Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 6, 1858.

New York.—D. H. 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.

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

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.

The Miltonian strongly urges Eli *Slifer, Esq.* as a candidate for State Treasurer.

Quick Work.—Sheriff Hobert entered upon the duties of his office on *Wednesday*, and already publishes a batch of *Sheriff's Sales* in our columns.

The franking *privilege* of the new members of Congress *begins* on the 4th of March, 1859. That of the *old members* dot re-elected, expires the 1st Monday *in* December, 1859.

The Governor of New York has selected the 18th of November as a day of Thanksgiving, and the Governor of New Hampshire, and several other Governors, have selected the 25th of November for a similar purpose.

Filibuster Proclamation.—The President has issued another anti-Filibuster, or rather anti-Walker Proclamation. The latter has openly avowed *his* determination to invade Nicaragua again; but whether the Government will do more than threaten, we cannot say. Heretofore it has not.

"B." writing to us from Schuylkill Haven, regrets the loss of Mr. Wm. A. Fields as a teacher, but thinks that the cause of education in this County will gainsay his appointment to the Superintendency. We agree with "B.," and regret the crowded state of our columns *this week*, as we would like to publish his communication entire.

The confirmation of J. Glancy Jones to Austria by the Senate, is *considered* doubtful. The hot haste of the President in appointing him after his defeat has caused a reaction against him. If Mr. Jones desires to pocket the salary he had better leave as soon as possible. Congress will meet the first Monday in December.

The Miners' Hospital.—The project meets we are happy to state, the approbation of not only those engaged directly in the Trade, but the fcger of the entire business community. It is desirable now that some plan of action be adopted, and we invite immediate co-operation for the purpose.—This work cannot be commenced too soon, for the need of such an Institution is daily felt in this Region.

The Mahanoy Coal Field.—A plan for the more effectual opening of this Coal field, in which the Girard Coal Lands are located, will soon be proposed, preferable to any of the projects now on foot. It will form a more direct route from Lake Erie to Philadelphia than any now in existence, and will also more effectually secure the trade of the vast region it traverses to Philadelphia, than by any other route finished or proposed.

The value of the Pike's Peak gold mines is constantly being corroborated by new intelligence from that region, although the reports of amounts individually realized are probably exaggerated.—A correspondent of the St. Louis *Democrat*, who has been to Pike's Peak, says that the miners generally make from two dollars and fifty cents to five dollars per day, although it is supposed that when sluices are arranged fifteen dollars per day can be made. He thinks there is room enough for twenty thousand mining claims.

The Tax on Money at Interest.—This tax ought to be removed by the Legislature. It is hostile to the interests of the producer, and benefits the Shaver. It drives money out of its natural channels, and throws it into the hands of speculators and those who prey upon the people. This law has driven millions of money out of the State, which would have been kept at home and developed our resources if it had been free from taxation. Every press in the State ought to insist upon the *repeal* of this tax, if they desire to advance the interests of Pennsylvania.

Steam Canal Boats.—Notices were published *some time ago* of Steam Canal Boats having been introduced on the N. York and Erie Canal. We also notice that a Canal Boat, propelled by steam has been introduced on the Chesapeake and Ohio Canal, built under Mr. Cathcart's Patent, of Georgetown. Whether these boats will be successful remains to be tested. Several years ago attempts were made to propel boats by steam on the Schuylkill Canal, but it was discovered that the expense of fuel, oil, and repairs, together with the diminished cargo which the boats carried, owing to the weight of machinery, proved to be much more expensive than the use of mule power which is now used for towing the Boats. If these newly constructed boats should be successful on the Canals above named, *we see no good reason why they* should not be used with great advantage in carrying Coal between Pottsville, and New York and other points where boats can penetrate.

The Elections this Week.—We have not room to comment upon the results of the various State elections held this week, further than to congratulate the opponents *of a despicable* Administration upon the sound thrashing it has received. Although we desired the success of Lincoln in Illinois as the Republican *candidate*, yet the success of Douglas is a bitter rebuke to Buchanan and in that sight we do not regret it. The Republican State ticket however, is elected by 5000 *majority*. In Michigan the Democracy have lost the State ticket, and gained three members of Congress. In New Jersey all the Locompton candidates for Congress have been defeated, and two anti-Lecompton Democrats, Adrian and Bigg and the Republican members, have been elected. The *Legislature* has a large majority of Republican members on joint ballot, and the defeat of Wright, Lecompton Senator, is thus secured. In N. York Haskin is elected to Congress, and the Lecompton-ites have not elected a single member of Congress out of N. York. In Massachusetts the Republicans have carried their State ticket, all the members of Congress and the Legislature. Hardly any comment is needed. These results *speak strongly* of the contempt in which Buchanan's policy is held by the people.

LITERARY SOCIETIES.

Pottsville Literary Society.—The *exercises* for Tuesday evening next will be as follows:—Lecture by Rev. D. Washburn. Reading by Dr. H. Silliman. Question—"Would the immediate annexation of Mexico be beneficial to the United States?" Affirmative—Whitney and Dewees.—Negative—Wells and Green.

The question of last Tuesday evening was decided in the negative.

Tremont Literary Society.—The exercises of this body were opened on last Tuesday evening with a reading by H. Gruber, and a Lecture by John R. Bailey. The question, "Which exerts the greater influence Moral or Civil Law," was debated on the Affirmative, by *Messrs.* J. Gruber, Jr., A. J. Beard, and F. B. Walker and Negative, by *Messrs.* J. R. Bailey, E. Welborn, J. P. Bechtel, in favor of, which latter, the question was decided. The exercises of next Tuesday evening will be as follows:

Reader, F. B. Walker. Lecturer, Wm. B. Seibert. Question, "Is Slavery a Moral Evil." Affirmative; W. H. Seibert, J. R. Bailey, G. Drake. Negative; Rev. L. B. Beckley, D. C. Furney, C. L. Pinkerton. The Public is respectfully invited. A Business Meeting will be held after adjournment.

Silver Creek Literary Association.—The officers of the Association for the coming season are as follows: President of Business Committee —GRIFFITH T. JONES. President of Debate-Department, REV. JOHN BEACH. Vices, Mr. J. Cowan, Mr. J. Ross. Librarian, Mr. B. Carter, Mr. T. Miller.

The first discussion of the season was held on Tuesday evening last, and the interest manifested by the community was great—the room being crowded with ladies and gentlemen, before the President gave his first address, which was a grand effusion of wit and intelligence. John Beach, Jr., to read the subject of Intelligence and Moral Education of the People, when the subject, "Ought Public Opinion to be the Standard of Right?" was discussed by the following gentlemen. Affirmative, R. Winlack, G. T. Jones, B. Carter and T. Miller. Negative, Wm. Winlack, J. J. Dorey, C. Beach and J. Johnston. Decision in favor of the affirmative. Question for next Tuesday evening, "Are Women more Revengeful than Men?" Affirmative, John J. Dorey, William Winlack, Griffith T. Jones, R. Winlack, C. Taylor, B. Carter. Reading by Richard Winlack.

Silver Creek, Nov. 4th 1858.

Stopping the Press.—A great calamity has befallen Forney's *Press*—it has absolutely been stopped by Ten Cent Jimmy—he couldn't afford to invest two cents a day for the purpose of learning what the people thought of his Administration, and so he ordered it stopped. Forney seems to think that it will not succeed in stopping *The Press*, and that it will survive this *great calamity*, the withdrawal of 2 cents a day by James Buchanan.

THE COAL TRADE.

Pottsville, November 6, 1858.

The quantity sent by Railroad this week is 33,548 08—by Canal 41,399 10—for the week 73,947 18 *tons*, showing a falling off of 6,395 05 since last week, and only exceeds the shipments of *the corresponding* week last year 3,784 tons.

Boats were more plenty during the week, but the great scarcity of vessels at Port Richmond has curtailed the shipments materially at Port Richmond, and of course diminished the trade by Railroad.

Freight to the East and particularly to Boston has advanced since our last. We now quote to Boston at $1 80, and to Providence $1 35. The practice of limiting freights to too low a point so late in the season by the Eastern dealers, has driven all the vessels South where they have loaded, and several weeks will transpire before they return again even to load at the high rates. The advance will materially benefit those who laid in stocks at the low rates of freight.

The *trade sums* up this week as follows:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad, Canal,	34,468	32,643; 22,548;	1,935	
Lehigh—Railroad, Canal,	35,681	41,399		5,718
Del. & Hudson Co.,	8,176	11,932		3,756
Penna. Coal Co.,	22,845	30,672		7,827
Scranton, South,	16,254	10,788	5,476	
" North,	11,011	20,731		9,720
	5,411	12,404		8,993
	1,638	4,430		2,792
	133,506	161,904	7,411	28,809
		133,506		7,411
Increase, tons,		31,398		31,398

As we stated last week, the increase from Schuylkill County is slight, and will continue so for the balance of the season. Compared with last year the Reading Railroad loses 176,116 and the Canal gains 11,363 tons. The Lehigh Valley Railroad gains 35,535 and the Canal loses 22,993 tons. The Del. & Hudson Company loses 2,118, 414 and the Pennsylvania Coal Co. gains 55,115 tons. The Scranton Coal Company gains 164,-360 South, and loses 46,393 tons North.

Philadelphia and Reading Railroad.—The receipts and net profits of this road for September, 1858, compared with 1857 stands as follows:

	1858.	1857.
Receipts,	$254,740 37	$240,151 76
Expenses,	123,795 23	120,264 10
	$130,945 14	$119,887 66

The receipts for October, which will be made up in a few days, will show a greater proportionate increase over the corresponding month last year. For the present month the increase will not be large if any. The net profit this year will fall short of last year's about $300,000. Taking into consideration the reduction made in tolls &c., and the depressed state of the Coal Trade, this will not be a bad exhibit of the business of the Company.

The extraordinary manner in which one of the New York Mining and Transporting Companies commenced the business of the year, by selling Coal *at Auction*, and pushing it into market at almost any price, in order to raise money and keep their works in operation, together with the *low prices adopted* at the opening of the trade, materially affected the business of the Reading Road at Port Richmond, so far as the Eastern market is concerned. This competition is now understood, and we confidently hope that the Managers of the Philadelphia and Reading Road will take such steps as will protect the holders of Wharves and the contributors to the business of the Road; the ensuing year. The dealers at Port Richmond *ought to be assured, that their interests will be protected by the Company under any circumstances*. This will secure a largely increased trade at that point without diminishing the business by Canal, because the large bulk of the trade lost by the Railroad is not gained by the Canal, but is furnished by, rival regions; and we speak advisedly, when we state that this is all they ask. In conversation on the other day, one of the largest shippers of Coal declared that he preferred doing all his business at Port Richmond throughout the year, even at a cost of ten cents per ton more than by Canal, and would confine it exclusively to Richmond, if such an assurance was given by the officers of the Road. We allude to this subject now, that those interested may think on it and be ready to act when the proper time arrives. It is high time, not only for the interests of the citizens of Schuylkill County, but *for* the carrying Companies also, that our trade should increase and not diminish.

From the United States Railroad and Mining Register.

Coals and Collieries.—The Carey and Dunkinfield Shafts.

By P. W. Sukaps, Mining Geologist and Engineer, Pottsville, Penna.

In the present paper, I propose to call the attention of the public to the comparative cost of the establishment of collieries and the development of coal lands in England and the United States, confining my remarks, as far as they apply to this country, principally to the Schuylkill Coal fields.

Mining operations are, in their nature, separated into two grand divisions, viz. operations above the water-level and those below it; of which the latter are most expensive. Our coal above the water-level is fast being exhausted; already more than one-half the product of the anthracite coal regions is obtained *from* below the water level.

Operations below water-level are pursued in two ways, namely: 1st by descending constantly through the coal itself from the surface, by a passage called a *slope*, because it follows the inclination of the coal stratum. This passage in general reaches a sufficient depth in a length of about 100 yards, when lateral galleries or *gangways* are driven through the coal, and along these, upon subterranean railways, the wagons are drawn by mules and horses to receive their loads of coal from the miners, and to return with their freight to the bottom of the slope, whence they are hoisted by machinery to the surface.

2d. *Shafts* are perpendicular openings or pits. These do not follow the inclination of the strata, but reach the coal at a distance below the surface after having penetrated the superincumbent measures of rock, slate and shale. From the bottom of the shaft the gangways diverge as in the case of the slope.

Shafting is much more expensive than sinking slopes, because the coal is only reached after a tedious passage through rock and other strata difficult of penetration. This method has heretofore been adopted only to a limited extent in our coal fields; but now that the coal is fast disappearing above water level, and deep mining by *slopes* has already occupied the most favorable *sites for commencing upon this coal at the surface*, it has become necessary to resort to shafting to obtain access to the deeper coals. Several large shafts have already been put into operation in the Schuylkill region.

A striking example of the enterprise of English capitalists in undertaking expensive shafts is furnished by *Dunkinfield pit in Chesire*; the following are some particulars concerning it:

The shaft was begun in 1847.

In September it had reached a depth of 220 yards.

In 14 months drove tunnel 80 yards

" sunk shaft, 43 "

At the end of 5 years the shaft had reached a depth of 476 "

During this time a tunnel was driven 400 "

In 1857, the sinking of the shaft was resumed, and in July 1858, it had attained a depth of 2,059½ ft., or 686½ yards.

Much difficulty was experianced from meeting with springs of water; for 29 months the progress of the sinking was about 17 ft. per month.—Twenty-two workable seams of coal were cut, varying from 1 to 6 feet and 8 others; making a total thickness of 105 feet of coal.

The size of the shaft was generally 12½ feet in diameter, but near the bottom it was enlarged to 19 feet 2 inches. The shaft is lined with brick, nine inches thick, with strong rings of stone at intervals of 8 yards. Another shaft of the same depth as that just described is now being sunk as *an air shaft*. The total cost was $500,000. "The *enterprise*," says the *London Guardian*, "as a successfully completed by winning the *Black Mine*, a fine seam of coal, 4 *feet* 8½ *inches* thick, and calculated to last 30 years at 500 tons per day." We may infer, therefore that the grand object of this immense undertaking was to develope the Black Mine coal 4 *feet* 8½ *inches* thick:

In order to compare the cost of a shaft upon our lower anthracite coal measures, with the cost of shafting in the English coal fields, let us consider the Carey shaft at St. Clair, near Pottsville, completed by E. W. McGinnis, Esq., and now owned and worked by *Messrs.* Kirk & Baum. This shaft begins above the Primrose or Grey Ash Coal Bed, passing through the following succession of strata:

	Thickness of Strata. Ft. In.	*Total Depth. Ft. In.*
Slate,	50	
Rock,	69	119
Primrose Bed—		
Grey Ash Coal,	8	127
Slate,	53	180
Rock,	15	195
Holmes' Bed—		
White Ash Coal,	4	199
Rock,	64	263
Slate,	10	273
Small Coal Seam,	1	274
Slate,	51	325
Small Coal Seam,	1 8	326 8
Slate,	18	344 8
Rock,	54	398 8
Seven Foot Bed—		
White Ash Coal,	7	405 8
Slate,	14	419 8
Mammoth White Ash Bed,	25 (Bottom of Shaft.)	444 8
Rock and Slate,	75	519 8
Skidmore Bed—		
White Ash Coal,	7	526 8

In this depth of shafts are found,

	Ft. In.
Rock,	235
Slate,	235
Coal,	53 8

Leaving 31 feet of workable coal, not sub divided into small unprofitable seams, but deposited in 5 workable beds as follows:

Primrose,	8 feet.
Holmes,	4 "
Seven foot,	7 "
Mammoth,	25 "
Skidmore,	7 "
Total thickness.	51 "

With one exception all these beds are larger than the Black Mine of the Dunkinfield pit, and the whole series comprises the most reliable and productive beds of the anthracite district. The great Mammoth bed, at a depth of 445 feet, or *less than one fourth* that of the Black Mine in the Dunkinfield pit, could certainly send to the surface double the estimated quantity of the Black Mine, or 1,000 tons per day, which indeed is the estimate of those acquainted with the Carey shaft. We shall, then, assume 500 tons per day for 300 days, or 150,000 tons per annum for the English mine, and 300,000 tons per annum for the St. Clair mine.

To pay the interest on the English investment, say 6 per cent. on $500,000, would impose a tax of 20 cents per *ton* on the product of the mine, exclusive of the interest on the original cost of the land.

The cost of such a pit as the Carey shaft in Schuylkill county, may be fairly estimated at $75 per lineal foot of depth; making for the above depth of 527 feet, $39,525

Cost of pumping and hoisting engines, of ventilation, breaker, screens, roads, and other outside fixtures, say 60,475

Total cost, $100,000

No lining is needed for shafts in the Schuylkill region, owing to the hard nature of the strata.

The interest on this cost of $100,000, or $6,000, is equal to *a tax of 2 cents* per ton on the product of the mine. The Dunkinfield estate contains 1,243 acres, an amount of coal land which could be purchased in the anthracite region for $200 per *acre*, say $252,600, of which the interest is $15,156, or very little over 5 cents per *ton* on a product of 300,000 tons per annum; making the total tax on the product of the land necessary to pay the interest of the purchase money and the cost of fully opening the coal, 7 cents per ton.

Now, if a remunerative price can be obtained for coal, there would be no difficulty in finding responsible parties who would contract to lease such mines at a rate of 30 cents per ton, and to mine the estimated amount of 1,000 tons per diem. We may, therefore, safely affirm that the Lord of the Manor of Dunkinfield could have purchased and opened in the anthracite regions of Pennsylvania, for a less sum than was spent in *the opening alone of the Black Mine*, a coal tract equal to his own and containing ten times as much marketable coal as that celebrated bed upon his estate.

Twenty five collieries such as that at St. Clair, or 50 collieries like the Dunkinfield pit, would supply the whole present anthracite coal trade of Pennsylvania; this appears more plainly from the following exhibit of the coal trade for 1857:

	Total Tons.	Average.
122 coll's of Schuylkill Co., supplied	3,042,378	24,937
32 " Lehigh District	1,318,549	41,204
12 " Shamokin	153,806	12,983
24 " Del. & Hudson Co.	490,000	20,416
15 " Penna. Coal Co.	543,673	36,258
47 others in Wyoming and Lackawanna Districts	597,933	19,105
3 Lykens Valley, Short Mountain & Treverton	272,450	77,843

215 Collieries. Total coal trade '57, 6,671,693. 27,231

Throughout the whole region there was not a single colliery which produced 100,000 tons per annum, or 333 tons per day for 300 working days. The average yield of all the collieries in 1857, was 27,231 tons each. Our opinion is that the coal trade would be more profitable if the same business were confined to a smaller number of collieries, and in a former paper we have shown that the natural course of trade is likely to bring about this result.

The conclusion of this article was crowded out this week—we will publish it in our next.

Philadelphia Coal Market, November 5, '58.—*The following are the cash* prices for Coal by the cargo:

Schuylkill W. Ash Lump,	$3 30	@	$3 40
" Broken, Egg & Stove	3 30	@	3 40
" Red Ash,	3 50	@	3 55
Lehigh, Lump,	4 25	@	
" Broken and Egg,	3 75	@	
" Stove,	3 75	@	

By retail from yard, Chestnut, $3 00 @ $3 25, Nut $3 25 @ $3 50, prepared $4 00 @ $4 25.

New York Coal Market, Nov. 4, 1858.—The demand for the local trade has been limited the past week, the unusual mild weather affecting the consumption, and prices are barely sustained—our stock is liberal, but the demand for manufacturing purposes is improving, and we notice more doing for the East. The improvement in business, as noticed last week in the Eastern cities is fully marked, and the ability to build, etc., go forward supplies, is much better. We quote by cargo at $3 75 @ $4 10 and for good from yard $4 10 @ $4 75. In Foreign there is little doing and prices favor the buyer; we hear of sales of 200 tons Liverpool Orrel on private terms.—*Tribune.*

Boston Coal Market.

[Corrected Weekly from the Boston Courier. Nov. 6.]

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

RETAIL PRICES.

BY TELEGRAPH.

FRIDAY, 60 O'CLOCK P. M.

Freights from Richmond to—

New York,	1 10	Bridgeport	1 25
Boston	1 80	Wilmington	1 25
Providence	1 35	Richmond	1 25
New Haven	1 30	New Bedford	1 45

Number of vessels in Port, 13—boats, 14.

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,	9,284 13	14,172 05	
Pottsville,	2,076 11	2,960 08	
Schuylkill Haven,	12,925 04	20,836 00	
Auburn,	1,517 14	000 00	
Port Clinton,	6,744 06	3,741 00	
	32,548 08	41,209 10	73,947 18
Total for the week,			tons, 73,947 18
Total by Railroad in 1858,			1,406,604 17
" Canal,			1,100,217 08
Total by Canal and Railroad,			tons, 2,506,912 10
Shipments to same period last year,			

	Week.	Total.
By Railroad,	64,183 18	1,385,811 01
By Canal,	25,864 00	1,093,849 13
	70,164 18	2,479,660 14
		2,506,912 10
Decrease in 1858, so far,		tons, 104,747 19

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	Month.	Total.
Union Canal,	15,409 11	159,843 13
Swatara Railroad,	8,852 05	68,833 09

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.,	35,709 01	1,255,724 12
Mt. Carbon,	5,402 15	153,625 03
Schuylkill Valley	8,709 07	250,926 18
Mt. Carbon & Pt. Carbon	10,912 04	286,809 01
Mill Creek,	15,031 19	413,565 17
Little Schuylkill,	13,911 10	344,493 10

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

	Week.	Total.
Lehigh Coal and Nav. Co.,	11,713 13	334,927 12
D. Mummey and others,	48 05	2,701 03
Spring Mountain Mines,	1,561 19	44,778 06
Coleraine,	2,870 03	82,009 03
Beaver Meadow Coal,	72 00	4,626 18
Wm. Penn and Lehigh Coal Co.,	530 13	14,380 09
German and Pioneer Coal Co.,	958 08	24,261 15
South Spring Mountain Coal,	578 01	12,674 06
North Spring Mountain,	659 16	10,469 05
Hazleton Coal Co.,	6,304 14	122,346 12
East Sugar Loaf Coal,	938 02	27,883 12
Council Ridge,	1,477 08	28,052 04
Mount Pleasant Coal,	934 13	14,758 09
Buck Mountain Coal Co.,	2,224 00	59,275 19
Wilkesbarre Coal Co.,	1,266 18	28,902 12
Audenried Coal Co.,	668 14	14,069 11
Hartford Coal Co.,	563 14	20,088 15
Total,	30,671 11	777,993 19

Lehigh Valley R. R. for 1858.

For week ending on Saturday last:

	Week.	Total.
S. Mt. Mines, (Wm. Milnes & Co.,)	2,501 03	66,219 06
E. Sugar Loaf, (Packer & Co.,)	2,650 19	72,787 14
N. York & Lehigh, (Taggart & Son.,)	870 15	21,122 02
Council Ridge, (Sharpe, L. & Co.,)	1,336 16	49,762 13
German Penna.,	174 04	2,919 19
Col. & R. M., (Hartleff & Johnson,)	1,309 14	60,104 05
Hazleton (A. Pardee & Co.,)	2,019 14	77,352 10
N. Sp. Mt. (J. B. McCreary & Co.,)	668 02	22,468 04
S. Sp. Mt. (Dolphin & Delaven.)		2,783 19
Mount Pleasant,	178 00	3,708 14
East Lehigh,		97 15
Summit Mines,		281 18
Total,	11,932 07	416,698 19
For the week:	30,671 11	777,993 19
Shipments to same period last year:	42,594 18	1,194,292 18

	Week.	Total.
By Railroad,	8,178 00	381,202 13
By Canal,	22,844 15	800,496 19
Total,	31,021 04	1,181,370 07
Increase in 1858, so far.		12,622 11

Penna. Coal Co's Coal Trade.

	Week.	Total.
For the last week,	20,731	567,755 18
Last year,		512,640 16
Increase this year,		55,115 00

Delaware and Hudson Co's Coal Trade.

	Week.	Total.
For the last week,	10,788	306,113 00
Last year,		424,527 00
Decrease this year,		118,414 00

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	Week.	Total.
Shipped North,	6,426 13	126,207 04
Shipped South,	10,404 02	438,372 00
Total,	16,830 15	565,079 04
Shipments to same period last year:		
Shipped North,	1,684 14	172,609 05
Shipped South,	3,411 01	372,360 14
Total,	5,095 15	544,969 19

Shamokin Coal Trade for 1858.

Amount of Coal Shipped from Shamokin Coal Region up to Oct. 23:

	Week.	Total.
For the last week,	4,912 08	97,279 03

[Shamokin Journal.

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Sept.:

	Week.	Month.	Total.
Shipped North for Sept.,		7,063	33,136
Shipped South last week,	11,799		174,052
Total,			207,183

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	Week.	Total.
Lykens Valley Coal Co.,	1,954 19	59,806 04
Short Mountain Coal Co.,	1,940 00	42,684 10
Total,	3,894 18	102,156 14

Treverton Coal Trade for 1858.

	Week.	Total.
For the week,	2,763 14	65,339 07

Broad Top Coal Trade for 1858.

	Week.	Total.
For the last week,	2,738 15	78,225 00
Last year,		68,477 00
Increase this year,		9,748

Cumberland Coal Trade, 1858.

	Week.	Total.
For the last week,	16,366 16	552,871 02

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 25	$1 25	$1 20
To Philad'a,	1 40	1 25	1 25	1 20
Spring Mills,	1 35	1 20	1 20	1 20
Reading,	90	80	80	80

Rates of Toll and Transportation on Penna. Coal Co.'s Railroad.

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

Rates of Freight by Canal.

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

Rates of Toll on Lehigh Canal, &c.

	Wilkesbarre & L. L. Canal.	*L. Canal.*
Wilkesbarre to W. H.	25	$1 24½
W. Haven to Bristol,	64	1 00
Rockport to do.	54	85½
M. Chunk and P. Haven,	51	80½

Freights.

	To Bristol.	*To Philadelphia.*
White Haven	$0 63	$0 95
Rockport,	58	91
Penn Haven,	51	86
Mauch Chunk,	72	80

To New York.

White Haven to New York,	$1 23
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 on the Lehigh Valley Rail Road.

Mauch Chunk to Trenton,	$1 64
do Elizabethport,	2 05
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 carter Company and including tolls to Dauphin & Susque. R. R'Cs., $2 10
From Treverton, in care of Company, 1 90
From Sunbury in care of Company and including tolls to Shamokin R. R. Co., 1 70
2 50

NEW ADVERTISMENTS

IMPROVED COTTAGE SEWING MACHINE!

(PATENTED 1858.)

SEWING THREE DIFFERENT KINDS OF STITCH, using one or two threads, and making a seam which will not rip even if every *fourth stitch be cut.* It will hem, fell, bind or gather, in equal facility, and is so simple in its mechanical arrangements that any *person may learn to use it in an hour.* By this Machine any fabric can be sewed, from the finest cambric to the heaviest leather, with either cotton, silk or linen thread.

☞ Price, from $25 to $40.—☜

AGENCIES will be granted to responsible parties on the most liberable terms, by addressing, (inclosing one stamp,) WILLIAM C. WILMARTH, *General Agent,* No. 31 South SIXTH Street, Philadelphia.

November 6, '58 45-6tnow

STATE OF THE FARMERS' BANK OF SCHUYLKILL COUNTY, on Thursday, *November* 4th, 1858.

Capital, - - - $100,000

ASSETS.

Bills discounted and loans,		$222,535 27
Real Estate,		10,000 00
Gold and Silver Coin,		24,246 46
Due by other Banks,	$15,931 73	
Notes of other Banks,	1,935 00	
		17,866 73
		$276,326 46

LIABILITIES.

Due to Depositors,	$45,704 25
" " Other Banks,	8,299 69
" " Commonwealth,	8,823 34
Notes in circulation,	89,685 00
	149,022 28

I certify the above statement to be correct, as taken from the books at the bank. HENRY SAYLOR, *Cashier.*

Sworn and subscribed before me, } *Nov. 7, 1858.* } *President.*
JACOB REED, J. P. } 45-

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 15th day of April, 1850.

Amount of Loans and Discounts,	$345,765 54
Do Specie owned by the Bank	
In vault,	
Do Due by other banks,	$74,287 52
Do Notes of other Banks,	112,636 40
Do Checks of other Banks and Cash drafts,	13,429 00
	20,660 44
	223,704 36
Less Miners' Bank Notes in Bank North America, Phila.,	78,950 00
	144,754 36
Do Notes in Circulation	253,853 00
Less Amt. in Bk. No. Amer. Phila.,	78,950 00
	174,903 00
Do Deposites,	178,620 19
Do Due other Banks,	23,244 91
	201,865 10

The above Statement is correct, taken from the Books as they stood on the morning of the 22d November, 1858.

CHAS. LOESER, *Cashier.*

Affirmed and subscribed before me, this Third day of November, A. D., 1858. JACOB REED, *J. P.*

Pottsville, November 6, '58 45

PROCLAMATION.

WHEREAS, the Hon. Charles W. Hegins, President of the Court of Common Pleas of Schuylkill county, in Pennsylvania, and Justice of the several Courts of Quarter Sessions of the Peace, Oyer and Terminer and General Jail Delivery in said county, George Rahn and Bernard Reilly, Judges of the Courts of Quarter Sessions of the Peace, Oyer and Terminer, and General Jail Delivery, for the trial of all capital and other offences in the said county of Schuylkill, by their precepts to me directed, have ordered a Court of Oyer and Terminer and General Goal Delivery and Quarter Sessions of the Peace, to be holden at Pottsville, on the 1st MONDAY in December next, at 10 o'clock, A. M., and continue two weeks.

Notice is therefore hereby given to the Coroner, the Justices of the Peace and Constables of the said county of Schuylkill, that they are, by the said precepts commanded to be then and there at 10 o'clock in the forenoon of the said day, with their rolls, records, inquisitions, examinations and all other remembrances, to do those things which to their several offices appertain to be done; and against the prisoners that are or then shall be in the gaol of said county of Schuylkill, are to be then and there to prosecute them as shall be just.

"God save the Commonwealth!"

JOHN P. HOBART,
Sheriff's Office, Pottsville, } *Sheriff.*
November 6, 1858. } 45-tc

N. B.—The Witnesses and Jurors who are summoned to attend said Court are required to attend punctually. In case of non-attendance, a fine of $100 each will be set and provided, will be rigidly enforced. This notice is published by order of the Court; those concerned will govern themselves accordingly.

LIST OF LETTERS REMAINING in the POTTSVILLE POST OFFICE, November 6, 1858.

Anderhill Jean
Auman W., P Attorney
Beese James
Bolton A
Blake Mrs R
Bywers Chas.
Bechtel Mrs P J
Betterton George
Brill Jacob
Burdick Julia
Bourke James
Beck Hannah
Bleckley John
Bloom M J
Bonnet Mrs
Benning H & P
Bassett Robt
Britton Samuel
Bell Mrs Chas
Bodle William
Bower William
Cassady Charles
Coller Eliza
Coughlan Miss
Cummings Hanora
Colash John
Coughlin John
Cole John
Co-per Mathew
Carr Mary
Corrigan Patrick
Carr Philip
Cruikshanks Rev R
Carray Sarah
Connell Timothy
Connell Timothy
Crawford Wm
Doucherty Brigid
Dowling Dennis
Drake S S
Donahoe Francis
Deans Franklin
Davey George
Davis Jane
Dolan John
Daniel Janet
Dilman John
Davis Llewellyn
Donovan