Miners' Journal.

POTTSVILLE, PA.

SATURDAY, DECEMBER 6, 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 greater 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. LAKE, Esq., Shamokin, is authorized to receive subscriptions to the MINERS' JOURNAL, and receipt for the same.

THE Miners' Journal For 1859.

On the 1st of January, 1859, the MINERS' JOURNAL will enter upon its Thirty-Fifth volume, and under circumstances highly flattering to us. Notwithstanding the times have been pinching, we have continued steadily to progress, and hold our own with the most prosperous of our *contemporaries*. In our efforts to publish an Independent paper, free from party subserviency, and fearless in the advocacy of truth, we are generously *assisted*. We shall continue in the path of duty, looking alone to the support of our patrons for our reward. In that is accorded we are enabled to extend the sphere of the usefulness of this paper.

As the New Year approaches, and our new volume will commence at that time, we should be pleased to add to our subscription list. The MINERS' JOURNAL contains, yearly a vast quantity of information on every topic of public interest, while its Coal Statistics are the most complete published in the United States.

Commencing with January 1, 1859, we offer to new subscribers THE ATLANTIC MONTHLY—considered by European critics equal to and in some respects superior to the British Reviews—and the MINERS' JOURNAL at four Dollars a year. This is a combination which cannot fail to prove eminently satisfactory, as the publishers of the ATLANTIC have resolved that it shall in the future, be inferior to no magazine published. Subscribers will confer a favor by sending their names to us as early as possible, in order to perfect the arrangement.

Our regular terms are as follows:

SINGLE SUBSCRIPTION:

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Seven do do do	10 00
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RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

Mrs. Sophia Lightfoot, to Jan. 1, 1859	$1 00
P. Sleeker, to July 1, 1858	1 00
D. J. Richards, to Jan. 1, 1859	2 25
T. Snell, to Jan. 1, 1859	2 00
Wm. F. Maize, to Jan. 1, 1859	2 00
J. E. Holmes, to Jan. 1, 1859	2 00
Joseph Sweesy, to Sept. 22, 1859	2 00
John Derr, to Jan. 1, 1859	1 00
Augusta M. Fairchild, to April 1, 1859	2 00
A. Rolfsnyder, to Feb. 1, 1859	1 00
Richard Phillips, to Jan. 1, 1859	3 00
J. G. Beard, to March 14, 1859	2 00
H. Hutchinson, Jr., to July 1, 1859	2 00
S. W. Danenhower, to Sept. 4, 1859	1 00
Wm. Lerch, to July 1, 1859	1 00
Henry Moll, to July 1, 1858	1 00
Rev. Y. L. Conrad, to Sept. 27, 1859	2 00
Joshua Paul, to Oct. 8, 1859	2 00
K. De B. Keim, to Jan. 1, 1859	2 00
P. McGilchrist, to Jan. 1, 1859	2 00
Wm. Short, to Jan. 1, 1858	2 00
R. C. Hollis, to Jan. 1, 1859	2 00
F. W. Hewson, to Jan. 1, 1859	2 00
Richard Curnow, to Nov. 12, 1859	2 00
H. Kratzinger, to July 1, 1859	1 00
Amos Teter, to May 13, 1859	2 00
R. M. Todd, to June 1, 1859	2 00
E. Jones, to Jan. 1, 1859	2 00
John Pollard, to Jan. 1 1859	2 00
J. D. Banks, to Jan. 1, 1859	1 00
Wm. Y. Agard, to Jan. 1, 1859	1 00
Chas. Weiss, to Feb. 7, 1859	2 00
E. Carter, to Jan. 1, 1859	2 00
Wm. Matz, to July 1, 1859	2 00
W. T. Carter, to Jan. 1, 1859	2 00
Dr. A. Rex, to Jan. 1, 1859	2 00
Isaac Richardson, to Jan. 1, 1859	2 00
John Ruch, to Jan. 1, 1859	2 00
N. Evans, to Jan. 1, 1859	1 00
A. Steinbach, to Jan. 1, 1859	1 00
D. H. Wilcox, to Nov. 20, 1859	2 00
D. B. Althouse, to Jan. 1, 1859	6 00
Alexander Thompson, to Jan. 1, 1859	2 00
Sharpe, Leisenring & Co., to Jan. 1, 1859	2 00
R. W. White & Bro., to Jan. 1, 1859	2 00
Louis Stoffregan, to Jan. 1, 1859	2 00
John Smith, to Jan. 1, 1859	2 00
J. Evans, to Feb. 1, 1859	1 00
W. Kind, to Jan. 1, 1859	2 00
Wm. F. Waggonseller, to Jan. 1, 1859	2 00
H. C. Carey, to Jan. 1, 1859	2 00
C. E. Spangler, to Jan. 1, 1859	2 00
W. S. Vanx, to Jan. 1, 1859	2 00
Wm. Roser, to Jan. 1, 1859	2 00
Chas. Neff, to Jan. 1, 1859	2 00
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Bement, Dougherty & Thomas, to Jan. 1, 1859	2 00
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Frick & McClure, to Jan. 1, 1859	2 00
W. H. Brown, to March 26, 1859	2 00
Mrs. M. S. Wetherill, to Jan. 1, 1859	4 00
Hon. G. N. Eckert, to Jan. 1, 1859	2 00
Jos. Brooks, to Jan. 1, 1859	2 00
Hiram Focht, to Jan. 1, 1859	2 00
Richard Jones, to Jan. 1, 1859	2 00
Jos. H. Schreiner, to Jan. 1, 1859	2 00
Rev. P. Combe, to Jan. 1, 1859	1 00
Commercial Rooms, to Jan. 1, 1859	2 00
H. Wetherill, to Jan. 1, 1859	6 00
Boswell & Morgan, to Jan. 1, 1859	3 00
Tioga Improvement Co., to Jan. 1, 1859	5 00
T. A. Godfrey, Esq., to Jan. 1, 1860	2 00
Robt. W. L. Bowart, to Dec. 3, 1859	2 00
Henry Hammer, to Sept. 1, 1859	5 00
P. D. Thomas, to Jan. 1, 1859	2 00
Jos. R. Smith, to Jan. 1, 1859	3 00
A. Hart, to Jan. 1, 1860	2 00

NOTICE TO OUR BOROUGH SUBSCRIBERS.—As two of our carriers is sick, if any of our Borough subscribers should miss their papers this morning, they may attribute it to that cause. The omission will be rectified at our publication office.

See new advertisements.

The Aroostook river has been closed by ice.

The Cumberland (Md.) City Bank has failed.

The New York Canals are closed for the season.

Four otters were killed in Luzerne county last week.

Boston harbor is not frozen over once in ten years.

The circulation of the New York Ledger is 340,000.

Congress will re-assemble at Washington on Monday next.

The Charter election will take place in New York on Tuesday next.

The Tunnel at Phœnixville on the Reading Railroad, is being enlarged.

The borough of Newton, Bucks County, now contains nearly 2000 inhabitants.

Knox, a well known batter in New York, has been arrested on a charge of perjury.

A memorial in favor of a General Bankrupt Law is in circulation at Augusta, Ga.

Watermelons and shad are among the luxuries of the Columbus, Ga. market at present.

A half interest in the trotting stallion Knickerbocker, of Albany, has just been sold for $2000.

Mr. Robert Stoepel has just put the finishing touch to a musical version of Longfellow's poem, "Hiawatha."

There are 183,833 members of the Masonic fraternity in the United States—according, to recent statistics.

The Hon. Benjamin F. Butler of New York, died in Paris on the evening of the 8th inst., at the age of sixty-three.

Allibone and Newhall, charged with conspiring to defraud the stockholders of the Pennsylvania Bank, are on trial in Philadelphia.

The Pittsburgh Times nominates for President, Wm. H. Seward of New York; for Vice President, James Pollock of Pennsylvania.

The next Deputy Governor of the Bank of England will be Mr. Alfred Latham, of the rich money firm of Arbuthnot, Latham & Co., London.

Destruction of a Coal Breaker.—The breaker of Messrs. Ratcliff & Johnson, at Beaver Meadow, was destroyed by fire on Sunday last. Loss $17,000.

The market houses in Market street, Philadelphia, are to be removed. So the Councils decide. It will be a great improvement to that fine thoroughfare.

It is stated that John Brobst who claims the iron upon which Ashland, this County, is located, has sold out all his right for $2,600,000. News this way, we fancy.

It is rumored that powerful combinations have been made for the purpose of procuring a modification of the tariff which shall benefit the iron interest of the country.

Rum's Work.—In Marion, Ill., on Sunday night last, Hugh Harkness, in a fit of delirium tremens, set fire to his house, and himself, wife and child were burned to death.

Good farms in the Newtown region of Bucks county, Pa., with fair buildings thereon, have sold of late at from $100 to $125 per acre. But opportunities of purchase are rare.

Capt. David W. Swett of Hampden, Me., entertained his twelve brothers and sisters and their families, on Thanksgiving day, at his residence.—The party numbered fifty-seven persons.

Consistency.—Gov. Banks, of Mass. is reported to have said that he is not a candidate for the Presidency in 1860; and that his preference is for the old ticket of Fremont and Dayton.

By the completion of the Pittsburgh, Fort Wayne and Chicago Railroad, Philadelphia and Chicago are connected by an unbroken line of railway, eight hundred and twenty-four miles in length.

A convention of the fruit growers of Missouri is to be held at Jefferson on the second Wednesday of December, to form a State Society for the promotion of fruit growing and to aid in correcting names of fruits.

Some Steam.—At a fire in Philadelphia the other morning, it is reported by the *News* that the Steam fire engine Hope threw a stream almost as thick as a flour barrel. We are fearful that the reporter's statement is merely flowery.

The Atlantic Monthly is highly commended by Thackeray, Wilkie Collins and Charles Reade, competent English critics. The London journals assert that the *Atlantic* need not fear competition anywhere in the civilized world. No doubt of it.

No Change in the Tariff.—There is but little prospect that any change in the Tariff will be effected this winter. The President, it was said lately, would recommend to Congress a return to specific duties, but this if ever entertained, has been abandoned.

A Mexican agent has arrived in Washington, bearing full authority to borrow, in behalf of President Juarez, the sum of five or ten million dollars upon a pledge of Sonora lands. Several French, Spanish and English vessels of war had arrived at Vera Cruz.

It is not surprising that James B. Clay has traded off his father's—the great Henry—residence. He is capable of any despicable act.—We expect yet to hear of his selling the bones of the deceased statesman, if anything can be made out of the operation.

Mr. Gouldy the New York victim of his son's insane violence, has sufficiently recovered to be informed of Frank's suicide. It was necessary to tell him as he imagined continually that his son was watching an opportunity to kill him. The idea retarded recovery. Out and out it was a horrible affair.

The Legislature of Indiana has decided, by conclusive majorities in either House, that the pretended election, two years ago, of Messrs. Bright and Fitch to the U. S. Senate, was a fraud and a nullity, and that those gentlemen are not Senators from Indiana. An election is of course, to follow immediately.

The President's Message.—This document, it is stated, is to be sent to California by express, via the overland mail route. The contractors have already sent a messenger to Washington to obtain advance copies, and purpose "putting it through" in the shortest time ever yet made to the Pacific from the Atlantic States.

The Fort Duquesne Centennial Celebration at Pittsburgh, passed off with great enthusiasm. The procession of military companies, soldiers of the Revolution and the war of 1812, trades, societies, &c., was an hour in passing a given point. In the afternoon addresses were delivered by A. W. Loomis, Wm. Wilkins and others, and an original ode by F. B Pumpton, was sung.

East Mahanoy Railroad.—This proposed railroad will connect the Little Schuylkill Railroad above Tamaqua with the Mahanoy Region. The Commissioners, Rowland Jones and F. N. Buck, have appointed Wednesday next, 8th inst., for the subscribers to the stock of the Company, to meet in Philadelphia, to organize the Company and elect a President and twelve Directors.

Black Republicanism seems to suit Berks county better than Buchanan Democracy. At the special election on Tuesday last for Member of Congress for the short term, Gen. Wm. H. Keim, the People's candidate, was elected by about five hundred majority over Wanner, the Pro-Slavery candidate. Well done, Berks. She is emerging from her political night. A few more lessons and she will stand but one behind Tioga.

Several meetings in different States, have proposed Douglas as the Charleston Convention or Democratic nominee for the Presidency. The main speaker at one in Connecticut recently, was Mr. McMasters, editor of the leading Catholic journal of the Union. (Douglas is married to, and by a Roman Catholic, and depends strongly upon Catholic support both North and South.) We should not be surprised if Douglas yet thought it policy to defend the Romish Church in the abduction of the Jewish child Martara. His proclivities are strongly in that direction.

Prescott Buchanan is a facetious gentleman. In reply to an invitation to be present at the late Fort Duquesne celebration, he takes occasion to deplore the evil effect of using money in political campaigns; as tending to affect the purity of elections, and so on. Is it possible that the President has forgotten, or does he repent, the vile means to which he resorted to force his Lecompton measure through Congress? Money at elections! It is innocent compared with the bribery and tyrannical means he used for unholy ends.—Come, Mr. Buchanan, consistency in your moralizing, if you please!

Congress will re-assemble at Washington on Monday, and already the public mind is becoming excited, as well in relation to the topics of the message as with regard to a new complication that is threatened, concerning Mexico, Cuba, and Spain. It is affirmed that certain intrigues are in progress between the President and the Secretary of State on the one hand, and Senor Matta, the Envoy of General Jaurez, on the other, looking to a declaration of war against Spain by the so called Constitutional Government of Mexico, and with the ulterior view of annexing Cuba to the U. States. The object is to produce a new issue, and thus to direct the popular sentiment of the nation from the Kansas and other obnoxious questions, to something of a more stimulating, impulsive and patriotic character. Mr. Buchanan finds that he has lost ground by the policy that he has thus far pursued, and he is therefore, disposed to try his hand at a new system, in hope of thus gaining some degree of strength for his feeble and faulty Administration.

LITERARY SOCIETIES.

Pottsville Literary Society.—Tuesday eve., December 7th, 1858. Lecturer, Frank P. Dewees. Reader, Ele Bowen. Question:—"Are the principles of 'Young Americanism' injurious to the best interests of our country?" Affirmative, Frank B. Gowen and Ramsey Potts. Negative, John Y. Wren and Wm. Milnes, Jr.

Fremont Literary Society.—The exercises of this body for Tuesday evening next are as follows:—Lecture by C. D. Hipple; Reading by I. P. Deshler. Question—"Ought Females be permitted to exercise the right of suffrage?" Affirmative, Wm. H. Seibert, Wm. Althouse and Thos. H. Wilker. Negative, A. J. Bear, Jno. R. Bailey and J. Gruber, Jr. The exercises of last Tuesday evening passed off quite pleasantly. The question on said evening was decided in the negative. A business meeting will be held after adjournment.

Fremont, December 1st, 1858.

Schuylkill Haven Literary Society.—On last Thursday evening the exercises were as follows:—Essay by Wallace Guss. Subject—"Pennsylvania's Glories." The question, "Is the existence of two great Political Parties necessary?" was discussed by P. C. Detweiller and Jno. W. Koons on the affd., and Jno. K. Wolfe and Dr. P. Rahn on the neg. Decision in the neg.

The exercises for next Thursday evening are as follows:—Reading by A. F. Seltzer. Essayist, Jno. K. Wolfe. Question—"Did Ancient times produce as great men, in proportion to the advantages they have had, as Modern times?" Affirmative—Jno. W. Koons and P. C. Detweiller. Negative—Geo. B. Allen and Isaac Faxon.

Silver Creek Literary Association.—The exercises of last Tuesday evening were of an animated and interesting nature. C. Taylor read the subject of "War," when the question, "Did the career of Napoleon Bonaparte produce more good than evil results?" was discussed in the Affirmative by D. F. Buttler, Wm. Winlack and G. T. Jones. Negative, J. Major, R. Winlack and C. Taylor. Decision in the Negative.

Question for next Tuesday evening, "Which is the most prolific source of crime, Poverty, Wealth or Ignorance?" Poverty—R. Winlack, Jr. Major and Gen. Wealth—G. T. Jones, C. Taylor and J. Rogers. Ignorance—Wm. Winlack, John F. Dovey and D. F. Buttler. Reading by R. Winlack.

Silver Creek, December 2d, 1858.

STATE TREASURER.

Messrs. Geo. Berger & Co.—*Gentlemen*:—Please announce the name of Christian Hoover, Esq., of Lewistown, Mifflin county, as a candidate for State Treasurer. The reputation of Mr. Hoover has been well established in this county in various public stations for a number of years past.—His moral character is of a high order, with the distinguishing features of punctuality and uprightness stamped upon it.

He is dignified and unassuming in his manners, and is kind and pleasant to all who have business to transact with him. And as Central Pennsylvania has never had a State Treasurer, Mr. Hoover will come before the next Legislature in joint ballot as a very suitable candidate for that office, and it is certain that they could not select a man who would fill the office more safely and correctly.

Mifflin.

Lewistown, Nov. 13th, 1858.

We find the above in the Harrisburg *Telegraph*, and copy to endorse it. Mr. Hoover is a man of unblemished reputation and unimpeached integrity. He is we believe, well qualified for the post, and we should be pleased to see him receive the position he so eminently deserves.—*Lykens Journal.*

We have been requested to publish the above and in doing so we take the occasion to state that our first choice is Col. Thomas C. Zulick of Schuylkill County, a gentleman well qualified for the position. Schuylkill County in sending a clear opposition delegation of four Representatives to Harrisburg has claims which cannot be set aside.

George Wynkoop, Esq., has resigned the position of Deputy United States Marshal of the Eastern District of Pennsylvania—a situation he has held during the past six years. He goes as Chief Deputy of the Receiver of Public Moneys, to Kansas. Mr. Wynkoop is an efficient public officer, and much esteemed socially.

THE COAL TRADE.

Pottsville, December 4, 1858

The quantity sent by Railroad for four days, to November 30, being the close of the year, was 29,204 07 tons, making the aggregate quantity sent over the road for the fiscal year 1,542,591 13 tons against 1,709,55P 16 tons for the previous year, showing a loss of 166,960 03 tons of Coal tonnage for the year.

The quantity sent by Railroad for the whole week is 43,772 11—by Canal 36,829 19—for the week 80,602 10 tons. The Railroad loses 3,392 and the Canal gains 8,819 tons compared with last year. This is the heaviest shipment ever made in a single week from this Region at this season of the year.

The demand for Coal for domestic purposes continues good—but the trade by the Canals will soon be brought to a close. After this week, but few Boats will load for New York and other distant markets, unless the weather should continue to moderate. The slim shipments in the early part of the season, has kept up a demand for Coal to a much later period this year than has characterized the trade since 1854—and it is generally believed that none of the markets are overstocked, but many will fall short if the winter should prove severe. The Iron trade is also beginning to look up. The markets are pretty well drained of the old stocks on hand, and there is evidently more activity in this branch of business, which will create an additional demand for those kinds of Coal, Lump and Broken, which have been a drug in the market since the great panic set in last year. The prospects therefore for a fair Coal business next year are quite encouraging. The Coal Regions however, have ample facilities, with the collieries already opened, to supply all the increase required next year.

The trade sums up this week as follows—showing an increase of 26,829 tons over the corresponding week last year:

	1857.	1858.	Dec.	Inc
Schuylkill—Railroad,	47,105	43,773	3,392	
" Canal,	28,011	36,830		8,819
Lehigh Railroad,	9,976	17,796		7,820
" Canal,	10,518	16,211		6,693
Del. & Hud. Co.,	10,711	8,486	2,225	
Penna. Coal Co.,	7,748	7,691	57	
Scranton, North,	3,060	4,781	1,779	
" South,	2,710	13,160		10,450
	128,899	155 728	6,053	33,782
		128,899		6,953
Gain,	tons,	26,829		26,829

The trade sums up in the aggregate as follows:

	1857.	1858.	Loss.	Gain.
Schuylkill—R. R.	1,709,552	1,542,592	166,960	
" Canal,	1,234,867	1,263,062		28,465
Lehigh Valley R. R.	418,275	470,900		52,625
" Canal,	880,759	885,227	4,432	
Del. & Hudson Co.,	480,699	347,873	132,826	
Penna. Coal Co.,	536,008	620,086		84,048
Scranton, North,	180,099	132,651	48,345	
" South,	279,071	485,208		206,137
	5,729,890	5,728,962	352,563	381,035
		5,729,890		352,563
Increase,		29,072		29,072

Including all the Regions the quantity of Anthracite sent to market this year will exceed by about the quantity sent last year. We doubt whether the official returns will vary 25,000 tons either way.

As the supply of Anthracite Coal from all the Regions will be about the same as last year, it is a little singular that the aggregate increase at the three shipping ports near New York, viz., Rondout, Port Ewen and Elizabethport, almost equals the loss on the Reading Railroad:

Inc. at Pt. Ewen and Elizabethport,	300,375 tons.
Loss at Rondout,	132,826 "
Increase,	167,549 "
Loss on Reading Railroad,	166,960 "
Difference only,	589 "

It is the competition from this quarter that the Reading Railroad Company must shape it course to cope with hereafter, if it desires to retain its tonnage.

Freights by Canal to New York were yesterday $1 90 from Port Carbon and $1 85 from Schuylkill Haven, to Philadelphia 70 and 75 cents per ton.

Freights from Port Richmond to the East have advanced largely during the week. Those dealers in the East who were fortunate in procuring stocks of Coal before the advance, will reap a harvest.

The business on the Delaware and Hudson Canal closed on the first instant. No further supplies of course, will be received from that quarter this year.

Scow Boats.—We learn that the Schuylkill Navigation Company are making arrangements for the building of 100 Scow Boats for the navigation of the Canal the ensuing season. These boats can be built for about $1,500 each, are as durable as those which cost $3000, and will carry from 200 to 210 tons of Coal per trip, and as much as 230 tons with a draft of 6 feet of water.

Messrs. Kirk & Baum passed the Scow Hercules yesterday with a cargo of 212 tons. This is the largest cargo of Coal that has ever passed through the Schuylkill Canal.

Lehigh Valley Railroad.—The total Coal tonnage over this Road for the year ending Nov. 30, was 471,029 10 tons.
Last year, 418,235 02 "
Increase in 1858, 52,794 07 "

This is a handsome increase on the business considering the state of the Coal Trade for the present year.

Little Schuylkill Railroad.—The quantity of Coal sent over the Little Schuylkill Railroad from Tamaqua, for the year ending November 30, 1858, was as follows:

Jones & Cole,	88,629 tons.
Wm. T. Carter,	81,536 "
Wm. Donaldson & Son,	67,374 "
Robert Ratcliff & Co.,	49,651 "
Heaton & Carter,	35,777 "
Shoemaker & Medlar,	32,013 "
Georg Wiggan & Son,	27,754 "
E. Levan & Co.,	1,197 "
Total,	383,931 "
To same time last year,	346,877 "
Increase in 1858,	37,054 "

New Coal Developments at Shickshinny, Luzerne Co.—Fifteen Miles below Wilkesbarre and Twenty-Two Miles from Danville, by the North Branch Canal or Bloomsburg and Lackawanna Railroad.—The extensive property owned by Carey & Hart for upwards of twenty years, immediately opposite Shickshinney, has recently changed ownership in part, and the lands are now being opened for the purpose of leasing to Operators, for mining the celebrated, Lee Vein, the Mammoth, Primrose and other productive veins, all above water level; and it would be well for those parties who are looking out for locations for good collieries, to commence operations this winter for next season's shipments, to secure some of the various veins on this property. The Paddy Run Bridge Company are erecting a substantial bridge from this property across the Susquehanna to Shickshinney. The piers and ice-breakers are of the most splendid cut stone, and the superstructure will be finished in time to pass the Coal cars for Operators over it next season. This is the nearest Coal to the Mountain Iron Works at Danville, and best adapted to their use (as reported by their surveyor at the time they contemplated purchasing the property) and can be furnished there either by Canal or Railroad much cheaper than from any other point; besides which the Coal from this property is nearer to market than any of the Wilkesbarre Collieries, and is easily and cheaply mined and of a superior quality. The bridge is being built by Jedidiah Irish, one of the most practical bridge builders in the State, and he is also superintending the opening of the Coal property. He will be pleased to give any information to persons who may wish to examine for themselves, or by addressing a letter to him at Shickshinney P. O., Luzerne county, Pa.

Purifying Water for Boilers.—Mr. Maingay's Apparatus for purifying mine water for the use of Boilers, has been sufficiently tested in this region to establish its great value. We have seen letters from Operators in our Region addressed to Mr. M., where they acknowledge its great usefulness, in having effected a saving in the expenses of several thousand dollars annually, while the whole cost of the apparatus, we learn, is only about $200, and the after expense a mere trifle. One firm states that the saving in boiler expenses this year by its use, amounted to upwards of $5000. The following letter speaks strongly of the merit of Mr. Maingay's Apparatus:

Minersville, Nov. 22, 1858.

R. A. Maingay, Esq., *Mining Engineer*:

Dear Sir:—Having had your *Apparatus for Purifying Mine Water* in operation at our mines at Wolf Creek since last May, we have much pleasure in certifying to its great efficacy and adaptation for the purpose intended viz: rendering the mine water fit for use in boilers, by removing the acid, &c., (which at our mines will eat up a boiler in one month,) rendering the water soft, and thereby preserving boilers, saving the expense of constant repairs, and oftener of new boilers; hitherto an expense of many thousand dollars a year to us. From the softness of the water, steam is generated in much less time, with a consumption of nearly one half less coal, and the machinery working much more smoothly. Our boilers were cleaned out last week, and found to be in a perfect state of preservation; to us the use of your apparatus has been the means of saving us many thousands of dollars in hauling of water, renewal of boilers, &c.

Yours, respectfully,

GEO. H. POTTS & CO.,
per Geo. C. Potts.

Philadelphia Coal Market, December 3, '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, Dec. 2, 1858.—The inquiry for domestic has improved, but, with liberal arrivals, prices have not varied materially.—The Eastern demand has fallen off, but there is an increased consumptive inquiry. We notice a better demand for manufacturing purposes, and of the close there is much firmness. We quote, by the cargo, at $2. 75 @ $3 15 ₱ ton, and by the single ton at $3 75 @ $4 15 ₱ ton from yard. In foreign there is little doing, and prices are nominal.—*Tribune.*

BY TELEGRAPH.

FRIDAY, 60 O'CLOCK, P. M.

Freights from Richmond to—

New York	1 25 to 1 30	Boston	2 50
Providence	1 75	New Haven	1 50
Bedford	1 80	Washington	1 10
Bridgeport	1 50	Richmond	1 20

Number of vessels in Port, 40—boats, 9.

Coal Trade by Railroad for 1858-59.

Sent by Railroad for the two days in December, being the commencement of the ensuing year:

Port Carbon,		4,167 09
Pottsville,		689 15
Schuylkill Haven		6,819 14
Auburn,		484 09
Port Clinton,		2,406 17
Total for week		14,566 04
To same time last year		22,972 19
Decrease so far,		8,404 15

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,	7,539 14	10,940 10
Pottsville,	1,990 03	2,908 09
Schuylkill Haven,	13,914 04	19,255 10
Auburn,	1,945 03	990 00
Port Clinton,	4,715 03	4,924 10
	29,304 07	39,829 19
		29,304 07
Total for the week,	tons,	69,034 06
Total by Railroad in 1858,		1,542,591 13
" Canal, "		1,263,061 11
Total by Canal and Railroad,	tons,	2,805,653 04
Shipments to same period last year,		2,765,653 04
Increase in 1858,		40,000 00

Penna. Coal Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	7,960	650,050 08
Last year,		543,873 09
Increase this year,		86,182 19

Delaware and Hudson Co's Coal Trade.

	WEEK.	TOTAL.
For the last week,	8,486	347,373 00
Last year,		480,967 00
Decrease this year,		133,114 00

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	1,781 06	122,624 01
Shipped South,	13,160 07	485,208 01
Total,	14,941 13	618,022 02
Shipments to same period last year:		
Shipped North,	3,060 03	180,960 13
Shipped South,	2,709 15	279,070 17
Total,	5,769 18	460,030 10

Shamokin Coal Trade for 1858.

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

	WEEK.	TOTAL.
For the last week,	5,286 14	119,044 03

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Oct.:

	WEEK.	MONTH.	TOTAL.
Shipped North for Oct.,		7,265	53,126

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	2,279 01	67,661 02
Short Mountain Coal Co.,	2,191 02	51,426 02
Total,	4,470 03	119,087 04

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	2774 04	94,999 14

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,686 00	91,854 00
Last year,		72,231 00
Increase this year,		19,600 00

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	13,355 12	614,426 12

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 Phila'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 Phila'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 Phila'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	35½ $1 24½
W. Haven to Bristol,		64	35½ 99½
Rockport to do		54	35½ 89½
M. Chunk and P. Haven,		51	35½ 86½

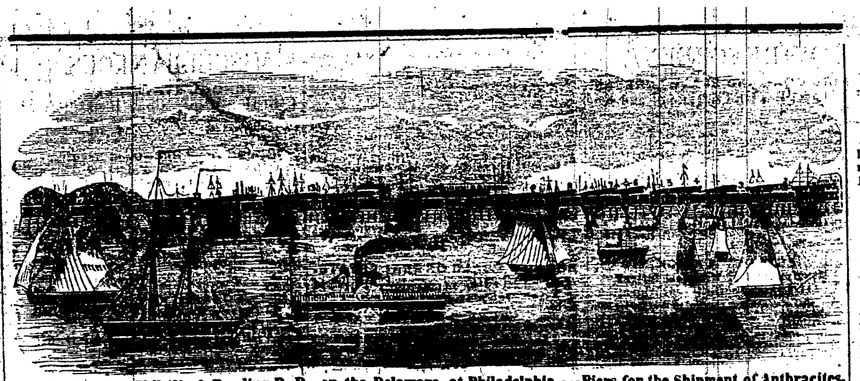
	Freights. To Bristol.	*To Philadelphia.*
White Haven	$0 93	$0 98
Rockport,	86	91
Penn Haven,	81	86
Mauch Chunk,	75	80
To New York:		
White Haven to New York,		$1 28
Rockport to do		1 21
Penn Haven to do		1 16
Mauch Chunk to do		1 10

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 44
do Elizabethport,	2 02
do Morris Canal Basin at Phillipsburg,	83

Rates of Toll, &c., from Mauch Chunk, Via Lehigh Valley and Northern Penn. Railroads, to Master street, Philadelphia, $1 71



Terminus of the Philad'a & Reading R. R., on the Delaware, at Philadelphia.---Piers for the Shipment of Anthracites.

Pier No. 1.

VAN DUSEN, NORTON & CO.,
DEALERS IN BEST QUALITIES OF
RED AND WHITE ASH COAL.
OFFICES: 122 Walnut street, Philadelphia. 53 Liberty street, New York. 9 Bosse street, Boston. 42.
CUMBERLAND COAL.
Also, sole Agents for the *Lehigh Coal and Navigation Company.*
October 16, '58 42.

Pier No. 2.

BLAKISTON & COX,
SHIPPERS OF THE BEST QUALITIES OF
WHITE ASH, RED ASH and TREMONT SCHUYLKILL COAL; FRANKLIN COMPANY'S CUMBERLAND COAL; also, HAZLETON LEHIGH COAL.
OFFICES: 217 Walnut street, Philadelphia. 4 New street, New York. 17 Doane street, Boston.
October 16, '58 42.

Pier No. 3.

BAUM, OGLE & CO.,
MINERS AND SHIPPERS OF
RAINBOW COAL,
First Quality Red Ash Coal.
OFFICES: No. 113 Walnut street, Philadelphia. No. 11 Doane street, Boston. No. 166 Broadway, New York.
October 20, '58 42.

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 Treverton, 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	25¾	26
Mine Hill and Schuyl