Miners' Journal.

POTTSVILLE, PA.

SATURDAY, DECEMBER 19, 1858.

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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 in progress, and hold our own with the most prosperous of our cotemporaries. 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. As 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.

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SINGLE SUBSCRIPTION:
TWO DOLLARS per annum, payable in advance—**$2 25** if not paid within six months—and **$2 50** if not paid within the year.

TO CLUBS:

Three copies to one address, in advance,	$5 00
Seven do do do	10 00
Fifteen do do do	20 00

Club subscriptions must be invariably paid in advance, and sent to one address.

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.

DOUGLAS will be in Washington on the 20th instant.

THE West is suffering at present, under the severest kind of hard times.

A REGION BANK will be established in New York City at an early day.

DOUGLAS went up like a rocket. He is now coming down like the stick.

OUR thanks are due to the Hon. Simon Cameron and the Hon. Wm. L. Dewart for public documents.

THE Republicans of California fired a salute of 100 guns on the 13th ult., in honor of their recent state victories.

ADVICES from Paris state that it is very doubtful whether Senator Sumner will ever again resume his seat in the Senate.

THE number of persons at the Kansas gold mines is estimated at one thousand. Operations in the winter have generally been suspended.

NICHOLAS H. MAGUIRE, A. M., has been chosen to the position of Principal of the Philadelphia High School—a vacancy created by the resignation of Professor JOHN S. HART.

SECRETARY COBB evidently, has his eye on the Presidency, but he will be disappointed. He courts applause in the South, and gets it, to the skies. The Southern Democratic press endorse his Free Trade views, and wish power Mr. Buchanan. Why don't Mr. Buchanan resign?

WONDERFUL to state, the Philadelphia *Ledger* that can swallow anything, refuses to go Mr. Buchanan's "military protectorate" for Chihuahua and Sonora. That scheme is too much for even the *Ledger*.

PENNSYLVANIA STATE SENTINEL is the title of the new Douglas Democratic paper to be issued at Harrisburg in a few days by Charles D. Hinebline, Esq., a gentleman of considerable editorial experience and a ready and able writer.

THE majority of the Finance Committee of the Senate, of which Mr. Hunter is Chairman, is said to be opposed to an increase of the Tariff. The House Committee of Ways and Means is also said to be opposed to any modification.

IN the United States Senate on Tuesday, a memorial was presented, asking that iron for the construction of steamships for the New York coasting line should be imported free of duty. Referred to the Committee of Finance.

THE campaign of 1860, as far as Pennsylvania is concerned, will probably be one of the most exciting that has ever transpired. In addition to President and Vice President, a Governor will be elected, and the Legislature chosen then will have to elect a United States Senator.

MR. BUCHANAN'S late Fort Duquesne letter, in which he laments so bitterly and so pointedly condemns the use of money for carry elections, leads strongly to the suspicion that he, too, like the rest of the office-holders, has been mulcted in, how many per cent is it, of his salary?

FOR the fiscal year ending June 30, 1858, iron and manufactures of iron, to the value of $8,775,999 were imported into the United States, about half of what was imported for the fiscal year ending June 30, 1857. The value of coal imported in 1857-58, was $772,925.

THE yacht Wanderer, which lately landed near Brunswick, Georgia, is supposed to have had on board about eighty negroes, obtained on the Congo river, in Africa. She was in the latter river in October last. There appears to be no doubt, therefore, that the slave trade, upon our own shores, has been successfully commenced.

THE Harrisburg *Union* (Locompton Democrat) refuses to become a convert to the theory of the Richmond *Enquirer* that slave property must be provided for Congressional protection. Is the *Union* beginning wearied at last, of being a Northern puppet for slaveholding purposes? We suppose so from the spirit it of late evinces.

NO HOPE THIS SESSION.—A majority of the House Committee on Ways and Means is opposed to the President's views of specific duties, in the revision of the tariff. It is exceedingly problematical whether the President desires them to coincide with him, else why his toleration of a difference of opinion on the subject between himself and his Cabinet. Query!

EMPLOYMENT FOR THE BARBERS.—Office seekers in Washington are having their beards and "mustachios" shaven off, James I. not tolerating them. Pathetic stories are afloat of office-seekers who have made heroic sacrifices of long cherished beards and mustaches in hopes of melting the Presidential heart, and have found, when too late, that even such immolation did not meet with its reward.

VIEWING things in their proper light, we agree with the Philadelphia *Press*, that there is at this time about as much necessity for war between this country and any other Power, as there is between the sun and the moon. Now is the time for statesmen. Politicians may talk war for their own selfish ends, and mistaken rulers may look to it as a rescue from a calamitous domestic policy. But the masses see nothing in such a remedy but inconceivable wickedness, and woe be to those who shall disregard the warnings of the times!

IN executive session, on Wednesday, the Senate confirmed J. Glancy Jones to Austria, and Mr. Preston to Spain, all the anti-Douglas Illinois appointments, and about fifty Postmasters. The treaties with China and Japan were ratified. All the Democratic Senators present voted for Mr. Jones. The Republicans voted against him.—Mr. Broderick did not vote. Well, Glancy is definitely provided for, and will shortly leave his country for his country's good. Buchanan will feel relieved when he's fairly off.

AMONG those in attendance at Nathan Sargent's President-making Convention on Wednesday night, were A. D. H. Stuart of Virginia, Mr. Fillmore's Secretary of the Interior; Mr. Conrad of Louisiana, Mr. Fillmore's Secretary of War; Messrs. Cooper and Fisher of Delaware; Jackson and Chetwood, connected with the New Jersey Railroad, and others who had better have kept away. The new party will be very select, if not numerous. Messrs. Winthrop, Corwin, Gregory, and others, who were invited, did not attend.—Ah, Nathan, Nathan, what a harmless old man it is, to be sure!

LIFE INSURANCE.—It is rare that a person dependant upon his own exertions to support his family, and liable to leave them in distress at his death, does not get his life insured. It is a duty incumbent upon him, if he really loves his wife and children, and would not expose them to the cold charities of the world, when they lose his protection, to insure his life. An excellent Company for the purpose, is the "American Life Insurance and Trust Company" of Philadelphia.—The premiums are moderate; the Company is safe, and stands in [illegible] of a saving fund. B. Bannan is Agent here for the company. For particulars, see our advertising columns.

BUCHANAN A CYPHER.—It is mortifying to acknowledge the fact, but fact it is, that the President is a cypher in the Administration. In his Message he plainly *recommends* the enactment of a Tariff with specific rates of duty; to which the Secretary of the Treasury replies in effect, "you are an old fool, and know not of what you are talking," and which both Houses of Congress through the Free Trade composition of their respective financial Committees, utterly repudiate. This is a humiliating position, establishing the assertion that Mr. Buchanan is merely a cypher. Notwithstanding the Free Trade majority in Congress, we are glad to see that already at this session Senator Cameron and Mr. Comins of Massachusetts, have both spoken—the former very ably—on a modification of the Tariff law. There is one thing certain, that although we may not have a change at this session, yet the question must come up when another loan is projected, to carry on the Government, and agitation will continue until we have a Protective Tariff. This must be the result; so the sooner politicians give the people what they will eventually have, the better for themselves.

MINERS' HOSPITAL AND RELIEF ASSOCIATION.—In another column will be found a communication from Tamaqua, in reference to this matter. It contains some admirable practical suggestions. We would remark that in bringing this matter prominently, before the public, our idea was, that the Institution be an Asylum as well as a Hospital. The entire object will then be accomplished, which is to afford relief to the sick and disabled miner, and pecuniary assistance to his destitute family. We are happy to be able to inform our communicant that the project meets with the utmost favor. Those of our Coal operators with whom we have conversed, express a willingness to pay their quota, according to the plan proposed to create a fund sufficient to erect and endow the Hospital. We have yet to appeal to the landholders in favor of the project, and propose doing so about the first of the coming year by means of circulars. There can be no question that the landholders have profited more by the Trade, than any other class of men in it, and they should step forward cheerfully, to assist in the humane work. We believe they will. As it is, everything looks favorable for the success of the project.

THE ADMISSION OF OREGON INTO THE UNION.—The Pro-Slavery power true to its determination to progress on this Continent, by fair means if possible, by foul if needs be, has determined upon the admission of Oregon at this session of Congress. The object of course, is to obtain an accession of power in the councils of the nation. But the admission of Oregon into the Union as a sovereign State, as a Washington correspondent of the Philadelphia *Press* truly remarks, is likely to produce a new illustration of the favorite Administration theory that the Kansas question is definitively settled. There is not an argument in favor of admitting Oregon that does not more pointedly apply to Kansas. No one pretends that Oregon has a sufficient population, or that Kansas has not a larger population than Oregon. Kansas has been clamoring for admission as a State for years—Oregon is only a recent applicant. Oregon has taken no census—Kansas is bound to take one. A law prescribing conditions to Kansas is on the statute book, but none as to Oregon. The discrimination made in favor of Oregon, is simply, because the Oregon politicians endorsed Lecompton, and the people of Kansas rejected it. It would be a curious spectacle if after all the President's fine-spun theories in regard to Kansas binding her time, until she has sufficient population for a representative in Congress, Oregon with but half the population of Kansas, should slide into the Union. It would be a queer affair. We should like to hear the President on that question.

NO country in the world, with the exception of the United States, presents such a combination of facilities for manufacture and commerce as England—coal and iron, ships and steamengines, handy seamen and ingenious mechanics. With these combined advantages her progress during the present century has if we except America, been beyond example. In 1784 an American vessel arrived at Liverpool, having on board as part of her cargo *eight bales of cotton*, which were seized by the custom house officers under the conviction that they could not be the "growth of America! Last year there were imported at Liverpool not less than a million and a half bales of cotton from the United States! The first steam engine used in Manchester was not erected till 1789; it is now computed that in that city and the district within a radius of ten miles, there are more than fifty thousand boilers, giving a total power of upwards of a million of horses! The engine of Watt has proved the very Hercules of modern mythology, the united steam power of Great Britain being equal, it is estimated, to the mutual labor of upwards of four hundred millions of men, or more than double the number of males supposed to inhabit the globe. The inventor to whom is due this great commercial and social revolution, is James Watt, who was born at Greenock on the Clyde, on the 19th of January, 1736, and died on the 19th of August, 1819, in his eighty-third year.

THIRTY-FIFTH CONGRESS.

Second Session.

WASHINGTON, December 15—*Senate.*—Various memorials were presented of but little importance, with the exception of one from the Convention of Ironmasters, which met in Philadelphia, December 20, 1849, on which Senator Cameron, of Pennsylvania, addressed the Senate, showing the tables prepared by the Secretary of the Treasury, that *ad valorem* duties on iron are alike opposed to the interests of Government and the consumers of foreign iron and steel. He demonstrated his position from elaborate statistics, that the iron manufacture gives an impetus to our agricultural and commercial interests. The manufacture of a thousand tons of pig iron employs seventy men, &c., with their families, supports three hundred and fifty persons—earning annually twenty-one thousand dollars. The present manufacture of a million of tons represents immense and varied agricultural, commercial, and financial interests. He quoted certificates from Philadelphia and Boston machinists, showing that the low price of foreign iron is not advantageous to their business, which is better when all branches of industry are active. The prices of British iron fluctuate greatly: for instance, the quotations for pig iron at Glasgow have fluctuated from thirty-three dollars ($33) to ten and a half dollars ($10 50); and for bar iron from sixty-nine and a half dollars ($69 50) to twenty five dollars ($25). How, then, can we justify a system of duties which is liable to such fluctuation and uncertainty? Besides, *ad valorem* duties induce the import of inferior iron, which has been the cause of accidents on railroads—wearing from fifty to twenty per centum, while good American iron wears only one per cent.—Mr. Cameron saw no remedy but the establishment of a specific duty. An *ad valorem* duty of thirty per centum on the average New York market prices for the past five years, gives nine dollars and ninety six cents ($9 96) per ton. Ironmasters will be content with a specific duty of nine dollars per ton for pig and eighteen dollars per ton for bar iron. The memorial presented by Mr. Cameron was ordered to be printed.

House.—Mr. Comins, of Massachusetts, gave notice of his intention to introduce a bill to modify the tariff law, and impose specific duties on iron and other articles to which that principle can be applied. The consideration of the Watrous impeachment case was resumed. Mr. Stephens, of Georgia, made a strong speech against the impeachment of Judge Watrous. The House, by a vote of 113 to 86, decided against the impeachment.

DECEMBER 16—*Senate.*—Mr. Wilson introduced a resolution calling on the President for information concerning the landing by the yacht Wanderer, on the coast of Georgia, of a cargo of slaves. Adopted.

THE appointment of Mr. Field as County Superintendent, is announced officially, with the annexed Note attached:

Note.—Directors and teachers will bear in mind that the removal of a County Superintendent, at once terminates his official functions. Any subsequent attempts, on his part, to examine teachers, or grant certificates, are illegal, and if sanctioned and aided by Directors, will forfeit the State appropriation to the District.

The Pennsylvania *School Journal* in noticing the change, says:

J. K. Krewson has been succeeded by Wm. A. Field, in Schuylkill. Independently of the causes that led to this change, the condition of school affairs in the county imperatively demanded it.—There was a want of cordial co-operation between the Superintendent and a large portion of the Teachers, which of itself, retarded improvement. The teachers will now have an opportunity of exerting themselves without this drawback, and of restoring Schuylkill to that front rank which she occupied in 1854. Much will depend on a discreet discharge of duty by the new officer, and the heartiness with which the Directors and Teachers of the County sustain him. He has long been a worker in the county, and is known. Let him not be embroiled with the feuds of the past: Let him be solely judged by his present acts. And, above all, let the momentous claims and interests of the future be duly considered, and all must be well in short time.

THE COAL TRADE.

Pottsville, December 18, 1858.

The quantity sent by Railroad this week is 41,779 14—by Canal 17,493 11—for the week 59,272 25 tons, against 43,944 tons for the corresponding week last year.

The weather continues favorable and the Canal is still free from ice—the shipments are however rapidly declining by this avenue, and will probably cease in a few days.

The trade sums up this week as follows; showing a considerable increase over the corresponding week last year:

	1857.	1858.	Dec.	Inc.
Schuylkill—Railroad,	36,530	41,780	—	5,250
Canal,	7,414	17,494	—	10,080
Lehigh Railroad,	9,005	12,587	—	3,582
Canal,	1,061	5,612	—	4,548
Scranton, North,	1,655	2,254	—	599
" South,	4,473	11,587	—	7,114
	60,141	91,314	—	31,173
		60,141		
Gain, tons,		31,173		

WILKESBARRE, Luzerne County, December 8, 1858.

MESSRS. EDS.—I received a letter from an intelligent friend in your Region with this remark, "great preparations were made here to raise a large quantity of Coal this coming season, and the people in general are getting daily more convinced that this Region is after all, the truly Region worth speculating in." He was right, for I should say that this was the most absurd sentiment to ever uttered. What has been the cause of all the suffering among your operators and operatives lately? "Great preparations." What will relieve them from their present embarrassment? Curtailed preparations. Your statistics show that the decrease in your Region has been made up from this. Proof enough that a new trade is not despised. You may say that we mined a large quantity of Coal and made nothing by the operation; but there is no evidence that it cannot be repeated next year if necessary.

From the present aspect of business there is little doubt but there will be an increased consumption of Coal next season, and this Region is prepared to do its share. Such being the case, would it not be better instead of "coping" with our sister Regions, to produce a *fair price* for Coal, which the consumers are always willing to pay when demanded? They are generally ignorant of the cost of production, and no doubt are often surprised that they should get a good article of Coal so cheap when all contingents are considered.

Every one who visits this Region admits that we have plenty of Coal of a good quality; but there are some facilities." To show the fallacy of such a position, this Region has sent to market this year, according to your return, 1,289,383 tons. The Canal and the L. & B. R. R. are not in the figures. The facilities at hand were not worked up to two-thirds of their present capacity, and they can be increased at pleasure. All that the grades are in your favor, and the transportation of Coal to New York and the East will rest you less (not added to established fact by any means) till the mines are working cheapness of mining, timber, &c., enables us to send coal to these places as favorably as you can. If our Railroad could speak to be a monopoly, and become a carrying road—pursue the policy of the Reading Railroad, to make a demonstration regardless of cost, then would your Region see its groups of anthracite into a compact with ours to procure if possible, a fair remuneration for labor and capital invested. I presume the Coal Trade has suffered no more than any other business during the revulsion of trade. As it is impossible that this country can either retrograde or stand still long, at one time, we may expect a revival of progress soon. It would then be an act of *patience* to those who had passed through the storm, and are now becalmed, to put their vessels in trim, to receive the expected breeze which will propel them with speed to a haven of safety, instead of endeavoring to run down any craft that comes in the way. This is not suggested from fear that our craft is in danger. Such is a peculiarity built in to your Region—a great many accessable points where little capital is required to open mines, and when opened little local interruption to their continuity, consequently unlimited cheapen. Besides there are new facilities opening every year; more direct routes and extended lines of railroad, enough to enable us to say, "let the best man win." If we cannot get an equal share of trade and prices to sustain the same.

LUZERNE.

The above is from a subscriber, and we publish it at his request. We can assure the writer, that the person who wrote him the letter, noticed at the commencement of his article, only expresses the opinion entertained by a very large portion of those who have left Schuylkill County to engage in the Mining business elsewhere, after trying the experiment. Schuylkill County stands to the same position towards the other Regions in the Coal Trade, that New York does towards the other cities of the country with regard to commerce; and she is destined to maintain this position, if our carrying companies do not continue to pursue a policy calculated to build up the other regions at the expense of this. It was the uncertain policy of these companies, and the consequent want of confidence that the *trade would be protected under any circumstances by the transporting companies*, that caused the stampede from Schuylkill County to the other regions for two or three years past, and which for a short time checked developments in this County, and has also lessened the trade. But this delusion is rapidly passing away—experience is the best teacher, and nine out of ten of those who left Schuylkill County, make use of just such language that our friend is anxious to turn into a "jest." Large tracts of valuable Coal lands, which have been lying idle for a number of years, have changed hands, and extensive improvements are maturing and in progress, to open their lands to the best advantage. Shafts and Slopes are being sunk in various parts of the region, since the fact has been fully demonstrated that the large White Ash veins can be opened in the Southern portion of the Schuylkill Coal Basin, at a reasonable expense, and within distances from the Schuylkill Canal and Reading Railroad, not involving expenses of transportation on lateral roads greater than 8 to 15 cents per ton. The large and cumbrous piles of machinery erected at many collieries, and Breakers costing from $40 to $50,000, will give way to more simple and less expensive machinery, but which will be better adapted to the work performed.

Our correspondent is correct in stating that "great preparations" have been one of the causes of suffering to the trade—but these "great preparations" have been carried to a much greater extent within the last three years in Luzerne county than in Schuylkill—and judging from the columns of Sheriff's Sales which fill the papers, we should judge that the suffering has been much greater in that region than in any other. We know that there have been but few failures in our Coal Region the present year, and on inquiry of the Sheriff, he states that there is much less suing in the Coal Region of Schuylkill County now than there had been for the last two years.—It is true that the decrease in our Region has been made up from the upper end of the Wyoming Basin—but we feel satisfied that if a more liberal policy had been pursued by the Reading Railroad with regard to the Eastern trade for the last two years, but little of this trade would have been lost to Schuylkill County.

Our friend is rather verdant in expecting Schuylkill County to curtail her supply still further, when he states that she has been losing ground while they have been gaining—and besides, some of your companies refused to enter into any arrangement for the last two years with our companies, and last winter one of them sold a large portion of its Coal at Auction at prices less than the cost of production. Two years ago the Pennsylvania Coal Company, located in the Wyoming Region, were the first to reduce the prices of Coal, and she suffered in common with all the others—but now when they find that Schuylkill County is determined to put forward and maintain her position in the Coal Trade, and also the advantages she possesses, "Luzerne" cries out for help, and begs of us not to extend our preparations, but agree with them to curtail supplies and maintain prices. This is all very well now—but it would have been much better if they had adhered to this policy two years ago. Now, it is doubtful whether such an arrangement could be made, owing to the want of confidence that it would be faithfully carried out. Then stock jobbing in Coal Companies, &c., and speculation ruled every thing, and legitimate business was overlooked. Now, sober reality is staring the people in the face—and they commence clamoring for what they rejected two years ago, since the discovery has been forced upon so many, that "this region is after all the only region worth speaking of."

In this Region we have mine capacity already opened, equal to a weekly production of 100,000 tons—but there is not a sufficient number of miners now in the region to mine that quantity.—The rolling stock of the Railroad, with prompt unloading of the cars, is equal to 60,000 tons.—The Boat and Car capacity of the Canal is equal to 40,000 tons,—making the carrying capacity equal to the mine capacity. But few of the improvements now progressing, except a few slopes, principally at old workings, will be ready for DECEMBER year's business—but we are all looking forward for the re-establishment of the protective policy so soon as the present rulers are routed from power, when there will be a largely increased demand for Coal, and we want to be prepared for such an emergency,—because, Collieries below the water level, which must be reopened by shaft, particularly in the Southern portion of the basin, cannot be prepared quite as speedily for working as they formerly were above the water level.—With confidence established between the Coal Companies and our Carrying Companies, that they will protect the trade, and thus invite the investment of capital in extending our developments—[illegible] with Protection to American Industry, Schuylkill County would soon show the position she occupies compared with the other Coal Regions in the country.

We are not much given to boasting of our facilities, but the tone of some portions of our correspondent's letter, rendered a reply absolutely necessary.

PHILADELPHIA COAL MARKET, December 18, 1858.—The following are the cash prices for Coal at the cars:

Schuylkill W. Ash Lump,	$8 25 @
" Egg & Stove,	3 40 @
" Red Ash,	3 55 @
Lehigh, Lump,	3 62½ @
" Broken and Egg,	3 62½ @
" Stove,	3 75 @

By retail from yard, Chestnut $3 90 @ —, Nut $3 25 @ $3 50, prepared $4 00 @ —.

NEW YORK COAL MARKET, Dec. 16, 1858.—The Domestic little has been done the past week—the season has been extremely mild, and we find the stock is ample for the residue of the Winter. Eastern demand continues fair, and prices without important change. We quote $4.75 @ $4 25 by the cargo, and by the ton from yard $4 25 @ $5 75. In Foreign little has been done, and the market is firm; sales of Cannal at $ —. *Tribune.*

Boston Coal Market

(Corrected Weekly from the Boston Courier Dec. 16.)

Canuel,	chal	12 00	@ —
Newcastle,	none	—	@ —
Orrel,	none	—	@ —
Sydney,	mine chal	4 12	@ —
Pictou,	mine chal	4 12	@ —
Pictou fine,	mine chal	—	@ —
Schuylkill, white ash, lon		—	@ —
do	red ash,	—	@ —
do	lump,	—	@ —
Lehigh lump,		—	@ —
Johns' lump, (Schuylkill)		—	@ —
Lackawanna,		—	@ —

RETAIL PRICES.

Anthracite white & red ash, 5.00 @ 6.00

BY TELEGRAPH.

FRIDAY, 5 O'CLOCK, P. M.

Freights from Richmond to—

Boston	2 80	Bridgeport,	1 50
Providence,	2 65	New Bedford,	1 75
New York,	1 30	Washington,	1 10
New Haven,	1 60	Richmond,	1 50

Number of vessels in Port, 25—boats, 22.

Coal Trade by Railroad for 1858-59.

Sent by Railroad for the week ending on Thursday evening last:

Mauch Chunk,	11,658 06
Pottsville,	8,606 09
Schuylkill Haven	19,289 07
Auburn,	1,364 08
Port Clinton,	3,860 02
Total for week	44,779 14
Previously this year	85,585 02
Total	97,364 10
To same time last year	105,389 10
Decrease so far,	8,025 00

Coal Trade by Canal for 1858.

Quantity of Coal sent by Canal, for the week ending on Thursday evening last:

	CANAL.
Port Carbon,	4,884 10
Pottsville,	337 01
Schuylkill Haven,	9,217 00
Auburn,	1,054 00
Port Clinton,	1,451 00
Total by Railroad in 1858,	17,493 11
" Canal,	1,342,581 13
	1,318,953 13
Total by Canal and Railroad, tons,	2,861,445 04
Loss in 1858, tons,	122,661 14

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	13,377 17	138,181 10
Swatara Railroad,	8,378 10	77,211 10

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.,	27,977 05	1,481,388 17
Mt. Carbon, "	4,350 15	183,636 00
Schuylkill-Valley "	6,171 14	296,229 16
Mt. Carbon & Pt. Carbon "	11,486 16	433,224 09
Mill Creek "	10,350 00	440,040 00
Little Schuylkill, "	8,163 08	21,828 09

Lehigh Coal Trade for 1858 by Canal.

For the week ending on Saturday last:

Lehigh Coal and Nav. Co.,	4,374 12	363,168 01
D. Maumee and others,	92 00	3,604 12
Spring Mountain Mines,	688 18	52,156 00
Coleraine do		14,047 02
Beaver Meadow Coal,		4,772 13
N. York and Lehigh Coal Co.,	73 00	10,896 15
German Penns. Coal Co.,		29,100 17
Hazleton Mountain Coal,	74 08	14,236 19
North Spring Mountain,	72 12	13,431 18
Hazleton Coal Co.,		168,807 07
Buck Mountain Coal,	120 17	34,236 19
Coxehill Ridge,		34,520 05
Mount Pleasant Coal,		13,629 12
Beaver Meadow Coal Co.,		67,118 17
Wilkesbarre Coal Co.,		21,927 07
Audenried Coal Co.,		19,949 12
Hartford Coal Co.,		21,756 13
Total,	5,611 19	909,800 02
By Railroad, 1857,		471,029 10
Total,		1,379,829 12
Increase in 1858, tons,		61,280 06

Lehigh Valley R. R. for 1858.

For 4 days ending Dec. 4:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	2,014 01	12,104 04
E. Sugar Loaf, (Packer & Co.)	1,153 14	2,466 15
Council Ridge, (Sharpe, L. & Co.,)	1,814 02	2,531 11
Mount Pleasant,	472 07	441 12
S. Mt. Mines, (Wm. Mines' & Co.,)	2,987 14	4,980 10
Coleraine, (Ratcliff & Johnson,)	927 07	1,315 04
Beaver Meadow,	557 00	923 12
N. York & Lehigh, (Taggart & Son	978 17	1,703 07
N. Sp. Mt. (J. B. McCreary & Co.,	844 01	1,501 19
S. Mt. (Dolbin & Dubree,)	19 06	19 06
Union Improvement Co.,		
German Penns.,	1,636 09	1,430 08
Other Shippers,	80 16	80 16
Total,	12,856 16	29,501 06
Last year,	9,005 02	19,691 18
Increase, so far, tons,	3,581 14	1,002 08

Scranton Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	9,253 12	158,156 17
Shipped South,	11,581 17	508,455 19
Total,	18,840 10	646,722 16
Shipments to same period last year:		
Shipped North,	WEEK. 3,655 04	TOTAL. 185,116 19
Shipped South,	4,473 06	257,616 05
Total,	6,128 10	472,733 04

Shamokin Coal Trade for 1858.

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

	WEEK.	TOTAL.
For the last week,	4,227 08	123,018 00

Wilkesbarre Coal Trade by Canal.

Amount transported during the month of Nov.:

	WEEK.	MONTH.	TOTAL.
Shipped North for Nov.,		6,119	39,256

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1,726 14	71,403 10
Short Mountain Coal Co.,	1,367 01	54,628 19
Total,	3,093 15	126,034 09

Treverton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	2,454 15	99,851 07

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,685 00	99,934 00
Last year,		76,697 00
Increase this year,		23,237

Cumberland Coal Trade, 1858.

	WEEK.	TOTAL.
For the last week,	11,450 09	1,027 11

Rates of Toll and Transportation

PHILA. & READING RAILROAD.

	From Mt. Carbon, S. Hds	From Auburn Pt. Clinton.
To Richmond,	$1 40	$1 25	$1 20
" Kensington,	1 40	1 25	1 20
Spring Mills,	1 25	90	80
Reading,			

Rates of Toll and Transportation

LEHIGH VALLEY RAIL ROAD.

Coal to Trenton,	$1 62
Mauch Chunk Depot,	2 00
do Morris Canal Basin at Phillipsburg,	82

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

Lehigh Valley and Northern Penn. Railroads.

To Master street, Philadelphia, $1 75

Rates of Toll, &c., to Baltimore.

From Pinegrove, in cars of Company and including tolls to Dauphin & Susquehanna R. R. Co., $2 10
From Millersburg, in cars of Company, 1 90
From Treverton, in cars of Treverton Co., 1 70
From Sunbury in cars of Company and including tolls to Shamokin R. R. Co., 2 50

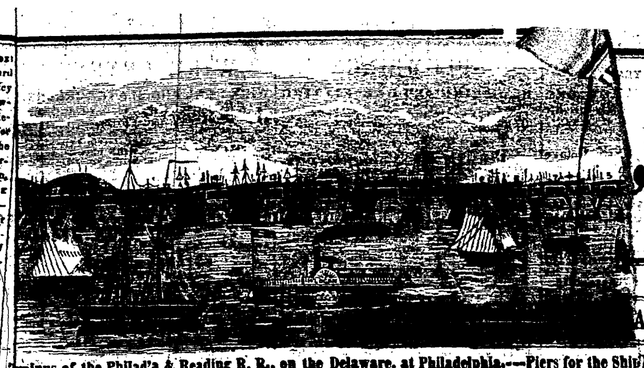
Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads:	PAR.	OFF'D.	ASK'D.
Philadelphia, Reading & Pottsville	50	23¾	23¾
Mine Hill and Schuylkill Haven	50	15½	15¾
Mount Carbon	50	60	60
Mount Carbon and Port Carbon	50	60	65
Mill Creek	50	90	90
Schuylkill Valley	50		
Lorberry Creek	50	00	00
Swatara	50	0	0
Canals:			
Schuylkill Navigation	50	6¾	6¾
" preferred	50	16½	17
Union Canal	50	3	3½
" Preferred	50	3½	3¾
Del. & Hud'n Coal & Transportat'n Co's	100	90	90½
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	26¾	26¾
Lehigh Coal & Navigation Co.	50	60	60½
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	80½	80½
Dauphin Coal & R. Co.	100	00	00
Lykens Valley Coal Co.	50	55	60
Beaver Meadows Coal & R. R. Co.	50	60	60½
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	¾	⅞
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	25½	26
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.



Terminus of the Philad'a & Reading R. R., on the Delaware, at Philadelphia.—Piers for the Ship[illegible]NIA.

NO. 52.

Pier No. 1.
VAN DUSEN, NORTON & CO.,
RED AND WHITE ASH COAL.
122 Walnut street, Philadelphia.
OFFICES: 63 Liberty street, New York.
5 Doane street, Boston.
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 COALS; FRANKLIN COMPANY'S CUMBERLAND COAL; also, HAZLETON LEHIGH COAL.
OFFICES: 717 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.
WHARF NO. 13, RICHMOND.
OFFICES: No. 113 Walnut street, Philadelphia.
No. 11 Pemberton Square, Boston.
No. 166 Broadway, New York.
October 30, '58 44.

NEW ADVERTISEMENTS

ANVILS,
BELLOWS, Vices, Shear and Cast Steel, at
STICHTER & THOMPSON'S.
"Sign of the Saw," Corner Centre and Market streets.
Pottsville, Dec. 18, '58 51.

TOOL CHESTS,
FOR Boys, Sleds and Skates, at
STICHTER & THOMPSON'S.
"Sign of the Saw," Corner Centre and Market streets.
Pottsville, Dec. 18, '58 51.

CORN SHELLERS
TO BEAT THE WORLD—do not fail to call and see them, at
STICHTER & THOMPSON'S