Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 29, 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 for advertising are always graded in price according to the circulation of the paper.

New York.—O. H. PROUT, 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. LEE, 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
MISS TREVERTON'S Bookstore, Minersville.
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MRS. HOLMES'S Bookstore, Ashland.
☞ The MINERS' JOURNAL is furnished to carriers and others who desire to sell again, at 3 cents per copy for 10 copies and upwards.

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.

Snow is said to be two feet deep on the mountains, above Saratoga, N. Y.

IRA PFEIFFER, the well known traveller, died recently, at the age of sixty-one years.

ENGLISH chess players accuse Mr. Staunton of being afraid to meet Morphy. There is something in it.

HALF the crime, misery and poverty of this country would at a single blow be eradicated, if grog-shops were suppressed. *A fact.*

ORDERS have been sent to the American naval forces in the Central America waters to strictly enforce the President's anti filibuster proclamation.

THE *Memphis Avalanche* states that James B. Clay has sold the residence of Henry Clay, Ashland, for two hundred thousand acres of Texas land.

GEN. WM. H. KEIM is the Volunteer Tariff candidate in Berks county, to fill the unexpired term in Congress, of J. Glancy Jones. The election will take place on the 30th instant.

THE Coal and Pig Iron product of Great Britain for 1857, is,—Coal, 65,394,707 tons; Pig Iron, 3,659,447 tons. The value of the entire mineral product for that year is near in round numbers, thirty millions of pounds sterling.

IS Stephen A. Douglas a Protective Tariff man? No. Why? Because his first vote has yet to be recorded in favor of such a measure. He is a slaveholder; imbued with Free Trade principles, and consequently, utterly unreliable on the question of a National Protective Tariff.

QUITE POSSIBLE.—The Sunbury *Gazette* thinks that Judge Douglas's platform which we published last week, cannot suit the Republicans, and therefore, may accommodate the Democracy. Undoubtedly. It is sufficiently Free Trade and Pro-Slavery, to suit modern Democracy. We'll none of it.

THE ILLINOIS SANATORSHIP.—The Chicago *Herald* is jubilant over the prospect that no Senator will be elected until 1860, as the Buchanan Democrats hold the balance of power in the Legislature. The *Herald* speaks confidently. It is possible that such is the case and that the matter will be left open until 1860.

THERE being for the first time a Republican majority in the lower house of the Territorial Legislature of Nebraska, a bill has been introduced to prohibit slaveholding in said Territory after Jan. 1, 1859. We trust with the New York *Tribune*, that it may pass, though the Dred Scott decision has probably deprived it of any other than a moral efficacy.

THE Richmond *South* has been incorporated with the Washington *States*, and the latter journal will henceforth be conducted under the editorial supervision of Mr. Prior, as the organ of the Douglas division of the Democracy. The decease of the *South* is a rather favorable symptom of the progress in Virginia, as at one time it was a fire-eating journal of the most rabid description.

A CLERK OF THE HOUSE.—Among the names mentioned for this position at the coming session of the Legislature, we notice with pleasure that of Russell Errett, Esq., one of the editors of the Pittsburgh *Gazette*. As it is possible that the Speaker and State Treasurer will fall to the East, it is but just that the West should claim the Clerkship. In point of courtesy and ability Mr. Errett is admirably fitted for the position, and we feel confident his merits and popularity will make him a prominent and we hope, successful candidate.

REVENUE FOR GOVERNMENTAL PURPOSES.—While the Administration concedes the necessity of a permanent increase of the revenue, yet the scheme proposed is calculated to startle the country. The proposed measure is a duty of 24 per cent. on tea and coffee, which, it is calculated, will produce on the average of the last five years' importations, $5,000,000 per annum. Not a word about iron, which being required for the national defence, is entitled to a judicious protection. A rare Administration. Upon its expiration it will bequeath to the country a snug little debt of some two hundred millions of dollars.

ILLINOIS.—*Republican State Ticket Elected by 5000 majority.*—The Chicago Press gives the vote on the State Ticket in all the counties but three, which sums up as follows:

Republican vote,	118,005
Democratic vote,	110,771
Probable democratic majority in counties to hear from,	8,134
	2,700
Republican majority in the State,	5,434

Every Northern State in which elections have been held so far have given Republican majorities, except Indiana which gave an average democratic majority on the State Ticket of about 2000—while the Republican majority on the Congressional vote of the State was upwards of 8000.

NAVIGATION OF CANALS BY STEAM POWER.—We observe by English journals that contemporaneously with the successful introduction of steam as a motive power upon our canals, successful attempts have also been made to introduce screw propulsion on the Forth and Clyde Canal, which is one of the principal arteries of inland navigation in Scotland. The first successful experiment was made by a boat named *Thomas*.

She is 66 feet long; 16½ feet broad; draws about 6½ feet of water, and carries about 70 to 80 tons of cargo. The engine and boiler of the *Thomas* are placed in the stern, behind the bulkhead, which partitions off the stern portion to the same extent as the stern portion of the other lighters of the class which is used for horse haulage; and this space, small though it is, is found amply sufficient for the boiler, engine, and coal bunker, with room for attending the engine and stoking the boiler. The weight of the engine, boiler, and propeller, including 13 cwt. of water, does not exceed 3 tons. In a distance of 96 miles run, the consumption of coal was 1 ton, 3 cwt. When clear of locks her average speed is 5 miles per hour. There is very little additional swell or washing of the banks at this speed. Altogether the result proves that by means of the screw the navigation of the canals by steam is perfectly practicable. It is estimated that with steam a boat would be able to carry at two-thirds of the cost of horse haulage, under any circumstances. Experiments seem to indicate a revolution in the motive power of canals in both the old and new world. To this Region the introduction of steam upon the Schuylkill Navigation, will be an important matter, and it seems a likely consummation.

PHILADELPHIA RETREAT FOR THE INTEMPERATE.—A number of the citizens of Philadelphia among whom we observe the names of C. C. Lathrop, John Harris, M. D., J. R. Ripley, Wm. Nicholas, Dr. Henry Hartshorne, Irvin H. Torrence and H. R. Blankston, feeling that the intemperate should be regarded as unfortunate, as diseased and as to some extent, insane, have obtained a charter for an institution or place of treatment where he may be sympathized with and aided to break the terrible chains which bind him. The sole object of the Retreat is, to furnish medical and other aid, either gratuitously or for compensation, to such inebriates as the executive power shall deem proper recipients, under such regulations and by-laws as may be from time to time adopted. The object is certainly a worthy one, and reflects credit upon the humane gentlemen engaged in the organization of the Institution. It is a work however, in which the public can participate. Article 3d of the charter reads:—"Any person may become a Member by the payment of one dollar annually. Any person may become a Life Member by the payment of thirty dollars at one time. Any person may become a Life Director by the payments of one hundred dollars at one time." Any who feel an interest in this matter can obtain further information by addressing any of the gentlemen named above.

In connection with this subject we would earnestly urge the formation in this County of Temperance societies. Let the young, middle aged and old organize Divisions, and bind themselves to touch not, taste not, handle not intoxicating liquors as a beverage. It will be greatly to their advantage both in pocket and health. Their example will be potential for good, and their happiness be much increased.

POLITICAL.

THE following is the official vote of the IXth Congressional District of Illinois at the recent election:—

	Republ.	Dem.	Channel Road and Write. Males.	Females.
Alexander,	31	308	219	250
Edwards,	392	210	80	124
Franklin,	9	974	246	343
Gallatin,	226	841	222	331
Hamilton,	11	1.133	412	367
Hardin,	86	330	89	29
Jackson,	46	1,096	463	629
Johnson,	7	1.135	268	388
Massac,	6	630	283	280
Perry,	463	720	49	53
Pope,	23	857	29	26
Pulaski,	56	536	148	199
Saline,	*none!*	1,695	322	413
Union,	61	884	427	891
Wabash,	409	606	1	7
Wayne,	181	1,227	324	539
White,	340	1,239	483	354
Williamson,	49	1,497	397	718
Total,	2,354	15,626		

Democratic majority, 13,272

We are indebted to the Cincinnati *Times* for this most instructive table. The inhabitants of Egypt are in no considerable proportion of foreign birth, like the adults who cannot read in Republican districts; they are "poor Whites" from the Slave States with their descendants—such as would own negroes if they could, but, being unable, *choose to live where.* Productive industry is not mainly the work of Slaves. The returns of adults unable to read and write are copied from the United States Census of 1850. It is instructive and cheering to note that, wherever those who cannot read and write are very few, there the Republican vote is almost unanimous. Railroads, Telegraphs, Schools and Newspapers will quietly but surely transform and renovate "Egypt" in the course of a few years.—*N. Y. Tribune.*

LITERARY SOCIETIES.

POTTSVILLE LITERARY SOCIETY.—Order of exercises for Tuesday evening, November 23, 1858. Lecture by R. M. Palmer, Esq. Reader, Henry Edmunds, Esq. Question for debate:—"Ought Public Documents in any part of the United States be printed in any other language than the English?" Affirmative, J. A. Hazen and William Hodgson. Negative, Lewis Thompson and J. M. Wetherill.

TREMONT LITERARY SOCIETY.—The exercises of this body for Tuesday evening next, are as follows: A Lecture by Rev. L. B. Beckley. Reading by John R. Bailey. Question for discussion:—"Does Education prevent Crime?" Affirmative, Messrs. Wm. H. Seibert, C. D. Hipple and Thos. B. Walker. Negative, Messrs. J. P. Bechtel, C. L. Pinkerton and A. J. Kear.

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

Tremont, Nov. 18th, 1858.

SILVER CREEK LITERARY ASSOCIATION.—The Association is in a prosperous condition, the interest manifested in it by the community this season being greater than at any previous time. The attendance on last Tuesday evening was large.

The exercises were reading by G. T. Jones; subject, An Essay on Law. The question "Are Lawyers Beneficial" was discussed by G. T. Jones, C. Beach and D. F. Butler in the affirmative; and W. Winlack, R. Wilbuck and C. Taylor in the negative. Decision in the negative. Exercise for next Tuesday evening:—Reading by W. Winlack. Question for discussion,—"Have Savages a Full Right to the Soil?"—Affirmative, C. Beach, John Major and John Corby. Negative; Josiah Johnston, J. Rogers and B. Carter.

Silver Creek, Nov. 18th, 1858.

SURVIVE OR PERISH.

THE SCIENCES OF LIFE AND DEATH!—We observe that a machine for casting bullets, capable of turning out one hundred and sixty rifle balls per minute, has been started at Washington. Twice as much attention is paid to the science of killing as to that of caring. More than five hundred instruments of deliberate destruction have been patented within the last twenty years, and only two great curatives, Holloway's Pills and Ointment, have been introduced within that time. It would seem, however, that these medicines pretty fairly balance the account between the healing art and the science of destruction. The probability is that they *save a much greater number of lives* than patent rifles, bowie knives and cannon; and as their *consumption* is increasing in almost geometrical ratio in this country, the odds in their favor are augmenting every year. The late California papers represent these remedies as accomplishing the most extraordinary cures in that State, and especially in the pleurisy, wet and dry. That most tenacious of internal diseases, dysentery, is said to have lost all its terrors in the eyes of the miners, since the introduction of the Pills; and the virulent eruptions and ulcerous disorders, contracted by working in excavations half filled with water, under a hot sun, are so rapidly reduced by the application of the Ointment, that the diggers are less careful than they ought to be to avoid exposure. Bilious remittents, and intermittent fevers, have heretofore been terrible scourges in the valley of the Sacramento, and in the neighborhood of all the water-courses where the presence of gold has attracted a population; but now, the papers say, that these dwellers in the dear to be dying out under the renovating and purifying operation of the former preparation.—This is better news than the intelligence of new gold discoveries.—*Pottsville "Mining Register."*

THE COAL TRADE.

Pottsville, November 20, 1858.

The quantity sent by Railroad this week is 28,523 14—by Canal 36,532 11—for the week 64,956 05 tons, showing a loss since last week of 16,087 05 tons, and 17,042 tons less than for the corresponding week last year.

The demand for Coal is good but the scarcity of Boats on the Canal and vessels at Port Richmond, has checked the trade for the week from Schuylkill county. Many of the boats are now on their last trip, and judging from the weather, the Canal navigation will in all probability close this year about the first of December.

The trade sums up this week as follows. We have received no returns from two points,—these would about balance the loss from the other regions, leaving no increase for the week over last year's supply:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad,	38,152	28,523	9,628	
Canal,	43 947	36,533	7,414	
Lehigh—Railroad,	9,208	13,245		4,037
Canal,	21,416	16,792	4,624	
Del. & Hudson Co.,	15,148	10,628	4,520	
Penna. Coal Co.,	5,909	No report.		
Scranton, South,	No report this week.			
" North,	No report this week.			
	130,781	117,773	21,562	8,466
	117,775		8,466	
Decrease, tons.	13,006		13,096	

Freights on the Canal have advanced in the shape of bounties paid to Boatmen for loading, consequently our quotations cannot be relied on. Freights to the East remain without much change they are however a shade lower than last week's rates. Vessels are more plenty.

READING RAILROAD.—The following is the business of the Philadelphia and Reading Railroad Company for the month of October:

	1858.	1857.
Received from coal,	$290,761 93	$161,088 59
" merchandize,	26,326 57	20,844 02
" passengers, &c.	52,175 82	29,893 45
	$369,464 34	$213,550 06
Transp'n, roadway, dumpage, renewal fund and sit charges,	124,181 34	106,554 49
Net profit for the month,	$245,313 00	$106,975 56
" for previous 10 mos.,	901,691 61	1,238,635 99
Total net profit for 11 mos.,	$1,047,004 61	$1,345,611 55

We stated last week that the increase in the net receipts for October, would be larger than in September, and the above statement confirms it.—For the month of November there will be no increase; and there may be a slight falling off, leaving the net revenue for the year about $360,000 short of the previous year. The decrease in the Coal tonnage over the road for the present year will be about 180,000 tons.

We have received by mail a *savage* circular directed against the management of the Reading Railroad, signed X. While it contains some wholesome truths, we think its extravagant character will defeat the object the writer has in view.—The interests of Schuylkill County, and also those of the Reading Railroad, demand a change in the policy of the Company, that will place our trade on an equal footing with other regions in all the markets. With a mine capacity sufficient to have sent a half million of tons more Coal to market this year, we have lost a half million Coal tonnage within two years from this Region, of which the Railroad will lose at least 560,000 tons, nearly all of which has been gained by rivals, having their outlets near New York. We admit that the Railroad Company has had many difficulties to contend with—but if they had been grappled with at once, they could have been averted in a great measure. In these times of business activity and competition, a stand-still policy will not answer. When the declaration was made last Spring by the President of the Road, in convention with the officers of the rival Roads, that the Reading Railroad would not negotiate on any other principle than one looking to a recovery of its lost tonnage, the trade of Schuylkill County *supposed it meant something*—but with that declaration and the fixing of the tolls, (notwithstanding it was notorious that rival routes had greatly the advantage over our Railroad,) this policy was continued until the holders of Richmond Wharves were forced to transfer a large portion of their business to the Canal, in order to compete with rival dealers; while others became so disheartened with the business, that they purchased Coal from the New York Companies at New York, instead of the Operators in Schuylkill County, and pushed their business at that point, while the trade was languishing at Port Richmond. The Canal takes but a small portion of the business that the Railroad loses—and therefore the loss of the Railroad is nearly all a loss to the County, which is as much an injury to the interests of the Railroad, as it is to Schuylkill County. Such is the position of the Railroad, that if the Canal Company possessed a sufficient number of cars in this Region, boats on the Canal, and Wharf facilities for transhipment at Philadelphia, she would carry at least 60,000 tons per week, leaving from 10 to 20,000 tons for the Railroad. Such ought not to be the position of these two Companies contending for the same trade—but we confidently appeal to every Coal Operator in Schuylkill County, for the truth of what we have here stated.

Mr. Cullen thinks that Coal rents ought to be reduced. Rents have been reduced from an average of about 33 cents per ton to an average of about 28 cents per ton, within the last ten years—but as the leases are made for a considerable time, they cannot be reached until they have run out. In many instances they are too high, we admit—but so long as the improvements are made by the lessee on the property, the lessor has the advantage, and nothing but a *suspension* of the Colliery and the ruin of the Operator, will effect a reduction; and not even then, unless the landholder cannot find a person to take the Colliery at the old rate of rent. There are a few, but not many voluntary reductions made. The land-holders are generally men of capital—in many instances they consider it as advantage to leave their lands lie idle, sooner than to improve themselves—and act on this principle. But it is not the interest of the Managers of the Railroad to pursue such a policy. Every demand they can create for our staple, thus hastens its development; not only increases her Coal tonnage, but largely increases her passenger travel, and the merchandize and miscellaneous trade of the road, thus enabling her to reduce her rates, while at the same time she increases her net revenue by the increase of her business.

Mr. Cullen thinks also that the rates of toll and transportation ought to be reduced on our lateral Rail Roads. So far as they enable reduced with safety they ought to be, and would unquestionably benefit those who are operating on those roads—but when we look to the interests of the Reading Rail Road, we doubt exceedingly whether this policy would benefit them to any great extent. Some of our laterals pay well—others do not pay. If the tolls are reduced: on the paying ones, it must necessarily force a reduction of the tolls on the non-paying ones also, or the operators on those roads would be driven off to the more favored locations. This would cripple the ability of the paying roads to make extensions for further development of the region—and the non-paying roads would fall into decay, and those portions abandoned. Such a policy, while it might benefit individual operators on the roads where the reduction took place, would not tend to the development of the Region generally, and could not of course benefit the present interests of the Reading Rail Road, depending as it does almost entirely on the trade of this Coal Region for its prosperity. The Managers of the Reading Railroad, if they act wisely, will adapt their policy to things *just as they are* and not as *they should be*, particularly when they possess no power to coerce the different interests to conform to their views. Every dollar invested here for the purpose of developing our resources, making lateral railroads, not destroying them, driving tunnels, sinking shafts, and increasing our population, even if some of the Operators should, through a reckless career, fail, will tend greatly to increase tonnage of every description, and largely enhance the value of the property of the Railroad, by giving it full employment.

One of the indispensable organizations connected with the Rail Road; ought to be the establishment of lines of steam tugs running from Port Richmond to the East, carrying from 4 to 600 tons of Coal. This experiment has been tried in England and nearly all the sailing vessels have already been driven out of the business of carrying Coal from New Castle to London. These tugs could run along side of vessels and discharge the cargos directly into steamers, and other vessels at the different ports along the sea-coast, without even landing the Coal on the Wharves, by means of a hoisting apparatus erected on board the tugs. This would greatly facilitate business at Port Richmond. The project of building steam Canal boats is also growing into great favor from experiments already made in England, and also in this country on the Chesapeake and Ohio, and the New York and Erie Canals. The N. Y. *Journal of Commerce* states, that on the Erie canal with one of these boats 40 cents a ton on transportation has been saved between Buffalo and New York over mule power—and when the enlargement is completed Boats can be built to carry two hundred tons freight and also tow another boat carrying 250 tons, at an expense of $1 per ton, exclusive of tolls, between Buffalo and New York, including interest on investment, &c. If this can be accomplished on the Erie Canal, the same can be done on the Schuylkill Navigation in proportion to the capacity of Boats. The Managers of the Rail Road must begin to prepare for this competition also.

PHILADELPHIA COAL MARKET, November 19, '58.—The following are the *cash* prices for Coal by the cargo:

Schuylkill W. Ash Lump,	$3 30	@	$3 40
" Egg & Stove,	3 35	@	3 45
" Red Ash,	3 55	@	3 60
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. 17, 1858.—The demand has continued good, and the market is firm for Domestic, with fair arrivals. The inquiry for cargoes further east has been more active at full previous rates. We quote Sydney cargo at $3 75 @ $4 15, and $4 25 @ $4 75 ₱ ton from yard. In Foreign, only a moderate business has been done at former prices.—*Tribune.*

Boston Coal Market.

(Corrected Weekly from the Boston Courier, Nov. 18.)

Cannel,	chal	@	11 00
New Castle,	none	@	— —
Orrel,	none	@	— —
Sydney,	mine chal	@	4 25
Pictou,	mine chal	@	4 25
Pictou fine,	mine chal	@	4 25
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	@	— —
Jackawanna,	4 75	@	5 00

RETAIL PRICES.

Anthracite white & red ash, @ 5 50

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights From Richmond to—

New York,	1 05	New Bedford,	1 65
Boston,	1 75	Portland,	1 65
Providence,	1 55	Washington,	1 10
New Haven,	1 45	Norfolk,	1 10
Bridgeport,	1 45		

Number of vessels in Port, 38—boats, 22.

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,	7,147 08	11,467 00
Pottsville,	1,091 05	2,270 17
Schuylkill Haven,	12,374 07	18,800 14
Auburn,	1,572 04	000 00
Port Clinton,	5,548 09	4,095 00
	28,623 13	36,532 11
		28,523 13
Total for the week,	tons,	65,056 04
Total by Railroad in 1858,		1,470,958 10
" Canal, "		1,182,153 19
Total by Canal and Railroad,	tons,	2,653,112 09
Shipments to same period last year		
	WEEK.	TOTAL.
By Railroad,	28,143 14	1,054,149 11
By Canal,	13,046 16	1,174,022 14
	82,099 09	2,228,172 05
Decrease in 1858, so far,		2,653,112 09
	tons,	175,039 16

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	15,400 18	120,843 13
Swatara Railroad,	8,832 05	68,533 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.,	33,864 05	1,231,074 09
Mt. Carbon, "	4,998 14	163,192 14
Schuylkill Valley "	8,248 09	266,659 14
Mt. Carbon & Pt. Carbon "	9,249 16	286,153 04
Mill Creek, "	14,077 08	441,945 08
Little Schuylkill, "	8,655 00	262,506 18

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

Lehigh Coal and Nav. Co.,	11,896 00	357,880 00
D. Mummey and others,	808 00	3,009 03
Spring Mountain Mines,	1,549 08	48,010 13
Coleraine do	199 02	13,868 15
Beaver Meadow Coal,		4,700 08
N. York and Lehigh Coal Co.,	336 17	15,256 14
German Penna. Coal Co.,	1,383 15	26,414 17
South Spring Mountain Coal,	408 14	13,415 00
North Spring Mountain,	843 19	11,736 08
Hazleton Coal Co.,	6,715 16	133,708 15
East Sugar Loaf Coal,	670 03	29,600 17
Council Ridge,	1,441 14	30,466 16
Mount Pleasant Coal,	560 03	14,803 16
Buck Mountain Coal Co.,	1,714 17	63,119 07
Wilkesbarre Coal Co.,	806 09	31,058 07
Hazleton Coal Co.,	421 10	18,194 14
Hartford Coal Co.,	536 05	20,997 14
Total,	28,544 14	533,826 00

Lehigh Valley R. R. for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines, (Wm. Mines & Co.)	3,094 16	91,500 16
Sugar Loaf, (Packer & Co.,)	3,107 18	77,880 19
N. York & Lehigh, (Taggart & Son,)	844 18	29,722 14
Council Ridge, (Sharpe, L. & Co.)	1,581 03	53,491 11
German Penna.,	136 17	3,298 14
Col. & B. M., (Ratcliff & Johnson,)	1,744 01	63,051 14
Hazleton, (A. Pardee & Co.,)	2,020 02	51,492 12
N. Sp. Mt. (J. B. McCreary & Co.,)	458 12	23,360 09
S. Sp. Mt., (Dolbin & Behaven,)	50 17	2,548 16
Mount Pleasant,	220 18	4,156 19
East Lehigh,		97 18
Summit Mines,		281 18
Total,	13,245 01	440,192 17
	28,544 14	833,238 80
For the week,	42,099 15	1,274,098 17
Shipments to same period last year:		
	WEEK.	TOTAL.
By Railroad,	9,208 09	400,379 11
By Canal,	24,413 10	849,485 09
Total,	33,621 19	1,249,864 00
		1,274,098 17
Increase in 1858, so far,		24,143 17

Delaware and Hudson Co's. Coal Trade.

	WEEK.	TOTAL.
For the last week,	29,628	229,853 00
Last year,		456,578 00
Decrease this year,		126,921 00

Shamokin Coal Trade for 1858.

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

	WEEK.	TOTAL.
For the last week,	4,633 17	103,727 14
	(Shamokin Journal,	

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Oct.:

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

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	2,018 03	62,217 11
Short Mountain Coal Co.,	1,988 17	47,310 04
Total,	4,007 00	110,527 15

Treverton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	3,107 08	92,225 10

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	3,050 00	89,438 01
Last year,		70,299 00
Increase this year,		16,249

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	14,462 03	566,973 06

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

	From Mt. Carbon.	*From S. Haven.*	*From Auburn*	*From Pt. Clinton.*
To Richmond,	$1 45	$1 35	$1 25	$1 20
To Philada.,	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.	*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,	37	35	31	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.

Wilkesbarre to W. H.	25	64	33½	$1 21½
W. Haven to Bristol,		64	33½	80½
Rockport to do.		64	33½	80½
M. Chunk and P. Haven		51	34½	80½

Freights.

	To Bristol.	*To Philadelphia.*
White Haven	$0 93	$0 98
Rockport,	86	91
Penn Haven,	86	91
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

ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	$1 64
do Elizabethport,	2 00
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 care of Company and including tolls to Dauphin & Susque. R. R. Co., $2 10
From Wilkesburg, in care of Company, 1 90
From Treverton, in care of Treverton Co., 1 70
From Sunbury in care 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.

Railroads:	PAR.	OFFERED.
Philadelphia, Reading & Pottsville	50	25
Mine Hill and Schuylkill Haven,	50	62
Mount Carbon,	50	00
Mount Carbon and Port Carbon	50	00
Minersville,	50	00
Schuylkill Valley,	50	00
Lorberry Creek,	50	00
Swatara,	50	0
Canals:		
Schuylkill Navigation	50	9
" preferred	50	12
Union Canal,	50	2
" Pref'd	50	8
Del. & Hud'n Coal & Transportat'n Co.,	100	97½
Coal & Navigation Companies		
Little Schuyl. Nav. R. R. & Coal Co.,	50	25
Lehigh Coal & Navigation Co.,	50	51½
Hazleton Coal Co.,		
Black Mountain Coal Co.,	50	00
Pennsylvania Coal & R. R. Co.,	100	70
Dauphin Coal & R. R. Co.,	100	00
Big Mountain Coal Co.,	50	00
Beaver Meadows Coal & R. R. Co.,	50	58½
Lykens Valley Railroad & Coal Co.,	20	10
Mining Companies:		
Forest Improvement Co	25	25
North American Co., preferred	25	00
" common	25	00
Delaware Coal Co.,	50	00
Cumberland Coal Co.,	50	22½
New Creek Coal Co.,	10	¼
Miscellaneous:		
Miners' Bank	50	50
Farmers' Bank	50	00
Pottsville Gas Co.,	50	25
Pottsville Water Co.,	25	18

☞ The Stock of all Coal Companies will be added to the above list when furnished by those who desire their publication.

NEW ADVERT'MENTS

POTTSVILLE HOUSE,
JOHN F. KETNER, Proprietor,
Centre street, POTTSVILLE, Pa.

☞ Good Stabling provided. ☜
November 20, '58 47-

ATTENTION, WASHINGTON ARTILLERISTS!—The Company will meet on Thursday evening, November 25th, at their Armory, at ½ o'clock, for drill, in full regalia, arms and side arms. Members will bring in their knapsacks. By order of the Captain.

J. M. SHOMO, O. S.

☞ The Armory will be leased this season, for balls, parties, &c. (Pottsville, Nov. 20, '58. 47-1t

GLEASON'S
LINE-OF-BATTLE-SHIP
For this week is out, being
NO. 3

Of this splendid new WEEKLY PAPER; it is finely illustrated and full of interesting reading matter.
FOR SALE AT ALL PERIODICAL DEPOTS.
☞ Price Only 4 Cents. ☜
F. GLEASON, Publisher, Boston.

A. WINCH, Wholesale Agent,
320 Chesnut street, Philadelphia.
November 20, '58 47-1t

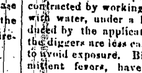
ORPHANS' COURT SALE.

PURSUANT to an order of the Orphans' Court of the County of Schuylkill, in the Commonwealth of Pennsylvania, the subscriber, Administrator of the estate of Thomas Ewing, late of the Borough of Pottsville, in the County of Schuylkill, deceased, will expose to sale by public vendue on Saturday, the 4th day of December next, at 12 o'clock, at the Public House of PHILIP GEIGES, in the Borough of Pottsville, in the County of Schuylkill aforesaid—

All that certain tract or piece of land, situate in the township of Butler, late Barry, in the County of Schuylkill and adjoining lands of Peter Seltzinger, Benjamin Miller, and others, containing four hundred and fifty acres, more or less, with the appurtenances, consisting of a two-story log dwelling house, occupied as a tavern; three small dwelling houses, one saw mill, stable and shed.

Also, All that certain lot or piece of ground, with the buildings, &c., thereon erected, situate on the south side of Schuylkill Avenue, in the Borough of Pottsville aforesaid, beginning at the corner at the said Schuylkill Avenue and a twenty feet wide street called Adams street, thence south twenty degrees east one hundred and ten feet along said Adams street to a twenty feet wide alley, thence along said alley south sixty degrees west sixty-eight feet to the corner of Peter Shaw's lot, thence along the line of said lot north twenty degrees west one hundred and ten feet to Schuylkill Avenue aforesaid, thence along the south side of Schuylkill Avenue north sixty degrees east sixty-eight feet to the place of beginning—late the estate of said deceased. Terms and conditions made known at the time and place of sale by

ANDREW H. WILSON, *Administrator.*
Nov. 20, '58 47-3t



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The Great Strengthener and Pain Destroyer.

The best and cheapest Household Remedy in the world. Simple and pleasant in its application, certain and effectual in its results. A beautiful, scientific, external Curative, applicable for the relief of Pain at any time, in any place,