at their expense. We have but little to say to those workmen who will "worship false gods." If they are content to be the tools of that scurvy fellow, Price, let them. We pity their ignorance, while we deplore their folly.—This Region has already lost an hundred thousand dollars, through his mischievous advice to the miners. Now forsooth, the unnaturalized upstart must turn politician to put money in his purse, by bartering to the highest bidder, his dupes. We say plainly to those workmen who are led by this man, that they err grievously.—Isolation can secure you nothing. If you suffer in the future it will be your own fault. The People are now moving, each one as hard a worker as the miner who delves in the earth. We are a workman, and an industrious one. Our interests are identical. We seek a common object, Protection, and we tell you workmen, that you can effect nothing by spasmodic or isolated action. We speak earnestly and honestly. If our workmen but adopt our advice, and join with the People heartily, they will effect more by next Fall to improve their condition, than an hundred years devoted to the realization of such visionary theories as dribble from the brain of the charlatan of the *Workman's Advocate*.

PROBABLY the most pertinent reply we can make to the article contained in the last number of the Sunbury *Gazette*, defending the course of Democratic Representatives in Congress from Pennsylvania, on the Tariff question, is to refer our contemporary to the final vote in the House on the Free Trade Tariff Bill of 1857. But one Democrat from this State, Mr. Packer, had the courage to vote against it. The rest, either voted for the Bill, or dodged the question in toto. That Bill, inasmuch as it reduced the duties on Railroad Iron, struck a powerful blow against the interests of Pennsylvania. Why did not the Pennsylvania delegation to a man, oppose its passage? We do not doubt, in fact, we know that many Democrats in this State are warm Protectionists—and it is not strange, when we consider the importance of the measure in connection with their business interests; but by this time, we think, they have learned the bitter lesson that they can obtain no relief from their party. A Democratic candidate for office may be prodigal in promises, but in the performance, he falls short. The air of Washington does not agree with a Protection Democrat. British Gold and Southern influence, generally give him an attack of Free Trade, which disease in the Democratic party, exists unfortunately, in a chronic form. Our contemporary, with industry and ability, attempts to make out a case for his party, in this matter; but unfortunately, the record is against it. We contend that a Protective Tariff would benefit the country, North, South, East and West. We ask it not for Pennsylvania alone; but for every State of the confederacy. We have the example of older nations. If as a nation we are wise, it will not be lost upon us. We want our contemporary to join with us in advocating the Protective policy; but we earnestly protest against deception. The People know that the Democratic party can do nothing. Hence *their* movement for a Protective Tariff.—They will report in October next.

THERE is some reason to expect that President Buchanan will pass through this city, on a visit to New England, in the course of September next. I hear he has written as much, in effect, to friends in this city. If so, he will be out for a "grand reception" for him in the Empire City.

The above is from the New York correspondence of the Philadelphia *Ledger*. We doubt exceedingly whether "Ten Cent Jimmy" will venture to visit New England in the present state of our Domestic Manufactures, and face the working classes out of employment, unless it is to try and persuade the *manufacturers* that it will be greatly to their interests to "reduce our standard of wages, &c., still lower, by the abolishment of all duties, and reshring to direct taxation for the support of the Government. He recently spent a half hour in trying to convert an Iron manufacturer and a Superintendent of a Railroad, both from Pennsylvania, to this new Southern doctrine. He had better pass up the Valley of the Schuylkill, all dotted with Iron Works standing idle, under his "beautiful system," and see the idle hands whose families are suffering for bread, and whose appeals to the Government in behalf of Protection to Domestic Industry have been thrown under the table with perfect contempt by the supporters of his Administration. No! No! If "Ten Cent Jimmy" wants to travel, he had better steer South, and receive the orations of Slave Drivers,—or go to Europe, where he would be highly honored by those Governments and the Manufacturers, for his *wise* policy in legislating for *their* interests against those of his own countrymen.

THIS *Leviathan* is the mammoth failure of the day. England had heard of—had even ocular evidence of our great steamers, and resolved to beat us. She built the *Leviathan*, she had to pay $500,000 for getting her afloat, when completed, and now she will not trust any more money on the almost forlorn hope of putting her to sea. By way of mending matters, Mr. Brunel, her engineer has been so beaten by this mammoth ship, that he has actually retreated to the south of France, for a few months, to get away from business, and equalize the balance of his mind.

AN official report of an investigation into the affairs of the Tioga County, Crawford County, Shamokin, Phœnixville, and Octorara banks of this State, five new concerns chartered by the Legislature of 1857, is published. They all seem to have been bogus, the notes of one being used to subscribe to the capital stock of another. A party of Buffalo speculators figure as the contrivers of the scheme. The disclosures are quite remarkable, including a development of the blackmail operations of the Bank Note Reporter publishers.

SUNDAY RAILWAY TRAVELING.—It is a matter for wonder that Sabbath travel on railways has not been entirely abolished. To Companies so far from being profitable, experience proves that Sunday trains are run at a loss not only in receipts, but in the wear and tear of road, cars and machinery. What is still worse, employees of those railway companies, that run Sunday trains, degenerate, and are less reliable than those who work only on the laboring days of a week. Our canals very generally, realize the benefit of a day's rest, and actually find it more profitable in the end. The benefit derived in an elevation of the character and morals of the hands employed, is alone, sufficient reason why railways should adopt the system. When however, no profit is derived, what motive can there be for continuing what is little less than a desecration of the Sabbath? We hope this subject will yet attract the attention of railway managers, and induce them after due consideration, to perceive the advantage to roads and employees, of not running trains on Sunday.

O, THE BEAUTIFUL "TEN CENT SYSTEM."—We recently stated that of twenty-one furnaces in the Valley of the Schuylkill, but four or five are in blast. Since that we have the experience of an Iron manufacturer, which is the history of all in the business. Our informant states that up to the present year he produced from five to six thousand tons of Iron a year. Up to last year he sold all that he produced. Now mark, the beauty of the "leveling down" of wages advocated by Jas. Buchanan, and his Free Trade cohorts. Our informant within twelve calendar months just passed, has produced and stocked, hoping of course, for some improvement, about the usual quantity, of which in nine months, even at the low prices for Iron which have ruled, he has *sold only four hundred tons.* Comment upon this state of affairs is unnecessary. Continue the "Ten Cent system" much longer, and we doubt if in another year, there will be a single Pennsylvania furnace in blast. What then, will our mines of Coal be worth? Let our workingmen think.

REALLY, our Ashland contemporary, the *Gazetteer*, lays claim, and with justice, to a fund of facetiousness. In the last number, the editor, of *Punch*, in speaking of the Protective Tariff interest, says:

"So great a trust can only be confided to the bulwark of the Keystone—the Democratic party—the party that upholds equal rights, equal privileges, and equal justice to all mankind wherever its tolerating influence extends—the defence and protection of the workingman."

Why, Hennessy, we did not think there was so much humor in you! Keep on, and your reputation as a caricaturist, will be secured. You will be the wag, as the editor of the *Workman's Advocate* is the buffoon of the press of Schuylkill county.

READING DAILY TIMES is the title of a new penny paper published in the metropolis of Berks, by J. Robley Dunglison, Esq. It is a neat little sheet. The proprietor promises that it shall be independent in politics. We sincerely trust that the new attempt to publish a daily in Reading, will prove successful. If Mr. Dunglison perseveres in his determination to publish a paper uninfluenced by party action, and conducts it with spirit, we cannot perceive any serious obstacle to its ultimate success. Here's our hand, friend *Times*.

THE COAL TRADE.

Pottsville, July 24, 1858.

The quantity sent by Railroad this week is 41,453 04—by Canal 41,406 00—for the week 82,859 05 tons. The quantity sent shows an increase of 2,286 tons over last week—but it falls short of the supply for the corresponding week last year.

The Railroad and Canal are running neck and neck. Last week the Canal lead the Railroad a few tons; this week it is reversed. Boats have been a little scarce by Canal—and we also learn that vessels have been scarce at Port Richmond for the last week or two, and Coal is accumulating a little. The current low freights, and the uncertainty of obtaining cargoes, has caused many vessels to tie up, where they will remain unemployed until the business increases and the rates now paid are advanced.

The trade sums up this week as follows:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad,	42,831	41,453	1,378	
Canal,	41,135	41,406		271
Lehigh—Railroad,	12,331	11,090	1,241	
Canal,	36,000	36,243		243
Del. & Hudson Co.,	19,827	12,166	7,661	
Penna. Coal Co.,	30,821	No report		
Scranton, South,	7,260	13,934		6,674
	169,384	144,904	21,425	6,945
	144,904		6,945	
Decrease, tons,	14,480		14,480	

We have no report from the Pennsylvania Company this week, but presume it would make but little difference in the aggregate. Compared with last year the trade continues to decline weekly.

The trade sums up in the aggregate as follows:

	1857.	1858.	Dec.	Inc.
Schuylkill—R. R.,	1,078,875	850,486	228,389	
Canal,	853,643	478,843	79,800	
Lehigh Valley R. R.,	236,693	207,302		31,216
" Canal,	362,988	325,735	37,253	
Del. & Hudson Co.,	153,056	109,753	43,303	
Penna. Coal Co.,	217,348	206,121	11,227	
Scranton, South,	109,170	230,634		91,464
	2,776,166	2,408,874	399,972	122,680
	2,408,874		122,680	
Decrease in 1858,	277,292		277,292	

Including the Shamokin and Wyoming Regions and the Scranton Trade North, the decrease on Anthracite Coal this year will reach at least 350,000 tons so far. The Bituminous Coal Trade has also fallen off nearly 100,000 tons.

A bridge broke down on the Lehigh Valley Railroad, near Allentown, on Thursday, while a train of empty Coal cars were passing over it—the cars having run off the track, which caused the accident. The engine and a portion of the cars were pitched into the stream below, killing the engineer and fireman. It is stated that it will require from two to three weeks to repair it, which of course will check supplies of Coal by that avenue until repaired.

The Lehigh Company, we learn, will test the sale of the Delaware Division of the Pennsylvania Canal to a Company of Philadelphia capitalists, for the sum of $1,775,000—they being willing to give $2,000,000—but it is alledged that they were waiting for the Lehigh Company to bid, but did not do so until after the sale was closed with the other party. We learn that it is the intention of the purchasers of the Delaware Division to construct landings at Easton—run the Coal down the Lehigh Valley Railroad to that point, and tranship into the Delaware Division, instead of transhipping at Mauch Chunk, which will avoid the Lehigh Canal altogether, unless they submit to a corresponding reduction in their tolls, which are considerably higher than those charged on the Delaware Division. This of course will materially effect the value of the property of the Lehigh Company.

HOW TO AID THE POOR.—Coal is now as low as it can go or will be this season. Freights are also at the lowest point. The wealthy, and those who have the means, by laying in their winter's supply now, will increase the quantity in the market, and thus keep down prices to the lowest point during the winter season, for their poorer neighbors, who are compelled to buy their fuel as they use it.—This can be accomplished without any sacrifice on their part. And besides, by buying their Coal now delivered directly from the vessels instead of carting it out of the Coal yards, they can save from 25 to 50 cents per ton on their purchases.—The papers in the cities abroad, by suggesting this policy, will aid the trade, while at the same time they will benefit all classes of consumers of Coal.

LYON'S COAL BREAKER.—This machine now in use at Rondout, N. Y., is as we have before stated, very efficient. We have often wondered why Coal breakers were not stationed at the different points of consumption instead of at the mines. The Coal if broken in the cities, could be made of requisite size according to order, and the dust made could readily be used in conjunction with bituminous. It would be invaluable for blacksmith's fires, and for starting fires quickly under boilers. The advantage of sending Coal from the Regions in lump and then breaking it below, will yet be perceived. The annexed notice of Lyon's Coal Breaker, we extract from a Kingston (N. Y.) paper:

One of the triumphs of mechanic skill is now in operation on the coal dock of the Delaware & Hudson Canal Company at Rondout. It is a coal breaking machine, invented and constructed by Mr. John Hooper Lyon, now of Baltimore, though a native of New York. His inventive powers and rapidity of adaptation and execution have been tested by his impromptu construction of a machine for grooving the Brass pavement, superior to all competition, in eight days. The coal breaker is an equal marvel on a larger sca e

The machine we will not attempt to describe minutely, for that is out of our line. But we will try and give a general idea of its powers. The lump coal is crushed by three hammers weighing 1000 pounds each, and making—at the rate of 1000 tons breakers a day—60 strokes a minute. The coal next passes through rapidly revolving spike armed crushing wheels, completing the breaking, being taken up then by endless chain buckets, carried to the rapidly vibrating sieves, which assort it into six several sizes. All this is done with a rapidity and certainty perfectly bewildering to a spectator.

The power is given by a high pressure locomotive engine of about ten horse power. The arrangement of belts, shafting, driving, balance and other wheels, is very simple and ingenious. Indeed, the most inexperienced observer who uses his eyes as he ought to, will remark the compact and powerful, and non-complicated character of the machine in all its details. It is all open, and every piece of the construction is in sight and accessable.

The dimensions of the breaking machinery may be roughly put down at 35 feet width, 8 length, and 12 heighth. Add the 12 by 8 for the engine which stands beside it and you have the space it covers. The whole concern is on wheels and may be moved from coal heap to coal heap, and backed in as it eats its way into the mass, rendering it unnecessary to handle the lump coal over and over.

We stated the breakage at Mr. Lyon now runs the machine, at 1000 tons a day. This is in conformity to a contract with the D. & H. Canal Co., who want that amount and no more to meet the current demand.

The coal was up to this date broken by hand, and hard work it was. An experienced breaker might finish 3½ tons a day, making large wages. The inventor cannot but make a fortune, which he has fairly earned by his talents and energy, for this breaker must needs be adopted by all the coal companies in the country.

Lyon & Hoyt's
Percussion Coal Breaker, and Vibrating Coal Screens,

Can be seen in operation at the docks of the Delaware & Hudson Coal Co., at Rondout, New York. [30-2m

Boston Coal Market.

[Corrected Weekly from the Boston Courier, July 22.]

Cannel,	chal	— —	@ 11 00
Newcastle,	none	— —	@ — —
Orrel,	none	— —	@ — —
Sydney,	mine chal	4 50	@ 4 62
Pictou,	mine chal	4 40	@ 4 50
Pictou fine,	mine chal	— —	@ — —
Schuylkill, white ash, ton		4 75	@ 5 00
do redash,		5 00	@ 5 25
do lump,		4 75	@ 5 00
Lehigh lump,		5 25	@ — —
Johns' lump, (Schuylkill)		5 25	@ — —
Lackawanna,		4 75	@ 5 00

Anthracite white & red ash			
		5 00	@ 5 50

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

New York	90 to 95	Boston	1 25
Haverstraw	1 00	Rhode Island	1 06

There were in Port on Monday last: 30 boats—40 vessels; Tuesday, 36 boats—55 vessels; Wednesday, 36 boats—45 vessels; Thursday, 30 boats—45 vessels; Friday, 30 boats—40 vessels.

Schuylkill Coal Trade for 1858.

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

	RAILROAD.	CANAL.	TOTAL.
Port Carbon,	9,671 06	5,607 02	
Pottsville,	2,864 02	2,647 18	
Schuylkill Haven,	20,326 19	26,602 10	
Auburn,	1,612 17	000 00	
Port Clinton,	6,978 00	5,548 10	
	41,453 04	41,406 00	
		41,453 04	
Total for the week,		tons,	82,859 04
Total by Railroad in 1858,			850,485 13
" Canal, "			479,842 12
Total by Canal and Railroad,		tons,	1,330,328 05

Shipments to same period last year.

	WEEK.	TOTAL.
By Railroad,	42,831 09	1,078,874 11
By Canal,	41,135 04	558,643 03
	83,966 13	1,637,517 14
		1,330,328 05
Decrease in 1858, so far,		tons, 307,189 09

Rates of Toll and Transportation on the Schuylkill Navigation.

	From Port Carbon.	*From Mt. Carbon.*	*From S. Haven.*	*From Auburn.*	*From Pt. Clinton.*
To Richmond,	$1 40	$1 35	$1 25	$1 20	$1 20
To Philad'a,	1 40	1 35	1 25	1 20	1 20
Spring Mills,	1 35	1 30	1 20	1 20	1 20
Reading,	95	90	80	80	80

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
Philadelphia,	65	64	62	50
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 50	$1 45	$1 45
To Philad'a,	55	50	45
To Delaware Front,	60	55	50

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 Towanda, Northumberland Co., (private arrangement, in consideration of bonds, taken by the Company.	

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

	WEEK.	TOTAL.
Mauch Chunk to Trenton,		$1 64
Mauch Chunk to Elizabethport,		2 00
do do Morris Canal Basin at Phillipsburg,		82

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.,	48,356 02	638,852 12
Mt. Carbon, "	5,314 09	69,093 12
Schuylkill Valley "	5,737 08	134,732 00
Mt. Carbon & Pt. Carbon "	10,421 14	302,738 06
Mill Creek, "	14,034 14	199,537 15
Little Schuylkill, "	10,079 17	189,545 15

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	12,806 13	64,462 19
Swatara Railroad,	8,027 14	41,223 06

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

Lehigh Coal and Nav. Co.,	9,091 14	155,461 16	
D. Hummey and others,	82 00	1,068 02	
Spring Mountain Mines,	1,065 00	17,155 14	
East Sugar Loaf do		2,032 09	
Coleraine do	300 15	4,554 10	
Beaver Meadow Coal,	127 07	1,916 12	
N. York and Lehigh Coal Co.,	619 07	4,709 14	
German Penna. Coal Co.,	893 05	8,400 10	
South Spring Mountain,	627 09	4,183 01	
Spring Mountain,	140 00	1,803 14	
Hazleton Coal Co.,	5,265 03	40,939 01	
East Sugar Loaf Coal,	1,268 02	6,942 06	
Council Ridge,	1,709 15	12,478 09	
Mount Pleasant Coal,	425 09	5,342 12	
Buck Mountain Coal Co.,	1,561 10	24,429 09	
Lehigh Coal and Nav. Co.,	806 00	12,504 09	
Audanried Coal Co.,	1,004 11	15,757 02	
Hartford Coal Co.,	602 13	10,821 09	
Total,	24,855 10	323,735 08	

Lehigh Valley R. R.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines. (Wm. Milnes & Co.,)	1,292 12	52,413 10
E. Sugar Loaf. (Packer & Co.,)	2,286 08	39,749 03
N. York & Lehigh. (Tagart & Son.,)	1,112 13	25,964 05
Council Ridge. (Sharpe, L. & Co.,)	734 10	33,309 07
" " (Hazleton & Co.,)	130 12	693 07
(Col. & B. M., (Hatchill & Johnson,)	1,611 07	41,883 02
Hazleton. (A. Pardee & Co.,)	1,412 14	83,703 03
Sp. Mt. (J. H. McCreary & Co.,)	709 12	15,757 12
S. Sp. Mt. (Dolbin & Dehaven.)	129 18	2,441 04
Mount Pleasant,	163 08	807 15
East Lehigh.		97 15
Summit Mines,		281 16
Total,	11,089 15	267,392 01
	24,855 10	323,735 08
For the week,	35,935 05	591,037 09

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	12,531 10	236,085 12
By Canal,	36,000 00	362,952 14
	48,531 10	599,078 06
		591,037 09
Increase in 1858, so far.		8,035 17

Rates of Toll on Lehigh Canal, &c.

	Wilkesbarre to Mauch Chunk.	*L. Canal.*	*D. Canal.*
Wilkesbarre to W. H.	25	64	35½ $1 24½
W. Haven to Bristol,		64	35½ 99½
Rockport to do.		54	35½ 89½
M. Chunk and E. Haven,		51	35½ 86½

Freights.

	To Bristol.	*To Philadelphia.*
White Haven	$9 38	$9 38
Rockport	85	91
Penn Haven,	81	86
Mauch Chunk,	75	80
To New York.		
White Haven to New York,		$1 28
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.

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	2,283 04	32,054 03
Short Mountain Coal Co.,	491 17	17,487 07
Total,	2,745 01	49,521 10

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	2,209 02	48,832 01

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	4,001 17	68,576.16
Shipped South,	13,933 12	260,633 15
Total,	17,935 09	329,210 11

Shipments to same period last year:

	WEEK.	TOTAL.
Shipped North,	5,669 06	104,866 07
Shipped South,	7,260 03	169,169 13
Total,	12,949 09	274,036 00

Shamokin Coal Trade for 1858.

Amount of Coal Shipped from Shamokin Coal Region up to Wednesday evening last:

	WEEK.	TOTAL.
For the last week,	2,246 16	31,567 00

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Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	12,156	109,753 00
		153,056 00
Decrease this year,		43,303 00

Penna. Coal