Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 13, 1858.

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

Shamokin.—D. N. Lare, 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 whole Catholic vote of Chicago was cast at the recent election in Illinois for Douglas.

Poor Buck.—His partizans are dropping off, and worshipping the newly risen sun, Douglas. The Buchanan press is going the same road. Why don't Buchanan resign?

The Rev. J. P. T. Coolidge for about 16 years pastor of a Unitarian Church in Boston, has withdrawn from that position, and applied for ordination in the Episcopal Church. His sermon, giving his reasons for the doctrinal change, caused some sensation in Boston, and was published in several of the papers.

The N. Y. Tribune correspondent writes from Washington as follows:—"Though Mr. Erastus Corning has been summoned to the President's presence ostensibly for purposes of consultation about the tariff and the Pacific Railroad, there is no doubt that Sec. Cobb's removal from the Treasury is contemplated."

John T. Werner, Esq., who has been deputy Sheriff for the last two terms under Messrs. Nagle and Maitz, has been retained in the position by Sheriff Hobart. Mr. Werner's great experience in the office, makes his services invaluable to a new officer—and besides those Sheriffs who have employed him have given general satisfaction, to the people and have also made the office profitable without extorting illegal fees.

Canal Steamer.—The Buffalo Republic says that another steam canal boat has just been completed at Geddes, on a new principle. The paddles are like wings, and can be expanded or closed up at pleasure. While the boat is passing through locks the wheels are closed up like a fan against the side of the boat, and when wide water is reached the wheels spread and commences operations. The contractions and expansions of the wheels are accomplished by the machinery.

J. R. Haskin Elected.—The official majorities have carried the House and both the Senatorial districts in this State, which gives the Democrats a majority of seventeen.

The Next Congress.—The fifty-eighton States have chosen Members for the next House of Representatives, with the following result:

1856.		1858.	
States.	Buchanan.	Anti-Buch.	Buchanan.
Anti-Buch.			
Maine,	6	—	6
Massachusetts	11	—	11
Vermont,	4	—	4
New York,	12	21	9
New Jersey,	3	2	5
Pennsylvania,	15	10	4
Ohio,	12	9	6
Indiana,	6	3	6
Illinois,	5	4	4
Michigan,	—	4	1
Wisconsin,	3	3	1
Iowa,	2	—	2
California,	2	—	2
Delaware,	1	—	1
S. Carolina	6	—	6
Florida,	1	—	1
Missouri,	4	3	7
Arkansas,	2	—	2
Total, so far	66	56	93
Opp. about 20		22	111

Note.—We class the (2) nominal Americans from Missouri with the Buchanan men, as also Messrs. Schwartz and Montgomery of Pennsylvania; Messrs. Hickman of Pa., Haskin and Clark of New York, and Wright of New Jersey, with the Opposition. The five Douglas Democrats just elected from Illinois we have not ventured to class at all. The two members elect from California are understood anti-Buchanan, but two others are likely to be elected next year who will pretty surely be Buchanan men, and will probably have the regular certificate. In that case the two just chosen cannot take their seats.

The States which have not yet chosen Members to the next House are represented in the present House as follows:

States.	Anti-Buchanan.	Buchanan.
New Hampshire,	3	—
Rhode Island,	2	2
Connecticut,	4	1
Minnesota,	2	—
Georgia,	7	2
Kentucky,	2	8
Tennessee,	8	7
Mississippi,	—	5
Alabama,	1	6
Louisiana,	1	3
Texas,	—	2
Maryland,	1	5
Virginia,	9	13
North Carolina,	1	7
Total,	19	65

We have chosen to state the simple facts, leaving our readers to speculate for themselves on what may or may not be hereafter. That the next House will not be servilely devoted to the present National Administration, seems pretty clear; but what influence is to be exerted over its organization and character by the combination of Senator Douglas's star we leave to be shown by the event.—*N. Y. Tribune.*

[COMMUNICATED.]

The "Pottsville Water Company."

I respectfully apply to yourself, or to any of your numerous readers, for information in reference to the existence of a certain *concern* styled "The Pottsville Water Company." If such interest, not only for myself, but for friends and neighbors whom my influence induced to invest in it. It is now some two years, since any dividend was declared, (and even that not all paid) and one would feel disposed to consider the whole concern a myth, or as dead, were it not that the semi yearly visits of the water collector give ample proof of its vitality. What becomes of the funds so collected? *Can anybody tell?* The subscriber would also further beg to inquire whether in the last charter granted by the Legislature to the said Company, the Borough of Pottsville was not bound to pay *to the Stockholders* 6 per cent. on their investments? And such being the case, why is it not enforced? It is a matter of surprise too, that parties heavily interested, should submit with so much apparent quiescence and indifference under such mismanagement. Can any one explain?

A Stockholder.

Pottsville, November 11, 1858.

THE COAL TRADE.

Pottsville, November 13, 1858.

The quantity sent by Railroad this week is 35,740 00—by Canal 45,403 10—for the week 81,143 10 tons. Boats have been quite plenty during the week, and the shipment by Canal is very large, leaving the Railroad 10,000 tons. Vessels still continue very scarce at Port Richmond, which operates also the Railroad, and also the Operators and Wharf holders, who have

The trade continues to increase slightly in the old regions over last year's business—but in the new regions the increase is considerable. We have gained largely over last years business within the last four or five weeks, more largely than we anticipated—but as the season is so near the close we cannot expect to make up the whole deficiency.

The trade sums up this week as follows, showing an increase of 24,204 tons for the week, over 18,000 tons of which is by the Pennsylvania Coal Company and from Scranton South:

	1857.	1858.	Dec.	Inc
Schuylkill—Railroad,	53,187	35,740		2,553
Canal,	41,226	45,403		4,177
Lehigh—Railroad,	10,997	10,829		232
Canal,	24,573	27,387		2,814
Del. & Hudson Co.,	16,903	12,994	3,909	
Penna. Coal Co.,	8,588	18,031		9,443
Scranton, South,	947	9,970		9,023
" North,	1,600	1,471	129	
	157,121	161,325	4,038	25,242
		157,121		4,038
Increase, tons,		24,204		24,204

The trade sums up in the aggregate as follows:

	1857.	1858.	Loss	Gain.
Schuylkill—R. R.,	1,515,568	1,442,435	173,563	
Canal,	1,130,076	1,145,621		15,545
Lehigh Valley R. R.,	391,171	426,938		35,767
Canal,	825,010	804,961	20,049	
Del. & Hudson Co.,	441,420	319,017	122,413	
Penna. Coal Co.,	521,229	585,786		64,557
Scranton, South,	273,450	446,843		173,393
" North,	174,201	127,678	46,523	
	5,372,625	5,299,299	362,548	289,262
	5,299,299		289,262	
Decrease,	73,326		73,326	
Wilkesbarre and Shamokin—about,			125,000	
Loss in 1858,			198,326	

This deficiency we hardly think can be made up for the balance of the season, which may extend only a month by Canal. By the different Railroads the increase will be but slight from now until the close of the year.

Freights from Port Richmond to the East have advanced again during the week. We now quote to Boston from Port Richmond $2 10, and $1 50 to Providence and New Bedford. There were only 14 vessels at Port Richmond yesterday.

The demand for Coal continues good, particularly for prepared. For Lump and Broken it is dull, and these sizes are nearly all broken up into Stove, Nut and Chestnut.

Stove Coal.—The increased demand for Stove Coal, has caused a movement among the Operators, in favor of asking 25 cents per ton advance on Stove Coal hereafter, in order to cover the greatloss in wastage by breaking. Many of the Companies, and also some Individuals ask from 10 to 12 cents per ton extra—but this is not considered sufficient to remunerate. The retail dealers now charge an advance of 25 cents per ton for Stove Coal exclusively.

The North American Lands.—We alluded last week to the commencement of improvements on these lands. We have since learned that the lands in question have been purchased by several capitalists of Philadelphia, among whom are Henry C. Carey and Mr. Drexel, and in which several persons in our County are interested.—The price paid was $80 per acre. This is considered a great bargain by those acquainted with the property. For the last twenty years this estate has been in the hands of Speculators, and has been lying comparatively idle. Arrangements are making for its immediate improvement, and as we stated last week, one of the most extensive Collieries in the Region can be erected on this property, and the celebrated Mammoth White Ash Vein opened within a short distance of the Port Carbon Landings.

Propelling Canal Boats by Steam.—We alluded to this subject last week, and we now learn that the Schuylkill Navigation Company are erecting a Steam Engine on a Boat built for navigating the Canal, with three compartments. The engine is to be erected in the rear compartment of the boat, and the cargo will be deposited in the two first compartments. We see no good reason why a boat could not be constructed on this principle with sufficient power to take in, say two-thirds of a cargo, and tow besides one or two other boats. There would be no more detention in passing the Locks with a "train of boats," in *one* way so term it, than there is now in passing a single boat, so far as the Canalists concerned—but since boats have commenced running from Schuylkill County as far as Bridgeport, Connecticut, and other distant points without transhipment, the great advantages of a boat propelled by steam, with sufficient power to tow other boats, must be manifest to all. The Schuylkill boats are of large capacity, carrying from 170 to 200 tons, when the water is not too low—and during the week's flow was loaded at Port Carbon with a cargo of 202 tons. We learn that these flows only cost $1600 to build, are quite as durable as the more expensive Canal Boats, and experience has proved that they are quite as safe for river and inland navigation as the other Boats.

The following is the conclusion of Mr. P. W. Sheaffer's article on a comparison of the expense of Sinking Shafts in the Schuylkill and English Coal Fields, which we commenced last week, copied from the *United States Railroad and Mining Register*:

Another comparison between the results obtained by investment in the English Coal Fields and those of Pennsylvania, may be made by considering what improvements could be completed in the Mahanoy Coal Field, now just being opened eastward of the Ashland region, for $500,000, the amount expended at the Dunkinfield Mine.

The East Mahanoy Railroad Company propose to furnish an outlet for the several coal basins of the Mahanoy valley by a railroad 7 miles long, connecting with the Little Schuylkill Railroad, 2 miles north of Tamaqua. This road, which will open to market all the coal of the east end of Mahanoy Valley, say 140,000 acres between the west end of Bear Ridge and the head waters of Mahanoy creek, can be built for $100,000.

Another proposed route for the opening of these coal fields is by the road of the Mahanoy Railroad Company now 18½ miles long, extending from Ashland by Quaker, and passing for 14 miles through the coal field. This can be completed for $580,000.—Both routes having been surveyed and the cost estimated, the one by Jno. Anderson, Esq., and the other by R. B. Osborne, Esq., engineers of ability and reputation.

The coal in the Mahanoy valley is of superior quality, and these immense coal deposits can be worked above the water level for many years, without the expense of machinery for pumping water, hoisting coal, and for ventilation.

From this it is apparent that the cost of mere opening of the mines necessary to produce a given amount of coal in England, would suffice, in this country, not only to open mines of equal productiveness, but to purchase the coal land, and even to contribute materially towards the construction of the lines of transport for conveying the coals to market. But this favorable exhibit of our own coal fields could be improved by increased attention to several important elements.

3d. *By improvements in the machinery for hoisting coal, and pumping water.* This has already progressed in a noticeable manner within a few years past. Important improvements have been made in the apparatus for hoisting by Geo. Martz, and by Dichn and Snell in coal breakers, and machinery for preparing the coal for market, and our machinists have applied and perfected the models of the Cornish or Bull engines which have been found so successful in England. A fine specimen of this improved machinery may be seen in the new engine of 500 horse power, erected at the Heckscherville shaft, of E. Borda, Esq.; by G. W. Snyder, for the Forest Improvement Company.

4th. *By a judicious reduction of the rents of coal lands*, which at present, as a general thing, are not proportioned to the profit of mining. The rents are now, at a time when mining is generally unprofitable, as high as they were ten years since, when mining yielded a fair compensation. It is obvious that these relations between landlord and tenant, if permanently continued, must depress the coal trade, which like other business will be stimulated by the prospect of a fair remuneration. Even in the production of a staple of prime necessity, such as coal is, this principle cannot be disregarded with impunity.

3d. *By reduction of the cost of transportation to market.* Such a reduction is demanded by the state of the coal trade and in our opinion this is the true policy of the transporting companies; but we do not propose to discuss at length the necessity of this measure. If our view of the subject be correct the gradual cheapening of machinery, and its increased efficiency in consequence of modern improvements, should contribute to make a reduction in the cost of transport more feasible, and this cause will continue to operate. *The introduction of steam in canal navigation* is a means of reducing the cost of transportation, which, we feel assured, only needs to be fairly tried to produce important results.

But, it may be asked, why discuss plans for the future extension of mining operations when the present state of the coal trade appears to indicate that the necessary capacity for production even now anticipates by several years the demand of the market.

We believe the depressed state of the coal trade to be the result of a wide spread disaster, which has affected in a manner almost equally severe, nearly all kinds of industry and every local interest. In spite of the present discouraging aspect of affairs there is much in the future, as we regard it, to give positive assurance of the prosperous condition of the coal trade, after a season of temporary depression.

The following is a brief summary of the extent of the anthracite coal trade during a period of 28 years:

Year.	*Shipment, tons.*	*Increase, tons.*
1820,	365	
1825,	33,699	33,334
1830,	142,734	109,035
1835,	601,935	459,201
1840,	876,049	274,114
1845,	2,023,052	1,146,903
1850,	3,356,899	1,333,847
1855,	6,486,097	3,129,198
1857,	6,431,378	Decrease 54,619

From a beginning in which the value of anthracite coal as a fuel was unknown, and when the attempt to introduce it as a combustible substance was not only derided, but liable to the suspicion of attempted deception, the coal trade has, in 28 years risen to an annual demand of over 6,000,000 tons. Will this demand continue to increase, or must we stand stationary for an indefinite time with the present production of 6½ millions of tons?

Notwithstanding the temporary stagnation of business, the causes which operated to produce such a rapid growth of the coal trade are, many of them, even now active. Emigration still continues, and the increase of our native population still progresses. New territories are being every day inhabited whose wants of the products of manufactures are to be supplied from the manufacturing States; new lines of land transportation and new facilities of steam navigation will continue to be required. Unless the present season of misfortune is to last forever and to arrest suddenly the progress of the nation in population, in arts, and in industry, there appears to us no ground for apprehension of permanent disaster to the coal trade which in so many ways is indispensable to the general prosperity.

The cheapness of coal, although for the present it has a disastrous effect on those engaged in producing this staple, will extend the market by introducing coal as a fuel where it might otherwise have remained unknown or unappreciated; so that the effect of the present low prices will finally be to produce a larger consumption at less cost to the individual consumer, but greatly increasing the aggregate consumption; and this, experience has shown to be the most sound and flourishing condition of all branches of trade.

The intimate connection between the increase of population and the increased demand for fuel which is directly or indirectly necessary to so many wants of civilized life, will make it not out of place, in this connection, to offer, in conclusion, the following brief statistical table pertaining to the relation of coal production to population in several different years:

United States—Territory in 1850, 3,306,834 square miles.

Year.	*Population.*	*Anthracite Coal trade.*	*Inhab. per ton cons'ed.*
1830,	12,866,020	174,734	73.6
1840,	17,069,453	865,414	19.7
1850,	23,191,876	6,358,699	6.9

Great Britain—Territory 116,700 square miles.

Year.	*Population.*	*Coal trade.*	*Inhab. per ton cons'ed.*
1851.	27,435,325		
1856,	——	66,000,000	2.4

Coal for Steam Navigation.—The great cost of Coal for shipping purposes is apparent from the single fact that the 270 steamers in the British navy, with about 50,000 aggregate horse power, consumed, in 1856, 750,000 tons. It is laid down, as a rule of general application, that the power of Coal necessary to produce speed increases as the cube of the velocity. Taking a Collins steamer of 3,000 tons, it has been found that in running 14 miles per hour, as they have frequently done, the consumption would be 128 tons per day; or 1,252 tons for the passage. And yet one of those steamers could make 12 miles per hour on 80.4 tons per day, or 11 miles per hour on 61.9, or less than half that used at 14: all going to prove that fast mail steamers cannot live upon their own receipts on the ocean. The greater the speed of a steamer the less it is able to carry freight; and the time will doubtless soon come when the fast mail packets will take nothing except a few express packages.

Philadelphia Coal Market, November 12, '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,	3 62½ @	
" Broken and Egg,	3 62½ @	
" 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. 11, 1858.—The demand for domestic has continued fair, and is increasing somewhat, principally for manufacturing purposes. The demand for local use has improved with the more seasonable weather, but with free arrivals prices have not improved; sales at $3 75 @ $4 10 by the cargo, and $4 13 @ $4 75 @ ton from yard. In foreign there is little doing, sales of 100 tons Liverpool Orrel at $7 50 (time), and 200 tons Newcastle Gas, to arrive at $6, cash.—*Tribune.*

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

New York	1 05	Bridgeport	1 20
Boston	2 10	New Bedford	1 50
Providence	1 50	Richmond	1 30
New Haven	1 35	Washington	1 10

Number of vessels in Port, 14—boats, 16.

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,	9,231 05	12,141 10
Pottsville,	2,276 03	3,135 00
Schuylkill Haven,	15,472 11	26,284 10
Auburn,	1,795 00	0 00
Port Clinton,	6,969 12	3,842 10
	35,740 00	45,403 10
		35,740 00
Total for the week,	tons,	81,143 10
Total by Railroad in 1858,		1,442,434 17
" Canal,		1,142,621 08
Total by Canal and Railroad,	tons,	2,585,055 05
Shipments to same period last year,	tons,	2,561,351 02

	WEEK.	TOTAL.
By Railroad,	35,186 17	1,015,397 15
By Canal,	41,226 05	1,130,055 18
	74,412 02	2,146,053 16
		2,588,056 05
Decrease in 1858, so far,	tons,	158,017 11

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	NOVEMBER.	TOTAL.
Union Canal,	15,409 11	120,843 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.,	42,445 14	1,298,170 06
Mt. Carbon, do	5,258 17	158,194 01
Schuylkill Valley "	7,484 07	238,411 05
Mt Carbon & Pt. Carbon "	9,934 09	278,805 06
Mill Creek, do	10,000 00	427,360 04
Little Schuylkill, "	16,011 10	344,432 10

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:		
Lehigh Coal and Nav. Co.,	11,065 08	345,993 00
D. Mummer and others,		2,761 03
Spring Mountain Mines,	46,476 05	1,453 00
Coleraine do	350 08	13,160 13
Beaver Meadow Coal,	75 10	4,700 00
N. York and Lehigh Coal Co.,	390 08	1,870 17
Harmony Penna. Coal Co.,	749 07	25,231 02
South Spring Mountain Coal,	331 18	13,066 04
North Spring Mountain,	423 04	10,892 07
Hazleton Coal Co.,	5,287 15	127,292 17
East Sugar Loaf Coal,	1,047 02	28,930 14
Council Ridge,	969 18	20,022 02
Mount Pleasant Coal,	487 01	13,245 13
Rock Mountain Coal Co.,	2,128 11	46,404 10
Wilkesbarre Coal Co.,	1,321 06	30,251 18
Auburried Coal Co.,	697 15	14,736 04
Hartford Coal Co.,	372 14	20,461 09
Total,	27,387 07	804,981 06

Lehigh Valley R. R. for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mitt. Mines, (Wm. Milnes & Co.,)	2,186 14	88,486 00
E. Sugar Loaf, (Packer & Co.,)	1,985 07	74,275 01
N. York & Lehigh, (Pagnen & Son,)	784 14	19,870 16
Council Ridge, (Sharpe, L. & Co.,)	1,137 16	50,900 09
German Penna,	242 14	3,162 17
Col. & R. M., (Ratcliff & Johnson,)	1,293 08	31,236 03
Hazleton (A. Pardee & Co.,)	2,120 00	79,472 10
N. Sp. St. (J. R. McCreary & Co.,)	453 13	22,921 17
S. Sp. Mt. (Dolbin & Behaven,)	14 00	2,797 10
Mount Pleasant,	290 07	5,336 01
East Lehigh,		97 15
Summit Mines,		281 18
Total,	10,328 17	424,937 16
	27,387 07	804,981 06
For the week,	37,706 04	1,231,919 02
Shipments to same period last year:		

	WEEK.	TOTAL.
By Railroad,	10,097 09	797,177 02
By Canal,	24,353 05	825,069 19
Total,	34,670 14	1,210,241 01
		1,231,919 02
Increase in 1858, so far.		15,678 01

Penna. Coal Co's Coal Trade.

For the last week,	18,030	558,786 04
Last year,		531,229 04
Increase this year,	64,557 00	

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week.	12,994	319,017 00
Last year,		441,430 00
Decrease this year,		122,413 00

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	1,470 15	127,617 19
Shipped South,	9,970 10	446,342 10
Total,	11,441 05	573,520 09
Shipments to same period last year:		
Shipped North,	1,600 10	174,200 15
Shipped South,	946 17	273,449 11
Total,	2,547 07	447,650 06

Shamokin Coal Trade for 1858.

Amount of Coal Shipped from Shamokin Coal Region up to Nov. 5:

	WEEK.	TOTAL.
For the last week,	4,054 10	101,338 12

(*Shamokin Journal.*

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Sept.:

	WEEK.	MONTH.	TOTAL.
Shipped North for Sept.,		7,765	33,136

Lykens Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1,753 04	61,199 08
Short Mountain Coal Co.,	1,636 17	45,321 07
Total,	3,370 01	106,520 15

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	3,229 01	89,118 08

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,785 15	78,225 00
Last year,		68,477 00
Increase this year,		9,748

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	14,462 03	566,973 08

Rates of Toll and Transportation on PHILA. & READING RAIL ROAD

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

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
To Philad'a,	65	61	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 70	$1 65	$1 55
To Philad'a,	70	65	60
To Delaware Front,	75	70	65

Rates of Toll on Lehigh Canal, &c.

	Wilkesbarre R. R.	*L. Canal.*	*D. Canal.*	
To Philad'a,	25	64	35¼	$1 24½
W. Haven to Bristol,		64	35¼	99½
Rockport to do.		54	30½	89½
M. Chunk and P. Haven,		51	35½	86½

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 23
Penn Haven to do	1 18
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 09
do Morris Canal Basin at Phillipsburg,	82

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

Via Lehigh Valley and Northern Penn. Railroads, 46 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.,	$2 10
From Millersburg, in cars of Company,	1 90
From Trevorton, in cars of Trevorton Co.,	1 70
From Sunbury in cars of Company and including tolls to Shamokin R. R. Co.,	2 50

NEW ADVERT'MENTS

PARCHMENT PAPER FIELD BOOKS

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A CAPITAL BOOK for SUNDAY School Exhibitions—one of the best published—For sale, very cheap, at B. BANNAN'S Cheap Book Store, Pottsville.

PROCLAMATION.

NOTICE is hereby given that a Court of Common Pleas for the trial of causes pending, will be held at Pottsville, in and for the county of Schuylkill, on MONDAY, December 20th, 1858, at 10 o'clock in the forenoon, to continue one week.

JOHN P. HOBART, Sheriff.

Sheriff's Office, Pottsville, November 13, 1858. 46-4t

EAGLE HOTEL,

Lebanon, Pa.,

THE SUBSCRIBER wishes to inform his old friends and the public generally, that he has again taken the above well known House. He will be much pleased to accommodate all who may favor him with a call.

LOCATION—Corner Cumberland and Market streets.

☞ Omnibusses running in connection with the Railroad trains.

H. SIEGRIST.

Lebanon, Nov. 13, '58 46-3t

Oriental Detersive Soap!

Housekeepers, Attention!

MONEY, Time and Labor Saved! In using it, clothes require no boiling or rubbing on wash-board. One pound will goes far as three pounds of common rosin soap. Warranted to give perfect satisfaction, or money refunded. It has proved itself decidedly the cheapest and best **Washing Soap** ever offered to the public. We guarantee that it will not injure clothes in the least.

Manufactured only by Van Haagen & McKeone. For sale by all respectable grocers in the city, and wholesale only by THAIN & McKEONE,

22 South Wharves, between Market and Chestnut sts. Philadelphia, Nov. 13, '58 46-3m

SHERIFF'S SALES.

SHERIFF'S SALE OF REAL ESTATE.

BY VIRTUE of several Writs of *Venditioni Exponas and Levari Fierias*, issued out of the Court of Common Pleas of Schuylkill County, and to me directed, there will be exposed to public sale or outcry, on

Friday, December 3d, 1858,

at 10 o'clock in the forenoon, at the Public House of Samuel Filbert, in the Borough of Pinegrove, Schuylkill County, the following described real estate, to wit:

All that part of a certain tract of land, situate in the township of Pinegrove, in the County of Schuylkill, bounded and described as follows, viz: *Beginning* at a point where the division line between Pinegrove and Tulpehocken crosses the line of said tract, near the Little Dam, thence north sixty-seven degrees east twenty-three and two-tenths perches to a post, thence south eighty-two degrees east twenty-two and four-tenths perches to a white oak, thence south twenty-six degrees east eighteen and two-tenths perches to a post, thence south two and a quarter degrees east, sixty one and two tenths perches to a pine, thence south forty-two and a half degrees east, one hundred and eight and seven-tenths perches to a black oak, thence south eight and a half degrees east, fifteen and seven-tenths perches to the said division line between the said Counties of Schuylkill and Lebanon, thence along said division line south seven and a quarter degrees west two hundred and sixty-four perches to the place of beginning, containing fifty-eight acres, strict measure, to be sold in connection with the following described part of said tract, situate in Bethel township, Lebanon County, bounded and described as follows: Beginning at a point where the division line between Pinegrove and Schuylkill township crosses the line of said tract near the Little Dam, thence south sixty-seven degrees west nine perches to a post, thence south thirty and a quarter degrees east thirteen perches to a pine, thence south two and a quarter degrees west thirty-one and three tenths perches to a white oak, thence south twenty-nine and three-quarter degrees east twenty-one and six tenths perches to a post, thence south eighty-four degrees east sixteen and six-tenths perches to a white oak stump, thence south forty-two and a half degrees west fifteen perches to a stone, thence south forty five and three quarter degrees east two hundred and thirty-two perches to a hickory, thence north eighty seven and a half degrees east forty-four and eight-tenths perches to a white oak, thence north forty and a half degrees west fifty-two perches to the said division line between the said Counties of Lebanon and Schuylkill, thence along said division line north forty-seven and a half degrees west two hundred and sixty four perches to the place of beginning, containing ninety acres and forty perches, strict measure, being part of a larger tract of land, situate partly in the Township of Schuylkill, and partly in the County of Lebanon, containing altogether one hundred and forty-eight acres and forty perches, strict measure. The improvements on the above described premises consist of a two-story log dwelling house, (weather-boarded,) a 15½ story log dwelling house, a new bank barn, other out-buildings, and a new water-power saw mill.

—ALSO—

No. 7. All that certain lot or piece of ground, situate in Bonawitz's addition to Pinegrove, fronting on Tulpehocken street, containing 50 feet in width and 150 feet in depth, and marked in said plan No. 15, (it being a corner lot.)

No. 8. All that certain lot or piece of ground, situate in Bonawitz's addition to Pinegrove, fronting on Tulpehocken street, containing 50 feet in width and 150 feet in depth, and marked in said plan No. 15, (it being a corner lot.)

No. 9. All that certain lot or piece of ground along the Union Railroad, and adjoining Tulpehocken street, being about 250 feet in depth along said Union Railroad and the said Tulpehocken street, and is marked in Bonawitz's addition to Pinegrove with the number 36.

No. 10. All that certain lot of ground, situate in Bonawitz's addition to Pinegrove, fronting on Railroad street, containing 50 feet in front and 150 feet in depth; and being marked in said plan No. 49.

No. 11. All that certain lot of ground, situate in Bonawitz's addition to Pinegrove, fronting on Railroad street, 40 feet in front and 150 feet in depth, and being marked No. 50 in said plan.

No. 12. All that certain lot of ground, situate in Bonawitz's addition to Pinegrove, containing 60 feet in front and running back to the Union Railroad, and being marked in said additional plan with No. 27.

with the appurtenances, consisting of a two-story frame dwelling house.

No. 14. All the right, title and interest of Charles Molly, of, in and to all that certain lot of ground, situate in the Borough of Pinegrove, fronting 60 feet on Tulpehocken street, and running back to an alley, adjoining lots of Mary Snyder and Wendel Schwartz, with the appurtenances, consisting of a one-and-a-half story frame dwelling house with stone basement.

No. 15. All the right, title and interest of Charles Molly, of, in and to all that certain lot of ground, situate in the Borough of Pinegrove, fronting 55 feet on Tulpehocken street and running back 150 feet to the Union Railroad, with the appurtenances, consisting of a two-story frame dwelling house with stone basement, with frame kitchen attached—as the property of WILLIAM THOMAS, deceased, in the hands of Ann Thomas, administrix, &c.

Also, All that certain lot or piece of ground, situate on the east side of a certain 80 feet wide street, laid out by Cornelius Stevenson, called Cattawissa street, and on the north side of a certain sixty feet wide street, called Walnut street, and on the west side of a certain 20 feet wide street, called Strawberry street, in the town of Tuscarora, in the township of Schuylkill, in the County of Schuylkill, in the State of Pennsylvania, and marked in a certain plan of lots laid out by the said Cornelius Stevenson, No. five, (5,) containing in front or breadth on the said Cattawissa street fifty feet, and extending in length or depth on the said Walnut street 200 feet, and on the said Strawberry street 50 feet, bounded on the north by lot No four, (4,) on the east side by Strawberry street, on the south by Walnut street, and on the west by Cattawissa street aforesaid, with the appurtenances, consisting of a two-story frame dwelling house, and a one story frame shop—as the property of MAHLON HOUGHNER & DANIEL KAUP.

Also, All that certain lot or piece of ground, situate in the Borough of Tamaqua, Schuylkill County, bounded on the south by Venn street, on the west by lot of Jacob Albertson, on the north by Race street, and on the east by lot of Daniel Campbell, containing in width 40 feet, and in depth 150 feet, with the appurtenances, consisting of a two-story frame dwelling house with stone basement, and a frame stable—as the property of JOEL M. GRIM.

Also, All that certain piece or parcel of ground, situate in Reilly township, Schuylkill County, bounded on the south by the road leading from Branchdale to Llewellyn, on the east, west and north by land of William L. Dewart, containing about one quarter of an acre, with the appurtenances, consisting of a two-story frame dwelling house with stone basement—as the property of EDWARD CONNELLY.

Also, All that cert