Miners' Journal.

POTTSVILLE, PA.

SATURDAY, OCTOBER 30, 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.—H. FROST, Room No. — 120 Broadway, New York, is authorized to receive subscriptions and collect bills for the MINERS' JOURNAL, in New York and vicinity.

Shamokin.—D. N. LAKE, Esq., Shamokin, is authorized to receive subscriptions to the MINERS' JOURNAL, and receipt for the same.

SINGLE COPIES of the MINERS' JOURNAL can be obtained every SATURDAY, at
MRS. TRUCHWELL'S Bookstore, Minersville.
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☞ The MINERS' JOURNAL is furnished to carriers and others who desire to sell again, at 2 cents per copy for 10 copies and upwards.

RECEIPTS

For Subscriptions to the Miners' Journal since last publication

Henry Pleasants, to Feb. 1, 1859	$2 00
Jos. G. Lawton, to Jan. 1, 1859	2 00
And. Barber, to May 17, 1859	2 00
Street & Thyling, to June 2, 1859	2 00
Geo Boyer, to Jan. 1, 1859	2 00
Hes. Elkin, to Sept. 11, 1859	2 00
J. K. Pemiler, to July 1, 1858	1 00
Ewd. Fogarty, to March 18, 1859	2 00
Wm. Warner, to Oct. 15, 1859	2 00
Wm. Mintzer, to Jan. 1, 1859	2 00
J. B. Biron, to Sept. 25, 1859	2 00
Putnam & Hoyt, to Jan. 1, 1859	2 00
Asj. Hull, to Sept. 12, 1859	2 00
W. C. Trego, to April 1, 1859	2 00
Chas. Hoffman, to Oct. 1, 1857	2 00
W. F. Maiz, to April 26, 1859	2 00
Robt. Courtney, to July 1, 1859	2 00
Chas. P. Sickeley, to Jan. 1, 1859	2 00
John Wilson, to July 1, 1858	2 00
J. H. Gaechter, to Jan. 1, 1859	2 00
Adam Price, to Jan. 1, 1859	2 00
Jacob F. Faust, to July 1, 1858	2 00
S. Bonsall, Jr. to Jan. 1, 1859	2 00
F. H. Bothermel, to Jan. 1, 1859	2 00
Ralph Lee, to Jan. 1, 1859	2 00
Athenæum, Philada., to Jan. 1, 1859	4 00
Israel Nar. Co., do to Jan. 1, 1859	2 00
Exchange do Jan. 1, 1859	2 00
Lehigh Coal Co., do to Jan. 1, 1859	2 00
New & Starbuck & Co., do to Jan. 1, 1859	2 00
Geo. W. Scott & Co., to Jan. 1, 1859	2 00
F. Tyler & Co., to Jan. 1, 1859	2 00
John C. Crosson, to Jan. 1, 1859	2 00
Davis Pearson & Co., to Jan. 1, 1859	2 00
Thos. E. Cahill, to Jan. 1, 1859	2 00
R. Breiech, to Sept. 25, 1859	2 00
Paul Paul, to July 1, 1858	2 00
S. E. Grissom, to July 1, 1858	2 00
Asa Grissom, to July 1, 1858	2 00
Wm. Smith, to Jan. 1, 1859	2 00
Union Hotel, Philada., to Jan. 1, 1859	2 00
Chas. Gibbons, Esq., to Jan. 1, 1859	2 00
L. G. Morrow, to April 10, 1859	2 00
Thos. Biddle & Co., to Jan. 1, 1859	2 00
Randall & Meredith, to Jan. 1, 1859	2 00
Lewis Taws, to Jan. 1, 1859	2 00
E. A. Parker, to Jan. 1, 1859	2 00
Blakiston, Cox & Co., to Jan. 1, 1859	2 00
Lewis Hellner, to Jan. 1, 1859	2 00
C. F. Thompson, to Oct. 23, 1858	2 00
Chas. M. Wheatley, to March 15, 1859	2 00
Edward Rumberger, to March 11, 1859	2 00
John M. Reed, to Oct. 1, 1858	2 00
W. L. Lancey, to Jan. 1, 1859	2 00
G. W. Luther, to Jan. 1, 1859	2 00
Jacob Little & Co., to Jan. 1, 1859	2 00
L. J. Hellond, to Jan. 1, 1859	2 00
N. Y. & Richmond Coal Co., to Jan. 1, 1859	2 00
H. B. Rockwell, to July 1, 1859	2 00
Berman Maas, to March 18, 1859	2 00
Thomas Dyer, to Jan. 1, 1859	2 00
J. Carpenter, to Oct. 1, 1859	2 00
M. W. Chapin, to Jan. 1, 1859	2 00
Jas. Cruikenworth, to Jan. 1, 1859	2 00
Hannah Duffin, to April 1, 1859	2 00
M. Black, jr., to Jan. 1, 1859	2 00
Henry Meyer, to Jan. 1, 1859	2 00
Fowler & Slack, to May 9, 1859	2 00
W. H. Marshall, to Jan. 1, 1859	2 00
Sept. Thomas, to Jan. 1, 1859	2 00
M. F. Ludwig, to Oct. 1, 1859	2 00
Levin Sawyer & Co., to July 1, 1859	2 00
Franklin Cox, to October 8, 1859	2 00
Horatio A. White, to Oct. 1, 1859	2 00
Geo. W. Bushler, to Jan. 1, 1859	2 00
John P. Powell, to Jan. 1, 1859	2 00
H. W. Poole, to Jan. 1, 1859	2 00
Smith Cadwicton, to April 11, 1859	2 00
Chas. Schmidt, to April 17, 1859	2 00
J. & G. W. Baily, to Jan. 1, 1859	2 00
Wm. M. Mallory, to Jan. 1, 1859	2 00
J. H. Gulick & Co., to Jan. 1, 1859	2 00
Conrad Becher, to Jan. 1, 1859	2 00
Geo. A. Meeke, to Oct. 19, 1859	2 00
E. D. Perrott, to Jan. 1, 1859	2 00
Lessport Iron Co., to Sept. 17, 1858	4 00
A. Ayres, to Jan. 1, 1859	2 00
John Lazarus, to Jan. 1859	2 00
Dr. G. W. Brown, to July 1, 1858	2 00
Edwin Jeffries, to Jan. 1, 1859	2 00
Joseph Richsomer, to Oct. 1, 1858	2 00
A. J. Bentworth, to Oct. 14, 1858	2 00
Nathl. Oakley, to July 1, 1859	2 00
John H. L. Norris, to April 16, 1859	2 00
Joseph Wessner, to Jan. 1, 1859	2 00
Thos. Hittle, to Jan. 1, 1859	2 00
Jas. S. Hayries, to May 22, 1859	2 00
Saml. Detwiler, to Jan. 1, 1859	2 00
John Boon, to Jan. 1, 1859	2 00
J. Maxland, to Jan. 1, 1859	2 00
Levi Knabb, to Feb. 1, 1857	2 00
Elijah Bensinger, to Jan. 1, 1859	2 00
Jacob Deibert, to July 1, 1858	2 00
Jos. Lyman, to Jan. 1, 1859	2 00
Howell Green, to Jan. 1, 1859	2 00
Lucinda Heilner, to May 16, 1859	2 00
Capt. Rumslus, to July 1, 1858	2 00
H. C. Christ, to Jan. 1, 1859	2 00
Jas. C. Steel, to Jan. 1, 1859	2 00
Saml. Otto, to Oct. 1, 1858	2 00
Chas. Duel, to July 1, 1857	2 00
Wm. Berger, to July 1, 1858	2 00
B. Beveridge, to Jan. 1, 1859	2 00
Wm. Payne, to Jan. 1, 1859	2 00
Geo. K. Berger, to Jan. 1, 1859	1 25
Jno. S. Berger, to July 1, 1858	2 00
C. H. Wiley, to Jan. 22, 1859	2 00
O. Schofield, to March 17, 1859	2 00

Personal.—If any of our subscribers, who are in arrears two years and upwards, do not receive their papers, they will understand that we are stopping their subscriptions in accordance with the notice given some time ago. After we get through our Packet Book, a list of delinquents will be prepared, if we do not hear from the parties interested.

See new advertisements.

B. F. FRENCH'S recent work on the Iron Trade issued in New York, is a bogus work. It is not reliable.

THANKS.—Our thanks are due to the Hon. Simon Cameron and the Hon. W. L. Dewart for valuable public documents.

To the Address of the People's State Committee of Correspondence in another column, we ask attention. It is to the point and encouraging.

"I'M COMING."—It is said that after Thaddeus Stephens, of Lancaster, was sufficiently satisfied that he was elected, he repaired immediately to the telegraph office and dispatched the following message: "To his excellency James Buchanan—I'm coming."

THE COAL TRADE.

Pottsville, October 30, 1858.

The quantity sent by Railroad this week is 38,279 10—by Canal 42,063 13—for the week 80,343 03 tons.

The trade shows a decrease from this County compared with last week of 1,057 tons, but an increase over the corresponding week last year of 20,338 tons. There is an increase from all the regions over the corresponding week last year except from the Lackawanna.

There is quite a demand for Coal, but it is confined almost exclusively to the prepared kinds, such as Stove, Egg and Nut, and what little advance in price gained by a few Operators for particular kinds, is more than counteracted in the increased waste caused by breaking it so small.—Although the business is apparently large, it scarcely pays any profit to the Operator, but is of great benefit to the laboring classes to whom it gives employment at wages entirely too low, we submit, but which cannot be increased at the rates at which Coal is now selling. Several of the Operators demanded increased prices, but as freights have advanced largely to the East, it was believed that any increase in the price of Coal so near the close of the year, would only slacken the demand for Schuylkill County, and throw the trade in other Regions, and thus curtail shipments for the balance of the season.

Vessels are scarce at Philadelphia, and Freights to the East have advanced largely during the week. Last week the rates to Boston were $1 25, are now quote $1 70. There were only 25 vessels at Port Richmond yesterday and 42 boats. Boats on the Schuylkill Canal were scarce during the week, and also Navigation Cars on the Lateral and Branches.

The trade sums up in the week as follows:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad,	27,574	38,279		10,705
" Canal,	32,429	42,064		9,635
Lehigh—Railroad,	6,207	13,977		6,870
" Canal,	22,495	30,708		8,213
Lehigh & Hudson Co.,	19,514	10,872	8,632	
Lackawanna Coal Co.,	10,940	20,250		9,900
Lackawanna Co.,	3,923	10,685		8,762
Wyoming, North,	1,555	3,047		1,192
	124,599	169,582	8,652	55,635
Decrease,		8,652		8,652
Increase,		46,983		46,983

The aggregate shipments, showing the loss and gain from the different Regions, compared with last year, is as follows:

	1857.	1858.	Loss	Gain.
Schuylkill—R. R.,	1,348,227	1,374,146	174,181	
" Canal,	1,053,168	1,07[illegible],815		5,850
Lehigh Valley R. R.,	272,897	404,676		31,779
" Canal,	777,652	746,922	30,730	
Lehigh & Hudson Co.,	408,563	295,825	112,938	
Lackawanna Coal Co.,	801,929	847,924		45,995
Wyoming, Boston, South,	204,022	424,468		156,376
" North,	170,995	124,778	46,188	
	5,101,994	4,973,157	367,037	238,230
	4,973,157		238,230	
Decrease,	128,837		128,837	
Decrease from Williamsburg and Shamokin,			130,000	
Increase,			1,163	
Decrease in 1858,			258,837	

Only about four weeks of the season remains, by Canal, unless we should have an open Winter, and about eight weeks for the Railroads until the close of the year. Our impression is that the supply of Anthracite Coal will fall short of last year's shipments from 150 to 200,000 tons. The Schuylkill Canal remained open last year until the 20th of December—if it should continue open until the same time this year, which is rather doubtful, her tonnage will be increased about 25,000 tons over last year. The loss on the Railroad will be reduced to about 150,000 tons for the year. The Lehigh Canal will lose about 20,000 tons and the Railroad gain about 40,000 tons. The Pennsylvania Coal Company will gain about 75,000 tons and the Delaware and Hudson Company will lose about 140,000 tons. Scranton South will gain about 200,000 tons, and Scranton North will lose about 30,000 tons. The Wyoming and the Shamokin Regions, North and South, will lose about 130,000 tons for the year. We make this statement because some papers abroad, in chronicling the increased shipments made for the last few weeks, are creating the impression, that more than the deficiency of the early part of the season will be overcome, and the supply increased this year. After next week there will be but little increase over the supply of last year—and if cold weather sets in at about the usual period, the first of December, there may not be any increase over last year's supply for the balance of the season.

COAL MINES OF ENGLAND—DEATHS IN THE MINES.—On sifting the report of the Inspectors of English coal mines, many curious statistics are developed. For example, during the year 1856, about 230,000 persons were employed in and about the collieries of Great Britain, and about 66,500,000 tons of coal were raised. The total number of lives lost by accidents in the year, was 1037, being at the rate of one person killed in each 224 employed, and one killed for each 64,751 tons of coal raised. In 1857 the total production of coal was about 68,000,000 tons, and the total loss of life 1119, being about one person killed for each 60,760 tons produced.

This data does not give the number of miners crippled, but presume they out number largely those killed. We have no data to give the number killed in this Region, but presume the ratio will be nearly in the same proportion, which would give about 48 killed for the quantity mined in 1857.

WE have been requested to publish the following in reply to our recent remarks on this subject:

OFFICE OF LEHIGH COAL AND NAV. CO.,
Philadelphia, October 27, '58.

MR. EDITOR:—On my return to this city after an absence of ten days, I desire to correct a misapprehension into which you appear to have fallen in regard to an advertisement signed by the Superintendent and Engineer of the Company, which I had the honor to send you for insertion in the *Miners' Journal* on the 14th inst.

In your paper of the 16th, you remark in reference thereto, that "the Lehigh Company have *concluded*, to do what they ought to have done long ago, that is, to lease their mines to individuals."

Now Sir, at the risk of being thought less judicious than you were willing to give us credit for being, we desire to mention to yourself and through you to the public who may have read the remarks from which I have quoted, that our Managers have not CONCLUDED to lease their mines.—Indeed, the very advertisement of our Engineer is for the purpose of inviting two classes of bids, leaving to our Managers the choice between the two, namely, bids for mining and preparing the Coal by contract; and bids for taking the mines on leases. The ultimate determination of the Company will probably depend very much on the comparative advantages of the bids they may receive. They desire to receive bids of both kinds, and hope in this way to invite a larger circle of proposals; for whilst to take a lease of a large colliery may require considerable capital, or business connections, to take a contract for mining and preparing the Coal, is what any industrious and attentive man acquainted with the business and possessed of a very moderate capital may do and be almost certain to succeed—for to the practical operator, this is a safer business, and attended with less risk than the other—although it will probably be generally conceded that the land owner does better by leasing.

My desire however, is not to discuss the comparative merits of the two systems, but only to correct what appears to have been a misapprehension in your part. Very respectfully yours,

S. COX,
Acting Manager L. C. & N. Co.

COAL TRADE WITH THE SOUTH.—The Northern Central Railroad Company are about erecting an extensive coal wharf at Canton, on the Chesapeake Bay, a mile or two below the City of Baltimore. The letting for the wharfage, trussing and coal schutes took place in Baltimore last week. This work at Canton is to be similar to Port Richmond. Richmond is the deposit for the coal of the Schuylkill mining region. Canton is to be the coal deposit for the Susquehanna mining region. A branch of the Northern Central Railroad is being constructed from the main coal road to the city of Baltimore to Canton, over which the coal will be freighted to this point. The Lyken's Valley, the Treverton and the Shamokin Coal Companies' roads all intersect the Northern Central road, and will supply the Canton depot with their coal, and the Canton depot will supply the whole Southern States of the Union.

PRICES OF COAL AT CLEVELAND, OHIO, October 18, 1858:

Tunnel Strip Vein, Bitts., Wholesale per ton	$3 28
Carbon Hill, &c., " " "	3 50
Chippeway, " " "	3 25
New Castle, " " "	2 75
Salineville, " " "	2 50
Lehigh, Anthra., Retail, " "	9 00
Schuylkill, " "	8 50
Lackawanna, " "	7 50

The Coal Trade of Cleveland falls considerably short of the supply of last year.

NEW YORK COAL MARKET, Oct. 18th, 1858.—The demand for home use has continued good; the arrivals have been liberal, in consequence of which our stock is materially increasing; the demand for manufacturing purposes has improved, and we notice a fair inquiry at full prices; sales by the cargo at $3 75 @ $4 15, and $4 10 @ $4 75 by the ton from yard. Foreign is in moderate request; sales of 150 tons Pictou at $2 40; part of a cargo Nova Scotia at $5 10, and an invoice of inferior Scotch at $4 25 @ ton, 4 mos.—*Tribune.*

Boston Coal Market.

[Corrected Weekly from the Boston Courier, Oct. 25.]

Cannel,	chal	—	@	11 00
Newcastle,	none	—	—	—
Orrell,	none	—	@	—
Sydney,	mine chal	4 12	@	4 25
Pictou,	mine chal	4 12	@	4 25
Orrell fine,	mine chal	—	@	—
Schuylkill, white ash, ton			@	4 75
do red ash,			@	5 00
do lump,		4 75	@	5 00
Lehigh lump,		5 00	@	—
Johns' lump, (Schuylkill)		5 00	@	—
Lackawanna,		4 75	@	5 00
	RETAIL PRICES.			
Anthracite white & red ash,			@	5 50

BY TELEGRAPH.

FRIDAY, 50 O'CLOCK, P. M.

Freights from Richmond to—

Boston	1 70	New Haven	1 25
New York	1 10	Bridgeport	1 25
New Bedford	1 45	Providence	1 30

Number of vessels in Port, 25—boats, 12.

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,	10,011 11	12,804 14
Pottsville,	2,427 09	2,259 09
Schuylkill Haven,	16,203 11	22,488 00
Auburn,	2,622 03	000 00
Port Clinton,	6,504 16	4,021 00
	38,279 10	42,063 13
		38,279 10
Total for the week,	tons,	80,343 03
Total by Railroad in 1858,		1,374,146 09
" Canal,		1,058,818 08
Total by Canal and Railroad.	tons,	2,432,964 17
Shipments to same period last year.		

	WEEK.	TOTAL.
By Railroad,	27,575 13	1,348,227 03
By Canal,	32,429 05	1,053,168 13
	60,004 18	2,401,396 03
		2,432,964 17
Decrease in 1858, so far,	tons,	168,531 06

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	15,200 05	105,434 12
Swatara Railroad,	7,506 14	59,981 04

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.,	20,979 08	1,220,330 05
Mt. Carbon, "	5,740 19	147,562 18
Schuylkill Valley "	9,360 00	212,217 11
Mt. Carbon & Pt. Carbon "	11,839 13	257,896 13
Mill Creek, "	15,138 12	393,521 18
Little Schuylkill, "	10,775 14	324,235 07

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	12,219 10	322,192 10
D. Mummey and others,	158 13	2,652 18
Spring Mountain Mines,	1,011 00	42,916 05
Coleraine do	182 14	12,434 13
Upper Meadow Coal,		4,554 00
New York and Lehigh Coal Co.,	70 10	14,049 16
German Penna. Coal Co.,	2,223 08	22,303 10
South Spring Mountain Coal,	345 05	12,136 05
North Spring Mountain,	796 02	9,869 07
Hazleton Coal Co.,	5,842 02	116,999 01
East Sugar Loaf Coal,	1,148 16	26,948 10
Council Ridge,	1,336 17	26,674 16
Mount Pleasant Coal,	716 02	13,853 16
Buck Mountain Coal Co.,	2,262 07	37,831 16
Wilkesbarre Coal Co.,	1,455 08	27,683 14
Alden and Coal Co.,	709 19	13,603 17
Hartford Coal Co.,	544 17	19,525 01
Total.	30,709 07	746,922 08

Lehigh Valley R. R. for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines, (Wm. Milnes & Co.,)	3,053 18	53,416 03
E. Sugar Loaf, (Packer & Co.,)	2,546 09	70,136 15
N. York & Lehigh, (Taggart & Son,)	1,362 06	37,251 07
Council Ridge, (Sharpe, L. & Co.,)	1,404 13	48,405 17
German Penna.,	73 00	2,745 15
Col. J. B. M., (Hazlitt & Johnson,)	1,782 03	58,794 16
Hazleton (A. Pardee & Co.,)	1,092 02	16,322 16
N. Sp. Mt. (J. B. McCreary & Co.,)	609 17	21,000 02
S. Sp. Mt., (Dolbin & Behaven.)	9 15	2,783 10
Mount Pleasant,	258 05	5,330 14
East Lehigh,		97 17
Beaumit Mines,		281 18
Total,	13,377 08	404,676 12
	30,709 07	746,922 08
For the week,	43,755 15	1,151,599 00
Shipments to same period last year:		

	WEEK.	TOTAL.
By Railroad,	6,207 01	372,897 04
By Canal,	22,424 15	779,651 12
Total,	28,701 16	1,150,549 03
		1,151,599 00
Decrease in 1858, so far,		9,050 03

Penna. Coal Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	20,856	547,021 07
Last year,		501,629 07
Increase this year,		45,392 00

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	10,872	295,325 00
Last year,		408,263 00
Decrease this year,		112,938 00

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	3,048 10	121,777 11
Shipped South,	10,634 18	424,467 18
Total,	13,731 08	546,245 09
Shipments to same period last year:		
Shipped North,	1,555 08	178,966 11
Shipped South,	1,923 06	260,091 13
Total,	3,478 14	440,057 04

Shamokin Coal Trade for 1858.

Amount of Coal Shipped from Shamokin Coal Region up to Oct. 6:

	WEEK.	TOTAL.
For the last week,		74,011 19
		[*Shamokin Journal.*

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Sept.:

	WEEK.	MONTH.	TOTAL.
Shipped North for Sept.,		10,223	25,271
Shipped South last week,	11,453		102,253
Total.			177,299

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1,523 14	57,467 06
Short Mountain Coal Co.,	2,009 19	41,744 10
Total,	3,533 13	99,225 16

Treverton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	2,975 11	83,125 13

Bread Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,759 15	78,225 00
Last year,		68,477 00
Increase this year,		9,748

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	11,490 08	524,847 16

Rates of Toll and Transportation on

PHILA. & READING RAIL ROAD

	From Mt. 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 30	1 20	1 20
Reading,	95	90	80	80

Rates of Toll by Canal for the present.

	From Pt. Carbon.	From Mt. Carbon.	From S. Haven.	From Auburn	From Pt. Clinton.
To Philad'a.,	65	64	62	56	50
Spring Mills,	60	59	57	50	45
Norristown,	55	54	52	45	40
Reading,	38	37	35	31	25

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	$1 65	$1 50	$1 45
To Philad'a.,	65	60	55
To Delaware Front,	70	65	60

Rates of Toll on Lehigh Canal, &c.

	Wilkesbarre R. R.	L. Canal.	D. Canal.
Wilkesbarre to W. H.	25	64	31½
W. Haven to Brittain,		64	32½
Rockport to do.		54	33½
M. Chunk and P. Haven,		51	33½

Freights.

	To Bristol.	To Philadelphia.
White Haven	$0 93	$0 98
Rockport,	86	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.

Rates of Toll and Transportation

OF THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	$1 64
do Elizabethport,	2 09
do Morris Canal Basin at Phillipsburg,	82

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, in cars of Company and including tolls to Dauphin & Susque. R. R. Co., from Millersburg, in cars of Company, 1 90
From Treverton, in cars of Treverton Co., 1 70
From Sunbury, in cars of Company and including tolls to Shamokin R. R. Co., 2 50

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D	ASK'D
Railroads:			
Philadelphia, Reading & Pottsville	50	26½	26¾
Mine Hill and Schuylkill Haven	50	60	00
Mount Carbon	50	00	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50	00	00
Lorberry Creek	50	00	0
Swatara	50	00	0
Canals:			
Schuylkill Navigation	50	9¼	9¾
" preferred	50	17¾	17¾
Union Canal	50	3½	4
" preferred	50	12½	13
Del. & Hud'n Coal & Transportation Co.,	100	101½	102
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	25½	26¾
Lehigh Coal & Navigation Co.	50	64½	65½
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	82½	82½
Dauphin Coal & R. R. Co.	100	50	00
Lykens Valley Coal Co.	50	25	30
Beaver Meadows Coal & R. R. Co.	50	57½	58
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	00	00
New Creek Coal Co.	10	¼	½
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	25	28
Pottsville Water Co.	50	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

JAMES ELLIS.] [JOHN T. BOYLE.

ELLIS & BOYLE,
ATTORNEYS AT LAW.
OFFICE—In Mahantango street, near Centre, Pottsville, Pa.
[October 30, '58 44-1y

BULBOUS FLOWER ROOTS.
SINGLE and Double Hyacinths, Tulips, Crocuses, Ionquils, Lilies, &c., &c. The roots have been selected with great care, and can be recommended as fine varieties. For sale at
Seed and Book Store.

CHEAP BOOK AND PAPER STORE.
McDOWELL & HALLOWAY, SUCCESSORS to JOSEPH McDOWELL, No. 121 (old No. 37,) Market street, Philadelphia, have for sale a large and general assortment of SCHOOL and BLANK BOOKS, Writing and Wrapping Papers, Paper Hats, Paper Curtains, Stationery, &c., at the very lowest prices.
☞ RAGS bought for cash, or in exchange.
October 30, '58 44-1m

DENNIS & JONES,
MANUFACTURERS & DEALERS
in
Sperm, Lard, Sea Elephant, Whale, Tanners' & Miners' Oil,
Also, Sperm, Solar Spermi and Adamantine Candles.
Warehouse—No. 24 South Wharves.
Manufactory—Christian street, below Seventh.
Philadelphia, October 30, '58 44-3m

TOYS! TOYS!! TOYS!!!
FANCY GOODS, TOYS, DOLLS,
FANCY BASKETS, CHINA DOLLS, VASES, FIGURES, INKS, &c., GAMES, PAPER DOLLS, TIN TOYS, JEWELRY, BABIES, TOBACCO BOXES, AND PIPES, SEGAR CASES,
and a great variety of other goods.
☞ *The BEST Assortment, and Lowest Prices Guaranteed.* W. TILLER, *Importer.*
No. 24 South Fourth street, Philadelphia.
☞ Cases of TOYS at $5, $10 and $20.
October 30, '58 44-6t

NEW BOOKS! NEW BOOKS!!
THE Courtship of Miles Standish, by Longfellow.
The True and the Beautiful in Nature, Art, Morals and Religion, by John Ruskin.
How to Lay Out a Garden; a general guide in choosing, forming and improving an estate, by Edward Kemp.
Mitch Cows and Dairy Farming, by Charles L. Flint.
Timothy Titcomb's Letters to Young People.
Grandmother's Scrap Book, or Western Gleaner.
Zenaida, by Florence Anderson.
Violet, or the Times We Live In.
Agnes, by the author of Ida May.
Thoughts of Favored Hours upon Bible Incidents and characters, &c. Just published, and for sale at
B. BANNAN'S Book and Stationery Store.

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