Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 27, 1858.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate circulation of any THREE other English papers published in the County—and as it circulates among the best portion of the population, an advertisement inserted in its columns is, of course, worth as much to the advertiser as if published in any three other papers, in our cities the rates of advertising are always graduated in price according to the circulation of the paper.

New York.—O. 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.

SINGLE COPIES of the MINERS' JOURNAL can be obtained every SATURDAY at
MRS. THURWELL'S Bookstore, Minersville.
MESS. HOLMES'S Bookstore, St. Clair.
E. R. BREEKENS'S Bookstore, St. Clair.
MESS. HOLMES'S Bookstore, Ashland.
☞ The MINERS' JOURNAL is furnished to carriers and others who desire to sell again, at 2 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 Pocket Book, a list of delinquents will be prepared, if we do not hear from the parties interested.

See new advertisements.

The South Platte gold mines appear to be very extensive.

The Pike's Peak gold mine excitement continues to rage violently in Kansas.

The British squadron on the African coast has captured nine slavers during the last six months.

An attempt will be made in Kansas to ask the admission of the Territory into the Union, as a State, at the coming session.

It was rumored in Washington, on Tuesday, that General Walker had left the United States, with five hundred men, for Nicaragua.

It is said that Postmaster General Brown intends to recommend in his report a plan for post office money orders based on the English system.

MESSRS CARR & JOHNSON will on the 1st proximo, commence their labors as telegraphic reporters for the press. They are experienced gentlemen, and worthy of generous patronage.

The thirty-three miles of the Sunbury and Erie Railroad extending between Williamsport and Farrandsville, which were put under contract last June, are rapidly approaching completion.

JOHN B. WANNER, Esq., is the Democratic candidate in Berks county, to fill the unexpired Congressional term of Mr. Jones, Minister to Austria. The election will take place on Tuesday next.

LARGE SALE.—All the property belonging to the Dauphin & Susquehanna Railroad Company, is ordered to be sold on the 3d of March next, in the City of Philadelphia, by a decree of the Supreme Court.

THOMAS L. HARRIS, Member of Congress from the Sixth Congressional District of Illinois, died on Wednesday, after suffering for some time from consumption. He was a good man. As such we mourn his death.

A gentleman recently inquired of Governor Harris, of Tennessee, when he intended to appoint a day for Thanksgiving—"I'd like to know what the d—l the Democrats have got to thank God for this year," was the melancholy response.

INDIANA.—Republican and Anti-Lecompton Speakers and officers have been elected by both branches of the Legislature of Indiana. The Legislature has also voted, by a majority of 23, that the present Senators in Congress are not entitled to seats in that body.

ARCHIPELAGO is the name of a new Company organized in New York, for the purpose of introducing A. Montgomery's patent screw and buller on canal and river navigation. We have not space this week to notice the new features proposed to be introduced by the Company.

THE Supreme Court of Tennessee has just decided, that the use in public of a single oath is an indictable offence.—*Ex.*

If all men and boys were indicted in Pottsville who swear in public, they would embrace a large proportion of the population.

AH!—The *Reading Times* can see no possible use of constructing a railway from Auburn to Allentown. Is our cotemporary serious? Or more probable, did the sprightly little daily soar into realms of ideality for material wherewith to point a paragraph and round a period. Let us charitably suppose.

ANNUAL REPORTS OF THE HEADS OF DEPARTMENTS.—The reports are completed. The report of the Secretary of the Treasury on the state of the finances is made directly to Congress, while those of the other Secretaries are made to the President. Mr. Cobb's report is looked for by the public with much interest, as it is to indicate the mode in which the public expenditures are to be met, at least for a year or two to come.

FOREIGN COMMERCE.—For the first time since the Tariff of 1842 was in existence, has the domestic productions of the country exported exceeded the Foreign importation of goods. The foreign commerce of the country for the year ending June 30, 1858, exhibits the following results:

IMPORTS.	
Dutiable goods,	$202,293,875
Free goods,	61,044,779
	$263,338,654
Add specie and bullion,	19,274,496
	$282,613,150
EXPORTS.	
Domestic produce,	$251,351,033
Foreign produce,	20,660,241
	$272,011,274
Specie and bullion,	52,633,147
Total,	$324,644,421

While the domestic and foreign products exceed the goods imported $8,672,620, the exports of specie exceed the imports $33,258,661, all of which was drawn from the United States to pay back indebtedness for excess of goods imported the previous year. The free traders and money changers call specie merchandize and class it with goods, because they would like to make it so to cover up their iniquities—but sensible thinking men know that it is the standard currency of a country on which all business is based—does not never can partake of the character of merchandize, and can never be classed as such.

DOUGLAS BACKING OFF.—Senator Douglas in his recent speech at Chicago, in which he calls upon the Democracy to unite, evidently shows the *White Feather*. He is already cowing before the Administration, and seems willing to enter its tanks again. The speech has excited great curiosity among many of his friends, particularly after the intense hostility of the Administration towards him. Mr. Douglas, however, is satisfied from the result of the recent election in Illinois (where the Republicans have elected the State Ticket by about 4500 majority, have gained 22,639 votes since the last Presidential election, and would have carried the Legislature largely if the State had been *fairly districted*,) that it will require an Union of the whole so called Democracy of the North; even then it is exceedingly doubtful whether they will be able to carry a single Northern State in the Presidential battle of 1860. Wherever the Northern Workingmen thoroughly understand the effect of the extension of Slavery in the reduction of wages in the North, the torrent of public opinion will sweep every vestige of Slave Driving Democracy from the Free States of this Union. Mark that!

In speaking of the recent Election, and the distracting the State, the Chicago *Press* and *Tribune* says:

"The thirty-five Lincoln members of the House represent a larger population than the forty Douglas members; and the eleven Lincoln Senators represent a larger constituency than the fourteen Douglas and Buchanan Senators. In other words, if the State had been apportioned according to the population, the districts carried by the Republicans would have elected forty-one Lincoln Representatives and fourteen Lincoln Senators, which, of course, would have elected him. In the Republican districts it requires an average of a population of 19,655 inhabitants to elect a Representative and 58,900 for a Senator, while in the Democratic districts 15,675 for a Representative and 47,100 for a Senator suffices. On a fair apportionment, Douglas would have been beaten seventeen in the House, and three in the Senate. He was elected for the reason that 750 voters in Egypt are an offset to 1,000 in Canaan."

Rather a barren victory for Mr. Douglas.

THE COSMOPOLITAN ART ASSOCIATION.—The reception of the December number of that fine magazine, the *Cosmopolitan Art Journal*, reminds us that the fifth current year of the Association will close on the first day of January, 1859, soon after which the premiums consisting of the large and valuable collection of Art works, embracing some of the finest paintings, bronzes, &c., ever yet brought within reach of the people, will be given to subscribers. Each subscriber upon the payment of three dollars, will receive free of postage, one impression of the superb steel plate engraving, "The Village Blacksmith," the *Art Journal*, a quarterly, a free season admission to the Dusseldorf Gallery, and a chance in the gift premiums. To show how reasonable this is, it is only necessary to state that the impression of "The Village Blacksmith," originally ten dollars is furnished by the Association to every subscriber of three dollars. The Association is enabled to do this only by having secured, at heavy cost, both the painting and engraving, with their entire copyright and exclusive control. The painting is the work of the great animal painter, J. F. Herring, and is considered his master-piece. The engraving is by the eminent English artist, Patterson, who died immediately after completing it. Mr. Patterson finished his plate of the "Village Blacksmith" on Saturday night, and died on the following Monday. This imparts a melancholy interest to the picture. Willis in speaking of it, says:—"It is one of the most enjoyable bits of Art I have ever seen—the head of the horse particularly, being fairly company for a man." A black-smith is represented shoeing the intelligent looking creature, while a fine greyhound and a pretty girl look on. It is a village scene of great naturalness and expression."

A copy of the picture can be seen at the store of B. Bannan in this Borough, where also, subscriptions are received. The engraving alone, independent of any other consideration, is worth possessing, and our readers would do well to subscribe at the reasonable price stated.

STEAM NAVIGATION ON THE CANALS.—This subject is of late, deservedly receiving more attention, and it is to be hoped that at no distant day this most difficult problem will be economically and practically solved. To connect a number of boats to be driven by one propeller, is undoubtedly feasible. High speeds are not requisite; the higher the speed the greater the agitation of water, causing a rapid wear of the banks of the Canal. Resistance to motion increases in a much greater ratio than as the increase of speed—requiring for high speeds more than a proportionate increased consumption of Coal. An engine working up to its capacity, propelling a number of boats at slow speed, will do better duty for Coal consumed. Economy is the great desideratum, and to be able to apply the whole of the power of the engine through the propeller for the propulsion of the boat, will make Steam Canal Navigation successful.

To meet the emergency a propeller is required, operating near the surface of the water, which will enter the water and leave it without agitating it, and one that will be suitable for any draught of water. It should be so constructed that it may be applied to the stern of any vessel so that the engine may be placed on deck.

Such a propeller we are authorized to state, is now before the public, and we understand will give but a larger per centage of effect upon a Canal than any other device for that purpose.

LITERARY SOCIETIES.

POTTSVILLE LITERARY SOCIETY.—Tuesday evening, Nov. 30th, 1858. Lecturer, Rev. W. H. Lichtenstein. Reader, H. C. Brooke. Question—"Was the Condition of Females during the Ages of Chivalry preferable to their present state?" Affirmative, J. J. Seibert and Geo. M. Dallas, Jr. Negative, Henry W. Poole and Robert Hunt.

TREMONT LITERARY SOCIETY.—This Association again convened on Tuesday evening last and had quite an interesting and entertaining meeting. The question discussed on said evening was decided in favor of the affirmative. The following comprise the exercises for next Tuesday evening: A lecture by C. L. Pinkerton; Reading by Wm. Albright; Question for debate—"Is Party spirit productive of more Good than Evil?" Affirmative, Messrs. C. L. Pinkerton, John R. Bailey and J. Pritchard. Negative, Messrs. C. D. Hipple, Wm. H. Seibert and L. B. Beckley. The community is respectfully invited to attend.

Tremont, Nov. 24, 1858.

SILVER CREEK LITERARY ASSOCIATION.—The exercises of last Tuesday evening were of an interesting nature. The attendance as usual, was large. The subject of reading, by Wm. Winlack, was—"The Right of Discovery and the Right of Cultivators." The subject—"Have Savages a full right to the Soil?" was discussed by Richard Winlack, G. T. Jones and J. Major on the affirmative, and Wm. Winlack, C. Taylor and D. F. Butler in the negative. Decision in the affirmative. Question for next Tuesday evening—"Did the Career of Napoleon Bonaparte produce more Good than Evil results?" Affirmative, T. Miller, G. T. Jones and Wm. Winlack. Negative, John Major, R. Winlack and C. Taylor. Reading by C. Taylor.

Silver Creek, Nov. 25th 1858.

SCHUYLKILL HAVEN LITERARY SOCIETY.—The exercises of last Thursday evening were as follows:—Essay by Isaac Paxson. Subject—"The beauties and pleasures of our home." It was an able production, and reflects much credit upon the author. The question, "Is the Emigration from the Eastern States to the Western States and Territories more beneficial than Foreign Emigration to the United States?" was thoroughly discussed by Messrs. Jonathan Paxson and A. F. Seltzer on the aff., and Messrs. J. T. Bowman and W. A. Field on the neg. Decision in the negative. The exercises for next Thursday evening are—Reading by J. T. Bowman. Essay by Wallace Gaul. The question, "Is the existence of two great Political Parties necessary?" to be discussed by Messrs. George Paxson and P. C. Deiweiler on the aff., and Jno. K. Wortz and Dr. P. R. Palm on the neg. The Society is largely attended, and there is much interest taken in its welfare.

Schuylkill Haven, Nov. 26th, 1858.

[COMMUNICATED.]

POTTSVILLE, *November 23d, 1858.*

MESSRS. EDS.:—The communication which appeared in your last issue of the *Journal*, on the subject of organizing a Chess Club in Pottsville, has apparently, found much favor in the Chess playing portion of our community. We have many amateurs of marked ability among us; several of whom have expressed their cordial approbation in such a project, and only await the measures to be taken for its realization. To this end it would be well for some one or several gentlemen to take the matter in hand, and obtain eligible names for the membership of such an association.

I believe that the number of gentlemen who would be willing to organize themselves into such a body, would be sufficiently great to make the individual expense nothing beyond about fifty cents per month—being a great deal less than most gentlemen would otherwise spend during a month of evenings.

Pottsville ranks second to no other place of an equal population in the State, in all the elements which give to a community a high order of social position; but we are not correct enough in the manifestation of this position. We have, it is true, an excellent literary organization in our midst; but Pottsville needs more than that. We should have, too, a voluminous and well-chosen public library, that would be worthy of and a credit to us. And among these various associations, one composed of chess players and chess students would not be the least worthy. This game is an entertaining as well as instructive species of pastime, that ranks, one should almost say, next to music in the gratification which it affords its votaries. Let a creditable Club be established, and it will have a salutary influence on the outside community. An example of this is manifest in the number of Cricket Clubs which have sprung into existence during the past year. Thus, when a number of gentlemen will organize themselves into a regular chess club, it will digitify that game at once into a popular institution, and the consequence will be, that young men who now infest corners of streets, drinking and billiard saloons, may then be found in all sorts of quiet retreats, endeavoring to checkmate each other. I myself am but a novice in the deep and manifold mysteries of this labyrinthine game; but I have a keen appetite for closer intimacy with its beautiful complicities; and I doubt not that there are many in town as anxious to cultivate this intimacy as myself. Let the Club therefore, be established at once. We are already in the long evenings; and much pleasure may be anticipated or repulsed, according as we act.

Yours, very truly,

CHESS KNIGHT.

THE COAL TRADE.

Pottsville, November 27, 1858.

The quantity sent by Railroad this week is 42,428 16—by Canal 44,077 13—for the week 86,496 09 tons, which is an increase of 22,440 tons over the shipments of last week, and 22,734 tons over the corresponding week last year.

The demand for prepared Coal continues unusually brisk, much more so than was anticipated, but the unusual low rates at which it has been furnished has largely extended its consumption at distant points where Coal had not penetrated before. The limited demand of Lump and Broken Coal for the Iron Works and Steam purposes, has caused a terrible destruction of Coal, to which the mountains of dirt at the Coal mines bear melancholy witness, to produce the smaller kinds required for domestic purposes. This has been the great drawback on the business even while apparently prosperous, because nearly, if not quite all the profits, in many instances, are merged in these dirt heaps. But even this demand, however unprofitable it has been to the Operator, it has been a great blessing to the Miners and Laborers in giving them full employment at this season of the year, and thus better preparing them for the perils and necessities of a gloomy winter;—and besides, it has also furnished to many Operators greater means for preparing their Collieries for the ensuing Spring business, and thus furnishing some employment during the winter season.

The trade has been heavy during the week, showing a large gain from all the regions except one. It sums up as follows:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad,	31,210	42,429		11,219
" Canal,	32,563	44,078		11,515
Lehigh—Railroad,	7,800	13,951		6,171
" Canal,	21,756	26,290		4,534
Del. & Hudson Co.,	13,330	9,722	3,608	
Penna. Coal Co.,	8,570	17,746		8,916
Scranton, North,	No ship.	1,746		1,746
" South,	No ship.	12,356		12,356
	115,609	167,458	3,608	55,457
		115,609		3,608
Increase,	tons,	51,849		51,849

This is the heaviest gain made on last year's business in a single week.

The aggregate from all the Regions except two, is as follows:

	1857.	1858.	Loss	Gain.
Schuylkill—R. R.,	1,685,360	1,513,387	171,973	
" Canal,	1,206,522	1,226,232		19,710
Lehigh Valley R. R.,	468,259	453,234		45,975
" Canal,	871,242	860,116	11,126	
Del. & Hudson Co.,	469,908	339,387	130,521	
Penna. Coal Co.,	536,138	622,366		86,228
" North,	113,818	136,843	44,975	
Scranton, South,	274,305	472,238		197,933
	5,627,552	5,617,803	358,595	349,846
	5,357,803		349,846	
Decrease,	8,749		8,749	
Wilkesbarre and Shamokin—about,			100,000	
Loss in 1858,		tons,	108,749	

The Reading Railroad shows the largest loss—and Scranton South the largest gain. The Delaware and Hudson Canal generally closes on the first of December. The Schuylkill Navigation passed about 55,000 tons in December last year.—The Lehigh Canal also passed about 5,000 tons last December. The Reading Railroad closes her year on the 30th of this month. The Lehigh Valley Railroad can increase some, and Scranton South can increase considerably, on last year's business, provided the weather continues favorable for Railroad transportation. On the Reading Railroad there cannot be an increase of over 10 or 15,000 tons in December—and it will depend entirely on the state of the weather whether there is any increase. The quantity sent over the Reading Railroad last year in December was about 115,000 tons. From this data any reader can judge of the probability there is of making up the above deficiency for the balance of the year.

Freights have again advanced from Port Richmond to the East. We quote $1 15 to New York, $2 15 to Boston and $1 60 to Providence. By Canal the Boatmen load at whatever rates they can get in the shape of bonuses on the published rates.

Our article last week on the Railroad gave universal satisfaction to all those connected with the trade at Port Richmond and in this Region. We hope therefore it will be followed up by a united and determined action on the part of the trade at that point, setting forth their grievances and also their wants, in a memorial addressed to the Stockholders at the meeting which will assemble in January to receive the Annual Report. Neither the Wharf holders at Port Richmond, or the Operators here, have any right to complain, if they fail in pressing upon the company the difficulties under which they labor, at the proper time. It is only those who make the effort that deserve success.

THE MAHANOY REGION.—This Coal Region is beginning to attract attention. Within the last three weeks no less than three corps of Engineers were engaged in making surveys of routes for Railroads. Last week Mr. Steele, Engineer of the Philadelphia and Reading Railroad, who has been elected Vice President of the Company, also visited this Coal Region with a view of completing the Mill Creek extension *via* New Boston with the Mahanoy Basin. The efforts making to tap this region at the eastern end by a Railroad leading to New York, has "waked up" slumbering interests in this quarter. The most effectual way however, to open this Basin, is by means of a tunnel through the Broad Mountain, a distance of two miles, which could be made for $800,000 and connect thus the Reading and Shamokin Valley and Pottsville Railroads with the Sunbury and Erie Railroad, making the shortest and most direct route from Philadelphia to Lake Erie. This route would secure this vast trade more effectually to Philadelphia than by any other route, while at the same time it will open the Girard Lands more effectually than they can be opened by any other route. Let Philadelphia pledge these Girard Lands, (which are now fritted away in law suits, and which she cannot receive any revenue from until this tunnel is made,) as security for a Stock issue for the making of the Tunnel—and it would be commenced within a year. The Tunnel Stock would be the best in the country, at half the costs for mill, &c., now encountered in carrying Coal over the Mountain—because there would be no rival tunnel to compete with it; and it would drain the whole valley of the Mahanoy Region from its Eastern terminus, by a descending grade to Philadelphia.—It would also fill the Reading Railroad with such an immense trade, independent of Coal, that our staple could be delivered in Philadelphia at about $1 per ton—and then Pennsylvania and Philadelphia, could bid defiance to all the efforts of New York to divert the Coal Trade and also the bulk of the great trade of the Lakes, to that city. Philadelphians, just cast your eyes a little beyond the limits of your great city, and examine this grand project; the most feasible, and the most desirable ever presented to your consideration for investment. Experienced Engineers state that the tunnel can be completed in three years from its commencement, and we learn that the Sunbury and Erie Railroad will be completed within that period.

WEIGHING COAL IN PHILADELPHIA.—A meeting of retail dealers in Coal was convened in Philadelphia a few days since, and a committee appointed to confer with Councils with regard to the adoption of some measure to secure full weight in the delivery of Coal to consumers. We are assured that frauds exist to a considerable extent in the delivering of Coal in Philadelphia, and particularly in giving light weights. There are many retailers who advertise Coal low, and give from 17 to 1800 pounds to the ton—and those who are disposed to be honest, must either leave the business, or consent to remain in the trade without realizing scarcely any profits, or clamor for a reduction in price from the producer. In New York they tried Coal Inspectors—but this only increased the difficulties, because the Coal Inspector and Dealer struck up a bargain, by which the perquisites were divided between the parties, and the dealer weighed his own Coal as usual, giving short weight whenever it suited his interests. The rascality was increased instead of diminished under this law. The erection of a number of Public Scales with sundry weighers, would be attended with considerable expense, and would enhance the price of Coal to consumers, independent of the great nuisance and expense entailed on any community by the increase of public officers who not only harrass, but eat out the substance of the people. It strikes us, from the testimony given by several dealers to the correctness of Rothermel's Patent Self-weighing Carts, that the substitution of these Carts in the delivery of Coal, would be the cheapest and most effectual means of securing full weight at the least expense to the community. Every purchaser of Coal, if he desires, can weigh the Coal at his door by the use of these Carts—and there are but few dealers who would be willing to run the risk of giving short weight under these circumstances if he is subject to the forfeiture of the Coal.—The knowledge that he can be detected by the purchaser in the perpetration of a fraud, is the surest safeguard against it. It is true that the Scales may get out of order—but this might be remedied by the appointment of a single Inspector of Carts, whose duty it would be to examine all the self-weighing Carts at certain periods, and also exercise a constant supervision over the delivery of Coal by examining Carts as he may meet them in his perambulations over the city.—It strikes us that the substitute of these Carts would be the most effectual in checking frauds at present, and the least expensive to the community. If any better substitute for the Carts can be produced hereafter, attended with no more expense, and no greater increase of public officers, of course it could be adopted. All additional expenses imposed on Coal, before it reaches the consumer, must either come off the producer or consume hence the importance of stopping this these frauds effectually at the least possible expense to the public. It is not the increase of public officers that protects the community from frauds, so much as the increased facilities given for detection to those whose *interest* it is to detect such frauds upon themselves. We make these suggestions for the consideration of all parties interested.

COAL BURNERS ON THE BALTIMORE AND OHIO RAILROAD.—Fourteen passenger engines are now running on this road with mineral fuel, and the Master of Machinery recommends the alteration of wood burners now in use into coal burners, as the stock of wood on hand may be diminished by consumption.

Experiments with three kinds of fuel made with the same engine, running with mail and express trains, hauling in each case five cars, exhibit this result:

With wood, 7.8 cents cost per mile run.
With coke, 5.6 cents cost per mile run.
With coal, 3.6 cents cost per mile run.

PHILADELPHIA COAL MARKET, November 26, '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. 25, 1858.—The demand for Domestic has continued good for the local and Eastern trade, and prices are quite firm; the arrivals have not been excessive, but the stock is ample for any demand, likely to occur; we quote by the cargo at $3 75 @ $4 15 and from yard at $4 25 @ $4 75. There is very little demand for Foreign, and prices are nominally the same.—*Tribune.*

BALTIMORE COAL MARKET, Nov. 24, 1858.—Coal remains unchanged; the demand for Cumberland, for coastwise shipment, is quite limited at previous prices, viz: $4 25 for lump, $3 75 for run of mine, and $3 50 for fine, cash, deliverable on board at Locust Point; receipts fair. Anthracite is in moderate demand at $4 50 @ $5 for retail lots from the yards, for local consumption, delivered:

BY TELEGRAPH.
FRIDAY, 6 O'CLOCK P. M.

Freights from Richmond to—

New York	1 15	Boston	2 15
Providence	1 60	New Haven	1 50
Bedford	1 75	Bristol	1 60
Bridgeport	1 50	Washington	1 10
Norfolk	1 10	Petersburg	1 50

Number of vessels in Port, 22—boats, 4.

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,	11,500 04	12,513 15
Pottsville,	3,152 12	2,415 08
Schuylkill Haven,	18,981 06	23,754 10
Auburn,	1,615 13	460 00
Port Clinton,	7,179 01	3,294 00
	42,428 16	44,077 13
		42,428 16
Total for the week,	tons,	86,505 09
Total by Railroad in 1858,		1,513,387 05
Canal, "		1,226,231 12
Total by Canal and Railroad,	tons,	2,739,618 18

Shipments to same period last year.

	WEEK.	TOTAL.
By Railroad,	31,209 19	1,485,359 10
By Canal,	32,563 07	1,256,656 01
	63,772 06	2,891,945 11
		2,739,618 18
Decrease in 1858, so far,	tons,	152,326 13

Pinegrove Coal Trade for 1858.
Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	15,409 11	120,843 13
Swatara Railroad,	8,852 05	68,853 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.,	40,104 19	1,572,079 08
Mt. Carbon, "	25,991 10	946,184 04
Schuylkill Valley "	6,442 11	313,102 05
Mt Carbon & Pt. Carbon "	9,081 18	397,235 02
Mill Creek, do "	13,000 03	453,925 11
Little Schuylkill, "	8,655 09	363,566 18

Lehigh Coal Trade for 1858 by Canal.
For the week ending on Saturday last:

Lehigh Coal and Nav. Co.,	11,404 17	569,293 17
D. Mumney and others,	81 16	3,090 19
Spring Mountain Mines,	1,372 06	49,261 19
Coleraine do	146 17	13,515 12
Beaver Meadow Coal,	52 05	4,772 13
N. York and Lehigh Coal Co.,	615 14	15,972 08
German Penna. Coal Co.,	1,268 14	27,683 11
South Spring Mountain Coal,	482 13	13,897 13
North Spring Mountain,	536 16	12,773 02
Hazleton Coal Co.,	5,573 02	139,081 15
East Sugar Loaf Coal,	154 07	29,755 04
Council Ridge,	1,260 10	31,837 06
Mount Pleasant Coal,	366 04	16,172 00
Buck Mountain Coal Co.,	1,799 03	64,828 10
Wilkesbarre Coal Co.,	557 17	31,616 04
Audenried Coal Co.,	320 08	19,479 02
Hartford Coal Co.,	466 09	21,464 03
Total,	26,289 18	860,115 18

Lehigh Valley R. R. for 1858.
For week ending on Saturday last:

	WEEK.	TOTAL.
S. Mt. Mines, (Wm. Milnes & Co.,)	3,218 18	94,719 14
E. Sugar Loaf, (Packer & Co.,)	3,112 14	80,931 12
N. York & Lehigh, (Tagart & Son,)	1,110 15	49,832 09
Council Ridge, (Sharpe, L. & Co.)	1,550 14	54,652 05
German Penna.,	335 15	3,634 09
Col. & B. M., (Ratcliff & Johnson,)	1,495 10	64,847 04
Hazleton (A. Pardee & Co.,)	1,547 01	83,229 13
N. Sp. Mt., (J. B. McCreary & Co.,)	543 09	23,905 18
S. Sp. Mt., (Dolphin & Dehaven.)	4 10	2,883 06
Mount Pleasant,	131 10	4,297 00
East Lehigh,		97 15
Summit Mines,		281 18
Total,	13,056 16	452,233 15
	26,289 18	860,115 18
	39,346 34	1,313,349 11

For the week.
Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	7,879 12	408,250 03
By Canal,	21,746 03	871,241 14
	29,625 17	1,279,500 17
		1,313,349 11
Increase in 1858, so far.		33,848 14

Penna. Coal Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	17,746	622,365 16
Last year,		536,008 09
Increase this year,		86,357 07

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	9,722	339,387 00
Last year,		469,908 00
Decrease this year,		130,521 00

Scranton Coal Trade for 1858.
For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	1,746 00	130,842 15
Shipped South,	12,356 13	472,237 14
Total,	14,102 13	603,079 09

Shamokin Coal Trade for 1858.
Amount of Coal Shipped from Shamokin Coal Region up to Nov. 5:

	WEEK.	TOTAL.
For the last week,	5,157 00	113,757 09

Wilkesbarre Coal Trade by Canal.
Amount transported during the month of Oct.:

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

Lykens' Valley Coal Trade for 1858.
For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	2,904 10	65,383 01
Short Mountain Coal Co.,	1,923 12	49,233 16
Total,	4,058 02	114,616 17

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	3,107 02	92,225 10

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,690 00	89,138 00
Last year,		71,213 00
Increase this year,		16,025

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	17,433 12	601,071 00

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

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

Rates of Toll by Canal for the present.

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

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 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	$1 24½
W. Haven to Bristol,		64	35½ 99½
Rockport to do.		54	33½ 89½
M. Chunk and P. Haven,		51	33½ 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 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 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

Coal Stocks,
AND OTHER SCHUYLKILL CO. STOCKS.
CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	22½	22¾
Mine Hill and Schuylkill Haven	50	60½	61
Mount Carbon	50	50	00
Mount Carbon and Port Carbon	50	00	00
Schuylkill Valley	50	00	00
Lorberry Creek	50	00	00
Swatara "	50	0	0
Canals:			
Schuylkill Navigation	50	5¾	6¼
" preferred	50	16½	17
Union Canal	50	3	3½
" preferred	50	3½	3¾
Del. & Hud'n Coal & Transportat'n Co.	100	98	98½
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	26½	27¾
Lehigh Coal & Navigation Co.	50	50½	50½
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	80	80½
Dauphin Coal & R. R. Co.	100	00	00
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	58½	59
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies:			
Forest Improvement Co	25	25	25
North American Co., preferred	25	00	00
" " common	25	00	00
Delaware Coal Co.	50	00	0
Cumberland Coal Co.	50	23	23½
New Creek Coal Co.	10	¼	½
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	25	28
Pottsville Water Co.	25	18	20

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