Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 8, 1859.

☞ 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 graded in price according to the circulation of the paper.

Agents:

NEW YORK—O. H. Frost, Room No. 2, 119 Broadway.
PHILADELPHIA—Jos. Cox & Co., 5th and Chesnut streets.
SHAMOKIN—B. N. Lake, Esq.
Who are authorized to receive subscriptions and collect Bills for the MINERS' JOURNAL establishment.

SINGLE COPIES of the MINERS' JOURNAL can be obtained every SATURDAY, at
MRS. THURWELL'S Bookstore, Minersville.
MRS. HOLMES'S Bookstore, St. Clair.
E. E. BREKKENS'S Bookstore, Ashland.
MRS. 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 Packet Book, a list of delinquents will be prepared, if we do not hear from the parties interested.

BUSINESS NOTICES.

LOST.—A dog. See Notice.
LOST.—A Mattee. See Notice.
SEE Notice of Dissolution of Co-partnership, signed A. McFarland.
NOTICE TO ARTILLERISTS.—See Notice in our advertising columns.
SEE Notice of Dissolution of Co-partnership, signed B. Klopp and Wm. Lindenmuth.
SEE Administration Notice of the estate of Lydia Jane Sterner, late of Minersville.
RILAND'S BLACKING is said to be a superior article, for boots. See advertisement.
SEE advertisement of B. F. & H. Huddy, No. 145 North Second street, Philadelphia, wholesale and retail dealers in Liquors.
THE Tribune Almanac for 1859, is ready. For price see advertisement signed "Horace Greeley & Co., Tribune Buildings, New York."
SEE offers in our advertising columns, of M. B. Dean, publisher of *New York Weekly Illustrated Golden Prize*, 375 Broadway, New York. They are extremely liberal.
AMERICAN LIFE INSURANCE & TRUST COMPANY.—C. Little of this borough, is Agent for Schuylkill County, for this reliable Philadelphia Company. See Card.
HAY.—T. W. Ludwig of Douglassville, Berks county, has for sale a superior article of Baled Timothy Hay, at low prices, and in quantities to suit purchasers. Purchasers will address Mr. L. at Douglassville.
HOWELL GREEN of Minersville, Mechanical Engineer and Draughtsman, offers his profession al services to Coal Operators and others. He is capable, and gives good references. See his Notice in our advertising columns.
EAGLE IRON WORKS.—These Works, located in Tamaqua, possess under the management of the proprietor, Henry Waters, an enviable reputation, for the character of the work turned out. He constructs admirable steam engines, pumps, gearing for mills, &c., while his improved and effective Coal Breaker, is attracting deserved attention from operators, and is coming very generally, into use. For particulars in regard to what the Works are prepared to furnish, we refer to an advertisement in another column.

OUR Annual Coal Statistics will appear in next week's JOURNAL. Those who desire extra copies will please leave their orders at our counter early in the week.

To Mr. Pinkerton we are indebted for public documents.

THE general aspect of the new Hall of the United States Senate, is said to be light and graceful.

JUDGE DOUGLAS was re-elected to the Senate on Wednesday, by eight majority over Mr. Lincoln, the vote standing 54 to 46.

NOTHING of importance transpired in the State Legislature on Thursday. Both Houses stand adjourned until Monday next.

IN the District of Illinois represented by the late Col. Harris, Mr. Charles Hodges, Democrat, was elected to Congress on Tuesday.

THE Washington correspondent of the Baltimore *Sun* says, "that the African slave trade will be opened, is just as certain as that they will find a ready sale in the South."

SENATOR DOUGLAS was the recipient of a very gratifying public reception at Philadelphia on Monday night. These receptions are galling to Buchanan. Why don't he resign?

PERSICIANA.—The Louisville *Democrat* remarked that "Mr. Buchanan did not attend the centennial celebration at Pittsburg." To which Prentice replies that "he would have, though—had it been a *ten cent*-ial one."

THE BUCKS COUNTY INTELLIGENCER, an influential and well edited paper, appears this week in a new suit, which is quite an improvement. Accept our best wishes for your continued success, Messrs. Prizer & Darlington.

VAN DUSEN, NORTON & Co., Coal Merchants of Philadelphia and Agents for the sale of Lehigh Coal, have removed from their old place of business, No. 122 to 203 Walnut street, above 2d, North side, where they will be happy to see their friends and customers.

THE region around Pike's Peak, Kansas, is said by correspondents, to be an immense gold field, literally inexhaustible. Miners realize from two to ten dollars a day. One miner took out $75 in dust in two day's work on Cherry creek. There will be a large emigration to Kansas next Spring.

AN AGRICULTURAL CONVOCATION is in session at the Patent Office, Washington. Among the gentlemen present are James Gowen, Esq., Hon. John H. Ewing, and W. H. Shattuck, Esq., of the old Keystone. The title of the "Advisory Board of Agriculture of the Patent Office" was decided upon.

ON Thursday morning, January 6, 1859, among the Bills read in place in Senate, at Harrisburg, was one by Mr. Palmer, entitled "A Bill to secure a stricter accountability of certain public officers in Schuylkill County," the object of which is to secure economy and reform in Township taxation and expenditure.

THE PUBLIC PRINTING.—Gen. Geo. W. Bowman, of this State, Superintendent of Public Printing, at Washington, has published a report, in which he states that he has saved to the government, during his term of office, half a million of dollars, in his department. He has a wide field for his economical experiments.

"NORTHAMPTON COUNTY JOURNAL."—This is the new name of our old friend, the Easton *Whig*. The *Journal* comes rigged out in such holiday attire, that we really were puzzled to recognise the apparent stranger. However, friend Hetrich soon set us right in his notice of the alteration, and we take occasion to compliment him upon the good taste evinced in the change of name, and upon the neatness of the *Journal*.

On the 1st instant, the Reading *Gazette* appeared in a new dress, which of course, improves its appearance amazingly. The *Gazette* is well edited, and per consequence, is in a prosperous condition. The interior of Pennsylvania possesses many influential, ably conducted and paying journals. Prominent among them we think we do not err in classing the *Gazette*. The conductor will accept our congratulations upon its present neat appearance.

THE PENNSYLVANIA LEGISLATURE met on Tuesday. John Cresswell, Jr. (Dem.) was elected Speaker of the Senate; Wm. H. Miller, (Dem.) was elected Chief Clerk, and Frank Hutchinson (Dem.) Assistant. Wm. C. A. Lawrence, (Rep.) was elected Speaker of the House; Samuel J. Rea (Rep.) was elected Chief Clerk; and Judson Hillcomb, Assistant. In the Senate on Wednesday, Robert M. Palmer, Esq., read a bill for the better security of wages and labor in Schuylkill County. As soon as we receive a copy of the bill we will publish it. In the House Mr. McClure read a bill to abolish the Board of Canal Commissioners, which was read and passed finally. Yeas, 94, nays, 6.

READING DAILY TIMES.—The experiment of publishing a daily paper in Reading, promises we are really happy to state, to be at last, successful. Under the control of J. R. Danglison, Esq., the *Times* has completed the first six months of its existence, and become quite an institution of Reading. It is a lively, well edited paper, and should for the credit of the city in which it is published, and as an evidence of its energy and prosperity, be generously supported. The proprietor, if properly encouraged, states that he will make the *Times* in size and otherwise, equal to any other daily paper published in the State. Our neighbors of Reading should take this matter in hand, and enable the *Times* to spring fully equipped into the arena of newspaperdom, for it is really a capital little daily.

A COMPLIMENT TO THE CLERGY.—The *Public Ledger* places first among the advantages of the new Senate Chamber in Washington, that clergymen are excluded from the floor." Whether this advantage is to accrue to the clergy, or to Honorable Senators, is not stated, but the compliment is rather equivocal.

THE NEW CENT.—The new Cent ordered by the Secretary of the Treasury is now in process of coinage at Philadelphia, and will be distributed this month. The obverse presents an ideal head of AMERICA; the drooping plumes of the North American Indian give it the character of North America. The head is intended as an illustration of "Liberty." The reverse is a plain laurel wreath enclosing the words ONE CENT; weight 72 grains, or three twentieths of a troy ounce—eighty-eight per cent. copper and twelve per cent. nickel.

IN our last we stated that when the present County Treasurer—who by the way has his accounts in a condition ready for being audited—entered upon the duties of the office, there were $3000 due the township from his predecessor, resulting from the sale of unseated lands for taxes; but we were wrong in stating that it might not be paid. It will be paid, for the sureties are responsible. But in the meantime the townships are suffering for want of money, and the tardy payment of what is due them, involves considerable inconvenience and expense. It is due to the townships that the matter should be settled. We hope it will be, and promptly.

EUROPEAN NEWS.—The steamship *North American* brings intelligence to the 22d ultimo. The President's message had been received in England, and its Cuban, Mexican, and Central American propositions had been severely criticised by the English press. A project has been started for laying a telegraph cable, between Land's End and Halifax, on an entirely new plan. The appeal of Count Montalembert had been heard before the Imperial Court of France, and resulted in the reduction of his term of imprisonment to three months, but the original fine was confirmed.—There has been a slight decline in the price of cotton at Liverpool.

THE POPULATION OF OREGON.—Gen. Joseph Lane, of Oregon, recently in a letter to the Washington Union asserted that the population of that territory was 90,000. The mail from Oregon, just received by the California steamer, has the following direct contradiction of this statement:

POPULATION OF OREGON.—The census of Oregon territory, *just taken*, shows the population to be 52,862. The number of voters is stated to be 9,910."

Problem—Kansas has double that population of Oregon, yet the Pro Slavery Democracy wish to keep the former out of the Union on the score of inadequate population, and admit the latter. Can it be done? Information wanted on that point.

PENNSYLVANIA STATE SENTINEL.—The first number of the *Sentinel*, published by Charles D. Hineline, Esq., made its appearance on Saturday last, in Harrisburg. Politically, the *Sentinel* is opposed to coercion, fraud and bribery, as exercised by the Buchanan Administration in the Kansas imbroglio; but professes fealty to the principles of the Democracy. The *Sentinel* is Douglas to the back bone, and Governor Packer's organ. The first number bears evidence in its articles of ability, and the appearance of the paper is good. Whether it will mark its mark remains to be seen. We think Mr. Hineline has the requisit energy, tact, and experience to make the *Sentinel* tell in the ranks of his party, and render it a valuable business and interesting family newspaper.

THE accounts from Kansas indicate that, in spite of all the boasts of the Administration presses over the pacification of that Territory, civil war is to be renewed there in all is horrors. It is stated that Hamilton, the leader of the band of ruffians who committed the horrible murder at Choteau's Trading Post last May, has again taken the field, and is committing new outrages. The defence of the inhabitants against this invasion from Missouri having been wholly neglected by the Federal authorities, has been taken in hand by the very Captain Montgomery whom, according to recent accounts from Washington, the Government are determined to arrest and try as a murderer and robber. If the Government interferes in time, it may save Hamilton from the fate he deserves,—hanging.

LITERARY SOCIETIES.

POTTSVILLE LITERARY SOCIETY.—Order of Exercises for Tuesday evening, January 11th. Lecture by Jacob A. Mann, Esq. Reader, Henry Pleasants. Question—"Should swine be allowed the privilege of running at large in the streets of our Borough?" Affirmative, John Y. Wren. Lin Bartholomew. Negative, F. P. Dewees, J. T. Boyle.

SCHUYLKILL HAVEN LITERARY SOCIETY.—The exercises for Thursday evening last, were as follows:—Reading by John W. Koons,—Subject "The Hasty Pudding." He was followed by Geo. W. Taylor in an Essay on "The American Revolution," after which the following Question was discussed: "Resolved that Napoleon did more good than Evil," by Messrs. Wm. A. Field and A. F. Seltzer, in the affirmative; and Messrs. Geo. Paxon and P. C. Detweiler, in the negative. Decision in the negative.

The exercises for next Thursday evening are as follows: Reading, by H. J. Singer. Essayist, Albert A. Heaser. Subject for discussion—"Resolved that the works of Nature are more pleasing to the eye than the works of Art." Affirmative, Messrs. Wallace Gass and Jonathan Paxon; Negative, Messrs. J. T. Bowman and A. F. Seltzer.

PEN, PASTE AND SCISSORS.

☞ Death in Baltimore in 1858, 5,467.
☞ Deaths in Baltimore last week, 80.
☞ Deaths in Philadelphia last week, 134.
☞ J. Glancy Jones sails to day for Austria.
☞ Poor writers, (Oh my!) are announced as the latest fashion.
☞ Chicago has four steam fire engines, and Cincinnati seven.
☞ A Stringed Band has been organized at Hamburg, Berks county.
☞ Anthracite Coal from Pennsylvania is sold in San Francisco at $14 50 per ton.
☞ Col. Albert Pike of Arkansas, is in Washington, and strenuously denies that he is dead.
☞ A pretty thought is that of John Brougham's in an Irish Ballad:—
"Tread light for my heart lies under thy feet, love."
☞ The editor of the Tallahassee (Fla.) *Republican* had green peas for dinner on Christmas day.
☞ By railway accidents in the United States in 1858, there were killed 103 persons, and injured 229.
☞ By steamboat accidents, in the lakes and rivers in 1858, there was occasioned a loss of 364 lives.
☞ A few days since the people of Anderson, Ind., cleaned out fourteen liquor shops and low groceries.
☞ A chestnut tree on the farm of Abraham Dolby, in Chester county, measures 29 feet in circumference.
☞ In Philadelphia during 1858, there were 345 fires; loss, $269,935; insurance, $151,755; loss over insurance, $118,180.
☞ The losses by fire in the United States in 1858, excluding all losses less than $10,000, make an aggregate of $17,000,000.
☞ The New Jersey Legislature convenes on the 11th inst. Thos. Herring of Bergen, will probably be chosen President of the Senate.
☞ The total number of murders, homicides and suicides in New York city during the year 1858, was 107. In 1857 the number was 133.
☞ Augustus Bragaman, a Brooklyn grocer, celebrated Christmas Eve, by shooting himself through the head. Lager bier was the cause.
☞ There are in the city of New York, twelve thousand places where liquor is sold for a beverage, and only 69 of these places have licenses.
☞ As the intellect wastes away, malignity generally increases; so, when the brain decays of dentists, snakes are said to breed in the vacant skull.
☞ Ex-Senator Clemens of Alabama, is engaged on a novel entitled "The Rivals; a tale of the times of Alexander Hamilton and Aaron Burr."
☞ "Good morning, Patrick—slippery this morning." "Slippery! And be jabers, it's nothing else. I slipped down three times without getting up once."
☞ The entire catch of mackerel in Gloucester harbor during the year 1858, amounted to 53,562 barrels, a falling off from the previous year of 10,037 barrels.
☞ A ball of unique character came off, on Wednesday night, in the Bowery. It was for the benefit of a professional thief, and, though largely attended, all present were thieves.
☞ In Easton, Pa., a lady gave birth to a male child, a few days ago, two head, ears, arms, stomach, and lower extremities of which, are the exact counterpart to those of an elephant.
☞ The New York *Post* says that Rev. Mr. Spurgeon expresses his intention of visiting this country next spring, and will probably be in that city during the religious anniversaries in May next.
☞ Col. Abraham Van Buren—son of the ex-President—a resident of Columbia, S. C., recently sold all the slaves on his plantation, 210 in number, for $147,000, being an average of $700 each.
☞ Joram was told of a supper at which goblets of ice, formed by evaporation, were used, from which to drink champagne. Joram heard the story through, and then exclaimed:—"Well! *ice sure!*"
☞ A physician who recently conducted the post mortem examination in a case of infanticide, reported that he was "unable to discover whether the child was alive or not at the time of its death." This is probably the same doctor who recently advertised his having removed "from the place where he now resides."
☞ "*Their names is Legion*" may be applied to those who die annualy of Consumption. Science has of late years sensibly diminished the number, and it is gratifying to know that *Dr. Wistars Balsam of Wild Cherry* has created a potent influence in attaining this end.
☞ Buy none unless it has the *written* signature of "*I. Butts*" on the wrapper.

WASHINGTON ITEMS.

[Culled from the correspondence of the daily press.]

——The Committee on Commerce of the House have, by one majority, agreed to report a bill repealing the fishing bounties. An effort will be made to pass it under the operation of the previous question.

——Several Republican members of the House have declined the President's invitations to dinner, deeming an acceptance improper after Mr. Buchanan's treatment of Republicans socially last session.

——The bill for a Territorial Government for Colonel Cass to be introduced by Mr. Cullax, embraces all the recently discovered gold regions at Pike's Peak and parts of Kansas, Nebraska, Utah and New Mexico—nearly all being taken from Kansas, and comprising about 122,000 square miles.

——*The States* says that it has satisfactory assurances that Lord Napier's recall was caused by his sympathy with Southern men in the slavery controversy, and that he himself regards his transfer to the Hague as a degradation.

——The Committee of Ways and Means will, after the appropriation bills shall be forwarded, report a bill for a slight modification of the tariff, with a view to a moderate augmentation of the revenue. They will not propose any measure that will involve an abandonment of the principles on leading provisions of the tariff of 1857. A proposition will be offered, as a substitute, for increasing the duty on iron to 30 per cent. No proposition for specific duties can be adopted. After all, it is not at all probable that the the present tariff will be, in any respect, altered at this session.

——The President is greatly troubled by the opinion which many leading Members of Congress have expressed, that it is not possible that a new tariff can be agreed upon this session. He has informed several members within a few days that if this Congress does not so modify the tariff as to furnish more revenue, he will convene the next Congress in an Extra Session early in the Summer. He has expressly notified Mr. Phelps, the Chairman of the Committee on Ways and Means of this determination.

The allegation that the negroes of the *Wanderer* were imported to test the constitutionality of the laws prohibiting the slave trade, is entitled to no credit, and is disproved by the mode in which the Africans have been disposed of. It is true that Mr. Lamar, a merchant of Savannah, some months since, notified the Secretary of the Treasury that he would reopen the slave trade with foreign countries" despite the laws of the United States. If the design of the parties engaged in the affair of the *Wanderer* had been to contest the validity of the laws referred to, the introduction of half a dozen Africans would have effected the purpose. In that case, too, the negroes would have been imported openly and kept together in such custody that they would have been always amenable to the process of federal law. Exactly the opposite course has been pursued. The cargo was smuggled into Georgia and landed clandestinely upon an uninhabited island. They were surreptitiously conveyed in small parties into the interior, and hastily distributed into districts remote from the place of disembarkation. The parties importing them have not conveyed themselves and cannot be found. They foist upon the people of the South, through the press, doubtful and hesitating apologies for their conduct, but take the utmost care to avoid legal responsibility.

The object of the adventure was not to test the constitutionality of any United States statute, but rather to sound the temper of the South relative to this business. The success of the experiment, thus far, has been such as to drive the Government journal into the most fulsome laudation. Federal laws against the Slave trade cannot be enforced, and that in consequence, "our Republican institutions are a failure."

But, though American institutions have failed, and some success has attended an effort to revive the barbarism of the sixteenth century, we should not be so unnerved and stupified by the occurrence as to be unable to examine with calmness its proximate results. If the Federal authorities so far fail in the execution of the laws as to permit cargoes of Africans claimed to be held as slaves to be landed within the jurisdiction of any of the Southern States, it is evident that a grave question of law arises as to their condition. Are they slaves of free African aliens entitled to the protection of the Constitution and Laws? Suppose, for example that the four hundred negroes composing the *Wanderer's* cargo, had been openly, though illegally, brought into Savannah, and sold to planters and others requiring their services, could they have been taken from their private owners by United States authority, and sent back to Africa? Would it not be contended with some plausibility that the laws of Georgia had attached to them, and made claries and property of them without regard to their origin, or the mode of their introduction into the State?

To the Stockholders and Loanholders of the Schuylkill Navigation Company.

The managers respectfully present a report of the business and transactions of the Company for the year 1858, which they trust will be highly satisfactory.

The winter months were employed, and the line prepared for use, by the middle of February, but the unfavorable weather which followed delayed the actual opening for business until the 16th of March.

Shortly after the opening a strike occurred among the boatmen which continued seriously to interrupt the transportation of coal for several weeks of the early part of the season, and another strike of the same kind, with similar results, took place in June.

The anthracite coal tonnage, notwithstanding the loss of time, reached an aggregate for the year of 1,323,804 tons, being 47,816 tons more than for 1857.

The miscellaneous tonnages, including the trade to and from the Union canal, (63,848 tons) amounted to 295,366 tons, being a decrease of 21,174 tons, as compared with the same trade for 1857.

The falling off in the miscellaneous trade is readily accounted for by the depressed condition of the manufacture of iron, which, when in a prosperous state, requires the transit of a large tonnage of ores, limestone, and iron.

The total tonnage for the year is 1,622,670 tons, being 27,142 tons more than for the year 1857, and the largest total ever transported over the works.

In the year 1845, the year preceding the enlargement of the canal, the coal tonnage was 265,587 tons: it has therefore, increased upwards of five-fold since the line was used. The miscellaneous tonnage for the same year was 204,155 tons, and it has increased about fifty per cent.

The income of the company, for the year, has amounted to $909,748 62; and is credited to the following accounts:

Tolls on anthracite coal,	$742,807 37
Tolls on miscellaneous articles,	87,707 42
Tolls on Union Canal trade,	28,147 09
Rents of real estate and water power,	33,999 26
Rents of office building,	3,104 91
Interest and discounts received,	3,392 61
	$909,748 69

The charges against this income are as follows:

Cost of the care and maintenance of the works, as per details in the report of the Chief Engineer,	$147,475 65
Car and loading expenses,	185,211 1
Drawbacks,	58,771 78
Towing vessels and boats in and out of the Schuylkill,	22,451 99
Salaries of officers, collectors, and clerks,	20,000 00
State tax on preferred and common stocks,	3,621 18
Rents, taxes on real estate, and all other current and incidental expenses,	33,920 62
Interest on loans, bonds, and mortgages, and all other obligations of the company,	332,919 73
Payment of five cents per ton on the total coal trade of the year, (1,323,804 tons,) to the trustees of the boat and car loan, to be applied by them for the payment of the interest on, and the redemption of, the principal of the improvement bonds, as agreed with the holders of said bonds,	60,190 20
Total,	$865,199 23

To these charges the managers have directed to be added the following sums, which, although usually chargeable to construction account, they deem it best to clink at once:

Damages,	$5,826 50
New constructions, as per Chief Engineer's report,	7,113 73
Total,	$819,139 52

Which leaves a balance to be carried to the credit of the profit and loss account, of the sum of $90,608 71.

At the close of the business of 1857, the balance remaining at the credit of the profit and loss account was $68,538 15

The profits for the year 1858, as above stated, are, 79,609 17

And this sum, which was charged twice in 1857, for boat premiums, 2,000 00

Make a total of, $150,147 32

By the terms of the subscription to the improvement bonds of 1857, the trustees for said bonds, after setting apart a sufficient sum out of the five cents per ton on the coal tonnage of each year (paid to them as rent for the use of the coal cars) for meeting the interest on the bonds, are to purchase with the remainder such an amount of the loans of the company as the balance of such fund in their hands will permit, giving a preference to the bonds of 1858, whenever they can be had at a price not exceeding ten per cent. more than the price of any other loan of the company.

Whenever any such bonds or loans are so purchased, the cost thereof is to be certified by the trustees, and thereupon the amount of such cost is to be carried to the credit of the dividend fund for the proper year.

By the terms of the settlement agreed upon in May, 1852, between the stockholders and loanholders of the company, the holders of the preferred stock are entitled to any profit that may be earned in each year.

There are, therefore, now on the books of the company credits of profits, which properly belong to the holders of the preferred stock, a sterling as follows:

Profits on business of 1857,	$70,533 15
Profits on business of 1858,	79,609 17
Cost of $40,000 of Improvement Bonds of 1850, purchased by Trustees, in 1858,	27,543 75
Total,	$177,691 07

Of these profits $31,257 55 are payable in the preferred stock of the Union Canal Company, being eighty per cent. of the tolls charged on trade passing to and from said canal over our line.

The remainder has been used in paying for boats, cars, and new constructions, ordered by the board, at various times, since the year 1856, and not yet represented by any payment or evidence of dividend, to the holders of the preferred stock.

At present it cannot be paid in money, and all will agree that to borrow for the purpose of making any such payment is wholly inadmissible.

STATE OF THE CANAL DEBT.

At the last annual meeting the existence of a floating debt of $384,350 was reported, and it was estimated that in order to meet certain other liabilities, it would be increased to about the sum of $400,000.

A plan for funding the amount of such debt was then submitted, and had your approbation.

In accordance with that plan, the sum of $399,900 was raised by the sale of $366,500 of coupon bonds, redeemable Nov. 1, 1870, and the proceeds applied to the payment of said floating debt, which has accordingly all been discharged.

By the report of the trustees for said bonds, it will be seen that they have received from the treasurer of the company, for the fund for meeting the interest on, and redeeming the principal sums of, said bonds, five cents per ton on the coal tonnage of the year, amounting to $36,190 20

And that they have paid for, $40,000 of the bonds purchased, 27,853 33

For interest coupons due May 1 and Nov. 1, 1858, 27,681 67

Total, $55,535 00

Leaving a balance of $10,675 20 in their hands towards meeting the coupons which will fall due May 1, 1859 which with estimated receipts for the fund from the coal trade for March and April next, will, it is believed be an ample provision for such interest.

By the operation of this fund, the amount of the bonds has already been reduced from $566,500 to $526,500.

An account has been opened for the discount allowed on the sale of the bonds, $295,500 and said account has been credited with the sum of $12,156 67, gained by the purchase of $40,000 of the bonds.

BOAT AND CAR PREMIUMS.

By the last annual report, the obligations of the Company outstanding for boats and cars, were:

Balance of the boat loan of 1850	$46,661 00
Boat and car loans of 1855,	189,774 52
Bills payable for boats and cars,	218,748 48
Total,	$455,184 00

At this time the obligations are:

Balance of boat loan of 1850,	$1,726 00
Boat and car loan of 1855,	189,775 52
Bills payable for boats and cars	105,102 23
Total,	$296,602 74
Decrease,	$25,521 25

During the year the receipts from the hire of the boats, for the monthly instalments, amounted to $38,077 93, and to the payments for boat and car loans, purchased, boat loans and interest on boat loans, amounted to $160,073 72; the difference, $108,995 79, has been provided for in part by a temporary loan, now outstanding, of $74,000, and the balance, $22,995 79, advanced out of the income of the year for tolls and rents.

This course was deemed more advisable than to use the balance of the boat and car loan of 1855, which amounted to $30,223 48.

The boat and car property, now held by the trustees, has cost the Company the sum of $335,656 23. It is worth, in cash, very nearly that sum, and viewed as the equipment in a great degree for the Company's business, its useful value cannot easily be measured. The sum total of the obligations against it, including the advances of the present year, is $404,602 74, showing a surplus of $38,997 74.

Of this property, the coal cars and locomotive engines constitute in cost, $177,226 25, and are in the nature of a permanent investment of that sum.

The balances due from the lessees of the boats, amounting to $228,397 86, are of a more active kind, and ought to yield annually nearly enough to meet the boat notes, and the principal and interest of the boat loans as they respectively fall due.

Owing to the low rates of freight charged by the boatmen, for a large portion of the present year, they are unable to make full monthly payments on their boats, and the indulgence granted to them has been the cause of the diminished receipts of the treasury for 1858.

The additions to the boat and car property since the last report are two coal cars, twenty-five full-sized barges, two barges of small size, and four section barges of the new form, capable of carrying upwards of two hundred tons each, with the ordinary draft of five feet six inches.

To meet the wear and tear of boat stock, and to provide for the natural increase of the coal trade, it is estimated that at least one hundred new barges will be required annually hereafter.

It is believed to be the true policy of the Company to continue its present system of aiding in the purchase of new boats, as every additional boat placed on the work will, if run a full number of trips, earn yearly, in tolls, a sum equal to the cost of the boat.

REAL ESTATE.

Since the last report, the following additional sales of real estate have been made:

First Lot on Callowhill street, near the Fairmount bridge, containing in front 146 feet, and in depth 80 feet, on ground rent of $1,222 per annum; $17,833 32.

On part of this property the Fairmount Passenger Railway Company is now erecting a depot, &c. &c.

Second. A lot near the river Schuylkill, in the Twenty-fourth ward, (also near the Fairmount bridge,) 150 feet front on Bridgewater street, and extending 100 feet in depth towards the river, on ground rent of $170 per annum, $4,300.

On this lot Mr. William Call is erecting buildings, railway, and other street cares, for a boat-yard, which, from the convenient location, will be of great service to our trade.

Third. A part of the Tumbling Run estate, in Schuylkill county, near Pottsville, containing 116 acres, 118 perches, for the sum of $4,013 50 to Benjamin Weller, for $400 in cash, and the remainder payable in five years, in annual instalments, with interest, and secured by bond and mortgage.

The effect of these sales is to reduce the cost of the wharf property on the eastern side of the Schuylkill, near the Fairmount bridge, with all the late improvements erected thereon, from the sum of $25,544 93, to the almost nominal sum of $2,211 60, more than one-half of the whole of the original purchase being still held by the Company.

The coal trade of the past year has been favorable to the interest to the management. In 1844 they encouraged the building of the steamer Experiment, which ran on our line for several years, and since that period steam has been tried, with various degrees of success. The results, so far as they have depended on the trade on our works, indicate economy when the trip is partly by canal and partly by steam—in cases where the trip is wholly by canal, it does not yet appear that there would be any reduction of cost for transportation, by the substitution of steam for animal power.

As a considerable portion of our trade is of the mixed character of trip above referred to, the introduction of steam power for such trade, deserves encouragement from us.

In presenting the tonnage of the year 1858, we have already incidentally stated the increase of it, as compared with that of the year 1845. We deem it proper here, to pursue the comparison a little further.

The total tonnage of 1845 was		467,742
" " 1858 "		1,622,670
Increase		1,154,928
The total amount of tolls for the year 1845 was,		$135,147 19
Total toll for 1858,		858,261 88
Increase,		$723,114 69

The year 1845 fixes the period of the beginning of the real competition of the railway system; the year 1858 shows the effect of that and all other competition on our business, after thirteen years trial.

We have made this comparison not to depreciate the value or capacity of any other work, but to inspire confidence in, and to demonstrate the value and capacity of our own.

The certificates of the loan of 1852, reported last year as having been pledged as collateral security for the floating debt of the Company, have all been redeemed and cancelled. And the sum of $1,814,179 63, being the balance of the loan of 1852, not yet issued, has been placed to the credit of Messrs. M. L. Dawson, Jeremiah Hacker, John C. Gresson and Thomas T. Lee, the trustees named in the mortgage, to be held by them in trust, and to be issued for the purposes designated in the agreement of May, 1852.

By order of the Managers.

F. FRALEY, President.

Office Schuylkill Navigation Co., Dec. 30, 1858.

THE COAL TRADE.

Pottsville, January 7, 1859.

The quantity sent this week by Railroad is 12,591 05 tons, against 7,529 03 tons for the corresponding week last year. Increase this year so far 24,379 09 tons.

There is but little Coal sent to Port Richmond, and the demand is confined principally to city consumption and the line of the road.

All the Railroads so far, show an increase over last Winter's business.

We learn that a great many of our best and most thrifty miners are leaving for California, the Kansas Gold Region, and other sections of the great West. If this migration continues, Miners will become scarce in this Region for the present year's business.

Our information from all quarters exhibits the Coal Trade as being in a comparative healthy state. The stocks in the market are not large, and if the Winter should prove of an ordinary character, the supply will be sufficient, leaving but little, if any over—but if severe, the stock will be short in many markets. We believe the demand will be much brisker the present year, and prices most improve, but not to any great extent until we can secure protection to the various manufacturing interests of the country. It is true that the workshops and factories generally are in operation again, but it is notorious that they have all started with low wages to the mass of operatives, and until this numerous class of the community have the ability to consume more largely, business cannot attain that degree of prosperity which has heretofore characterized the country under the protective policy.

VAN DUSEN, NORTON & Co., Coal Merchants of Philadelphia, have removed their office from No. 122 to 203 Walnut Street above 2d Street, North side.

☞ Our Annual Coal Statistics will be furnished next week.

PHILADELPHIA COAL MARKET, January 7, 1859.—The following are the cash prices for Coal by the cargo:

Schuylkill W. Ash Lump,	$3 35	@	$3 45
" Egg & Stove,	3 40	@	3 50
" Red Ash,	3 55	@	3 65
Lehigh, Lump,	3 62½	@	3 75
" Broken and Egg,	3 62½	@	3 75
" Stove,	3 75	@	3 80

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

NEW YORK COAL MARKET, January 6, 1859.—A good demand has prevailed for domestic, and, with moderate arrivals, holders are firm. The inquiry for the East is moderate at $3 80 and $4 25 by the cargo, and $4 25 @ $5 00 from yard, by the ton. In foreign little has been done and the arrivals are limited.—*Tribune.*

Boston Coal Market

(Corrected Weekly from the Boston Courier Jan. 6.)

Cannel,	chal	12 00	@ 13 00
Newcastle,		none	— —
Orrel,		none	— —
Sydney,	mine chal	4 12	@ 4 25
Picton,	mine chal	4 12	@ 4 25
Picton fine,	mine chal	— —	@ — —
Schuylkill, white ash, ton		— —	@ — —
do red ash,		— —	@ — —
do lump,		— —	@ — —
Lehigh lump,		— —	@ — —
Johns' lump, (Schuylkill)		— —	@ — —
Lackawanna,		— —	@ — —
	RETAIL PRICES.		
Anthracite white & red ash		6 00	@ 6 50

Coal Trade by Railroad for 1858-59.

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

Port Carbon,		3,801 14
Pottsville,		799 08
Schuylkill Haven		4,133 06
Auburn,		109 07
Port Clinton		3,747 13
Total for week		12,591 05
Previously this year		116,990 94
Total		129,581 99
To same time last year		105,202 00
Increase so far,		24,379 09

Pinegrove Coal Trade for 1858.

Amount transported during the last month:

	WEEK.	TOTAL.
Union Canal,	15,225 17	126,191 10
Swatara Railroad,	3,376 10	77,211 19

Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	8,105 16	136,007 06

Lykens' Valley Coal Trade for 1858.

For week ending on Saturday last:

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	141 12	72,398 08
Short Mountain Coal Co.,		55,440 13
Total,	141 12	127,845 01

Trevorton Coal Trade for 1858.

	WEEK.	TOTAL.
For the week,	1,424 12	104,295 11

Broad Top Coal Trade for 1858.

	WEEK.	TOTAL.
For the last week,	2,266 00	105,018 00
Last year,		78,734 00
Increase this year,		25,284 00

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

	From Mt. Carbon.	From S. Haven.	From Auburn Pt. Clinton.
To Richmond,	$1 40	$1 35	$1 25
To Philad'a,	1 40	1 35	1 20
Spring Mills,	1 15	1 05	1 20
Reading,	95	90	80

Rates of Toll and Transportation on the LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	$1 84
do Elizabethport,	2 09
do Morris Canal Basin at Phillipsburg,	2 25

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

Via Lehigh Valley and Northern Penn. Railroads, to Master street, Philadelphia, 31 71

Rates of Toll, &c., to Baltimore.

From Pinegrove, in cars of Company and Inclu ding tolls to Dauphin & Susq. 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.

	PAR.	OFF'D.	ASK'D.
Railroads:			
Philadelphia, Reading & Pottsville	50	27	27½
Mine Hill and Schuylkill Haven	50	62	62½
Mount Carbon	50	00	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00