Miners' Journal.

POTTSVILLE, PA.

SATURDAY, FEBRUARY 12, 1859.

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Agents:

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SHAMOKIN—D. N. Lutz, Esq.
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THE population of Louisiana is 629,876, of which 380,574 are slaves.

SUCCESS TO HER.—Missouri is struggling energetically, to become a free State.

THE bill to establish a general banking law for this State, is the special order for Monday next.

FRANK LESLIE'S *Illustrated Newspaper* last week had a finely executed portrait of the poet Burns.

ALLEGHANY VALLEY RAILROAD.—There were transported over the Road during 1858, 20,622 tons of Coal.

THE UNITED STATES SENATE has confirmed Samuel W. Black as Governor of Nebraska, and William Candless as Judge of the Western District of Pennsylvania.

THE *Tribune* has stirred up the ire of the Board of Governors of the New York Almshouse, growing out of the charge of maltreating infants consigned to its care. The charge is well proved, and the details are horrible.

JOSEPH W. MISER, a soldier of the Mexican War, and formerly connected with the press of Wellesbarre, died on the 5th instant. Mr. Miser had many noble qualities, and his early death occasions poignant grief.

SCOTT LEGION OF CENTRAL PENNSYLVANIA.—The surviving officers and soldier of the Mexican War, of the counties of Bedford, Cambria, Huntingdon, and neighboring counties, are about organizing a "Scott Legion."

THE PENNSYLVANIA RAILROAD COMPANY refuses to pay to the State the Tonnage Tax, although continuing to collect it. It is thought that the State may take the refusal to pay the tax as a violation of the Company's charter.

MUCH sympathy is wasted over the distressed condition of the Mexican Republic; but does the thought occur that the extended political rule of Democracy for another decade would bring the United States to the same degraded state?

THE third caucus meeting of the Democratic members of the House of Representatives was held on Wednesday night, to consider the best mode of relieving the depleted treasury, but they failed to come to any satisfactory conclusion.

A FIRE in Commercial street, Boston, last Sunday, destroyed three hundred thousand dollars worth of property. Joseph G. Russells the principal sufferer. His loss is two hundred thousand dollars. Daniel Hanson, connected with Engine Company, No. 4, was killed by a falling wall.

MR. AND MRS. HORACE FRY of Philadelphia, after remaining a month in the frying-pan of matrimony, last Fall, are on the outs and apart. The lady has applied to the Legislature for a divorce. Both state in affecting terms, their distressing cases. After perusing them we conclude that both are touched in the upper story. Another instance of "marry in haste," etc.

THE news from Utah shows a lamentable state of affairs existing there. The United States authorities seem to be almost powerless, so far as carrying out the law is concerned. While the "Saints" do not array themselves in open hostility to the federal officers, a series of petty annoyances is indulged in that renders the positions of Judge Sinclair and Cradlebaugh anything but pleasant.

AN EDITORIAL STATE CONVENTION will meet at Harrisburg on Wednesday next. Various important subjects will be submitted and discussed, and among them the following:—The organization of the Press; its power, management, and code of honor. The duties of the Press; its etiquette and manners. The cash system, the credit system, advertising, &c., &c. It is anticipated that the attendance will be quite large.

ON the Tariff question Mr. Buchanan presents the spectacle of opposing not only his own Administration, but his party. He has been urging the Pennsylvania Democrats in Congress to persevere in opposition to the regular caucus on this question. It will require a masterly hand to untangle the snarl they are all in at present. Oil that dreadful Charleston Convention. It is already proving the apple of discord in the ranks of the Democracy.

NOT an exchange we open but we see records of the progress of Rum. Death and misery in every shape, and still unappeased, it claims daily, new victims. Rum's victims! What a fearful spectacle! We could fill columns with the names of the victims. Men, old and young, shun the vice of drunkenness, for your own sake; for the sake of those whom you love—who love you. Believe us you will be happier, more prosperous, more respected, more beloved, for the renunciation.

NOT EXPLORABLE.—It is asserted that the Pope and the Romish Church at Rome are in favor of Spain selling Cuba to the United States; and it is further said that it is from that quarter the President was induced to renew the subject of Cuba in his annual message to Congress. It is said to be the settled opinion of the Hierarchy at Rome, that with Cuba, Mexico, and the stretch of country from Mexico to Panama—all Catholic—the Power of the Church could elect a President, fill the offices with the faithful and a few Democrats, and that the Catholic faith could be made the established Church of the nation.

THEY are a queer set in Washington—that is the Congressional part of the Capital. They are endeavoring in lieu of a better Tariff, to reduce the expenditures so that they will not exceed the revenue, and they had a jolly time on Tuesday in the House, at the work. They struck out an appropriation of $67,000 for the *Congressional Globe*, by the casting vote of the Speaker. This being successfully accomplished, the House proceeded to restore the same appropriation to the bill. This was carried by a majority of nine, after which the exhausted House proceeded to adjourn. At this rate how long will it take to reduce the expenditures so that they will not exceed the revenue?

WONDERS WILL NEVER CEASE.—The Washington *Union* has a significant article on the tariff, saying there is no principle of Democratic policy more absolutely settled, than that the tariff should be so arranged as to produce sufficient revenue to defray the expenses of the General Government. This, of course, is a direct blow at Free Trade. *The Union* also explicitly attributes the commercial collapse of last year to excessive importations, thereby differing from the President, who attributed it to the banks. *The Union* intimates that it is too late to reduce expenditures, and says there must be either a higher tariff or an increased national debt. What a beautiful "stew" these Democratic President, Secretary of the Treasury, Congressmen, organ, etc., are getting into. The Opposition looks on and says, "no vote you no loans unless you pass a decent Tariff bill." Hurrah for "the harmonious!"

PROTECTION TO THE WAGES OF LABOR IN SCHUYLKILL COUNTY.—This bill read in place in the State Senate by Mr. Palmer, and a copy of which we recently published, gives very general satisfaction in the County. To one or two points in it, there is slight dissatisfaction expressed; but the feeling is decidedly favorable to its passage. Already petitions are pouring in from our workingmen to the Legislature, encouraging our representatives to persevere in effecting the final passage of the bill, and we would advise our citizens to continue sending petitions in until the work is accomplished. One good effect of the bill if it becomes a law, will be, that it will tend to render the coal more of a cash business than it is at present. Every step in that direction will be beneficial to the trade, by tending to place it on a firmer footing. Send your petitions to Harrisburg, workingmen, in order that we may shortly have the satisfaction of announcing that the bill has become a law.

LAST year, remarks the New York *Tribune*, when the Lecompton Constitution was before Congress, it was carried through, though in a modified form, by the sheer pressure of Executive influence exerted upon Northern men. Then the President was all-powerful, and every man who ventured to differ from him was at once excommunicated from the party. Under such circumstances some leading Democrats were read out, who apparently will not be allowed to come back again, without a debasement which no self-respecting man could ever consent to.

Now, a new question of great importance is to be decided. The Treasury is empty, and revenue must be provided for the expenses of the Government. In this case, the President instead of being omnipotent is utterly powerless. Instead of being rejected by half a dozen or a dozen of the representatives of his party in Congress, his earliest recommendations are scorned and scouted by the majority of them. And yet anathemas are thundered against these recusants. The *Union* writes long and passionate articles to prove that they are no longer within the fold of the party. They rebel, but are not punished for it.

The reason of this difference is that the rebellion of last year was, in fact, against the dictation and usurpation of the few thousand owners of slaves; while the rebellion of this year is against nothing but the interest and prosperity of the millions of free laborers in the North. The Democratic party will do everything, and risk everything for the proprietors of black chattels, but will do nothing for the benefit of the white men of the Free States.

LOCO FOCO EFFRONTERY.—At the last session of the Legislature a contract was made with R. J. Haldeman for the publication of a Record during the session, and no longer; but at the close of the session, when the Legislature was about to adjourn, a clause was smuggled into the appropriation bill, that the contract should be continued until a new one was made. The House, at this session passed a resolution to abrogate the contract, but the Senate refused to concur, and the House, determined not to let the last legislature impose its contracts upon it in favor of a locofoco has determined to give the publication of the Record, so far as that branch is concerned, to Mr. Bergner, of the *Telegraph*, at $11 20 per day *less* than Haldeman has hitherto charged. Whereupon the Harrisburg *Union* advises the Democratic majority in the Senate not to pass the appropriation bill unless it contains a provision to carry out the repealed contract with Haldeman, and let the government stop for want of material aid; and the editor gravely announces that he is willing to "*enter the caucuses on this ground!*" It would be a fearful issue to conduct a great State canvass upon, viz: whether a locofoco editor shall be permitted to quarter himself upon the House against its will. Think of a Treasury leech trying to bring the government to a dead stop because he cannot get as much blood to suck as he wants.

SENATOR BIGLER'S SPEECH ON THE TARIFF.—The Washington correspondent of the *North American*, writing under date of Feb. 9, says:

"Mr. Bigler delivered himself of a speech for home consumption, yesterday, which may be briefly summed up in the following points:—First, that there was no such serious disagreement between the President and the Secretary of the Treasury, in regard to the tariff, as the public supposed. Second, that he was opposed to the principle of "protection for the sake of protection." Third, that he was in favor, if nothing better could be done, of raising the duties under the present tariff (four or five per cent.) or returning to the act of 1846; and, fourth, that the evils under which the country is now suffering were occasioned mainly by an inflation of the currency. These are the leading features of a performance which is at once characteristic of its author and his party. It is neither fish, flesh, nor good herring. It looks both ways at the same time; to Pennsylvania, by pretended preference; and to the south, which dictates and directs the democratic policy. If Mr. Bigler does not know, he ought to be told by his constituents—which, no one of them, I take the liberty of doing—that it is just such speeches as this, and from such sources, that have damaged Pennsylvania in the past and must do so in the present. He has more substantial work for Congress and the country than that he will concern as upon four or five per cent. increase on the present tariff; or, in other words, that such an increase is all we need."

A DOUBLE OTTAR OF THE TARIFF.—We have already stated that Mr. Douglas is opposed to Protection. As a further illustration of the truth of the assertion, we ask attention to the following "elegant extract," about the tariff, from the Washington *States*, Senator Douglas's organ:

"Our associates in the Keystone State have already been indulged to the utmost limit of forbearance. They have been tolerated for years in the open profession of heresy. We permitted them to sacrifice Dallas for his intrepid fidelity to the principles of the party, and we allowed them to promote Buchanan because of his uncontrollably to a cardinal point of Democratic creed. They have demanded for the protectionist Democrats of Pennsylvania, and yet they have the audacity to exact a still further compromise of principle. The demand is insufferable. *Protection is another form of Abolitionism*; and, rather than be responsible for its imposition, the representatives of the slave-holding States would surrender the control of the Government."

In a subsequent article the *States* tells how it has fought for the State Rights Democracy, and concludes thus:

"We invoke Democrats to maintain the free-trade policy they have promised the great industrial interests of the country. If our admonitions are not heeded, and the ascendency of the party is overthrown in consequence, we at least will be exempt from responsibility."

Scotch Iron Trade for 1858.		
Stock on hand Jan. 1, 1858,	190,000	tons.
Produced in 1858,	970,000	"
Total,	1,160,000	"
Sold and consumed at home,	830,000	"
Stock on hand Jan. 1, 1859,	330,000	"

Of the 169 Iron Furnaces in Scotland, 131 were in blast, and 38 out of blast.

THE COAL TRADE.

Pottsville, February 12, 1859.

The quantity sent by Railroad this week is 19,029 16 tons against 14,601 tons for the corresponding week last year.

The demand for Coal is confined entirely to immediate wants for the line and city consumption. There is scarcely any piled, and but little shipped from Port Richmond.

Will our friend at Scranton be kind enough to furnish us with the return of Coal a day earlier. It now reaches us generally a day too late. We would also be obliged to our correspondents at Shamokin and Trevorton to furnish us with the quantity sent for the corresponding week last year, if not too much trouble.

The trade sums up this week and for the year as far as reported, as follows:

	1858.— WEEK.	TOTAL.	1859.— WEEK.	TOTAL.
Reading R. R.,	14,601	201,222	19,030	255,483
Lehigh Valley R. R.	5,703	64,630	8,996	85,905
Scranton South,	6,021	29,570	8,076	34,109
Do. North,	2,592	8,007	2,071	6,813
	28,889	303,329	38,173	382,360
			28,889	303,329
Increase,			9,484	79,031
Shamokin,			301	7,296
Trevorton,			2,751	11,267
Broad Top,	1,109	3,549	2,975	11,480

They plan we suggested for the recovery of the Trade by Railroad, meets with general approbation among the whole Coal Trade, both here and in Philadelphia. They are ready to pledge the Railroad 2,000,000 tons this year, if the reduction is made. One thing is certain, the Railroad Company must reduce, or the Canal Company must advance. As it now stands all our Operators are rushing to the Canal. If they had double the number of Wharves and Cars, they would still be engaged. We learn that the Managers of the Canal have been empelled to rent Wharves to accommodate the trade offered.

Several of our heavy Coal Operators state that they labor under great disadvantages in consequence of the delay in promulgating the rates of toll, &c. The consequence is that secret instructions are given by the New York Companies to their Agents, as to prices, and they enter the market and take the important contracts in the early part of the season, before our Coal Operators know the charges, &c., by our Carrying Companies, and of course are kept out of the market, and cannot make sales. There is much force in this argument. It is well known that the New York Companies always sell at lower rates in the early part of the season, to secure the contracts of heavy manufacturers.

A Coal Dealer, in reply to our suggestion last week that the Railroad Co. should aid in the construction of a Steam Tug to carry Coal to New York, suggests, that if the Railroad Company would offer a drawback, say 10 cents a ton in favor of all Coal carried to the East in Steam Tugs carrying 500 tons and upwards for a series of years, private enterprise would soon build all the Tugs required. The Managers of the Delaware and Raritan Canal, recured the trade to that Canal by offering a drawback on all Coal passing through said Canal to New York, and thus secured an immense trade.

COAL PRODUCT OF THE UNITED STATES.—The Philadelphia *Register* put down the whole product of the United States in 1858 at 14,600,000. We considered the estimate too high, and put the product down at a little rising 12,000,000 tons in 1858. To our remarks the *Register* replies, and after reviewing the ground, he adheres to his former statement. We are satisfied, after reading the remarks of the *Register*, that our statement is nearer the mark than that of the *Register*. The Editor of the *Register* estimates the product of Virginia, Kentucky, Tennessee, the Carolinas, Georgia, Alabama, Arkansas, Missouri, Iowa, Illinois, Indiana, Michigan, and the Territories, at 3,000,000. From the best data we have, it will not exceed 1,000,000 tons—a difference of 2,000,000 tons. The Coal Trade of Virginia and Illinois in 1858 did not exceed 500,000 tons, if it reached that amount;—and the trade of all the other States named and the Territories, did not reach 500,000 tons. The Coal Trade of the West was prostrated in 1858 to a much greater extent than that portion finding an outlet on the seaboard. It may safely be put down at one fourth less in 1858 than it was in 1857. As an evidence of the correctness of our figures, we will give a comparison of the trade at two points in the West which shows that the loss was over one-third in 1858.

	1858.	1857.
Cleveland, Ohio, Coal received at	319,601	190,203
Chicago,	171,370	107,645
	490,971	297,848

Showing a falling off in 1858 of 193,122 tons, which is considerably over *one-third* at these two important points. Even the Monongahela trade of Western Pennsylvania, which was the least likely to be effected from its location, fell off about 200,000 tons in 1858. Such was the state of the trade throughout the whole West last year, and we feel confident that the whole Coal Product of the United States in 1858, Anthracite, Semi-Anthracite and Bituminous, did not exceed 12,000,000 tons.

Great allowance must be made for Coal estimates unless they are known to be official, as they are generally over-estimated. We attempted to collect the Coal Statistics of a certain district two years ago. The returns furnished us, compared with the official returns, proved to be nearly double the actual quantity mined. We make this statement to show that unless returns are *actually official*, there is but little reliance to be placed on Coal Estimates, particularly those made to order by some of the Mining Engineers for speculative purposes. Millions of dollars have been swindled from unsuspecting and confiding citizens by such estimates, made to order, within the last few years.

We do hope that Congress will provide for the taking of the Census in 1860 in such a manner that reliable statistics may be collected by the Officers. The collection of statistics at the last Census, except in a few sections where capable persons were employed who felt an interest in the matter over the perquisites, was a miserable failure, and little or no reliance could be placed on the correctness of the returns.

The Wyoming Canal Company has declared a dividend of 3 per cent. What a marked difference between private and State management. In the hands of the State these Canals were losing concerns, but in the possession of private companies they will become profitable.

The Managers of the Chesapeake and Ohio Canal Company have unanimously resolved not to increase their toll on the canal over last year's rates, made at the suggestion of the Baltimore and Ohio Railroad Company. A powerful appeal was made to the Canal Company by the Coal Operators of the Cumberland Region in opposition to the proposition. From this appeal we make the following extract:

"The difficulty lies solely in the great remoteness of the Allegheny coal field from Tide-water, and the only possible way of preserving and fostering the coal trade, is by keeping the charges of transportation down to the minimum, otherwise the coal trade of Maryland, except for mere local purposes, must become reduced to a most insignificant amount, if not entirely extinct. It is idle to rely upon the superior quality of the Maryland coal to overcome entirely the natural difficulties arising from its remoteness from market. A moderate profit this may be done—the price at which the Maryland coal can be sold in the greatest markets is controlled by the prices of anthracite in New York, of the Pennsylvania coal in Eastern markets, of Broad Top bituminous coal in Philadelphia, and of the Blossburg bituminous coal at Albany and Troy.

The largest consumers in New York are swayed in their choice between Cumberland and Anthracite coals by the difference of a few cents beyond the ascertained relative values of the two kinds of coal, which has been established at $4 per ton. The iron manufacturers and others who formerly purchased largely of Cumberland coal, have, since the establishment of the reciprocity treaty, which admits coal from the British provinces free of duty into the United States, substituted it for Anthracite, the Nova Scotia coal, and it is only by taking the risks of freights and insurance themselves that the Maryland coal operators have been enabled of late to retain any foothold for the produce of their mines in the eastern market. The same state of things exists in Albany and Troy with regard to the Pennsylvania bituminous coal, which is delivered there at very low prices via. the Erie canal. The Philadelphia and Trenton markets are almost entirely lost to Maryland in consequence of the introduction of the Broad Top bituminous coal from Pennsylvania. Thus the market for Maryland coal has become greatly circumscribed, and in this state of things which demands our utmost efforts to sustain this uncompromising competition with coals from other regions, we are now threatened with a material advance of tolls upon the Chesapeake and Ohio canal, for the avowed purpose of restoring a portion of the trade to Baltimore.

The cost of toll and freight from Cumberland for putting Coal on board vessels at Alexandria by Canal is $1 90 per ton. By Railroad at present charges $2 31. Difference in favor of Canal 41 cents per ton.

The old Board of Directors of the Northern Central Railroad leading from Baltimore to Sunbury, have all been ousted except two, at the recent election. John S. Gittings of Baltimore has been elected President in place of Z. Barnum. The Pennsylvania interest was thrown against the old board.

COAL TRADE OF CHICAGO.—Quantity of coal received and shipped from Chicago in the last two years:—

	1858.	1857.
Received by lake,	96,926	134,043
Received by canal,	3,363	6,656
Received by railroad,	7,356	30,671
Total tons received,	107,645	171,370
Total tons shipped,	15,641	23,943

PHILADELPHIA COAL MARKET, Feb. 11, 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, prepaid $4 00 @ $4 50.

NEW YORK COAL MARKET, Feb. 10, 1859.—The inquiry for domestic has continued good, and the market is well maintained and the stock is ample for the season. We quote by the cargo at $3 90 @ $4 40, and from the yard at $4 50 @ $5 25 ⅌ ton. An active demand has prevailed for foreign, so much so that it has exceeded the supply; prices are entirely nominal.

Iron.—The stock of all kinds of foreign is small, and the receipts in prospect are also light, the market therefore is very firm. American pig continues in good request at the improvement, and further sales of some 25,000 tons during the week have been effected at $22 50 for forge, and $24 @ $25 for good to prime No. 1, deliverable in Philadelphia. We quote:

Pig, Scotch, ⅌ ton,	$28 50	@ $30 00
Bar, Sweden, ordinary sizes,	90 00	@ 92 50
Bar, English, refined,	57 00	@ 57 50
Bar, English, common,	47 50	@ —
Sheet, Russia, 1st quality, ⅌ lb.	11	@ 11½
Sheet, Single, Double and Treble,	3¾	@ — 4

—*Tribune.*

Coal Trade by Railroad for 1859.

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

Port Carbon,	5,524 11
Pottsville,	1,988 09
Schuylkill Haven	6,515 09
Auburn,	421 00
Port Clinton	3,670 07
Total for week	19,029 16
Previously this year	236,451 18
Total	255,481 14
To same time last year	201,222 08
Increase so far,	54,259 06

Schuylkill County Railroads 1859:

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.,	7,099 10	38,212 14
Mt. Carbon, "	2,002 00	10,222 10
Schuylkill Valley "	1,586 02	8,676 04
Mt. Carbon & Pt. Carbon "	5,025 10	38,391 19
Mill Creek, "	4,027 18	32,011 13
Little Schuylkill, "	2,642 14	43,560 16

Pinegrove Coal Trade for 1859.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	2,136 07	2,136 07
Swatara Railroad,	828 10	828 10

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	1,221 18	11,276 15
E. Sugar Loaf, (Packer & Co.,)	1,221 02	12,119 09
Council Ridge, (Sharpe, L. & Co.,)	1,108 12	11,005 09
Mount Pleasant,	141 10	2,521 09
S. Mt., (Randolphs & Hampshire,)	1,174 15	13,553 18
Coleraine, (Ratcliff & Johnson,)	1,316 14	8,339 04
Beaver Meadow,	594 13	4,834 17
N. York & Lehigh, (Taggart & Co.)	798 11	9,067 09
N. Sp. Mt. (J. B. McCreary & Co.,)	718 11	5,955 16
S. Sp. Mt., (Dolbin & Behaven,)		19 08
Union Improvement Co.,		2,010 17
German Penna.,		228 10
Other Shippers,		
Total,	8,996 06	85,965 01
Last year,	5,703 02	64,530 09
Increase, so far, tons,	3,293 04	21,434 12

Scranton Coal Trade for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	2,070 12	6,812 10
Shipped South,	8,076 00	34,099 13
Total,	10,146 12	40,912 03

Shipments to same period last year:

	WEEK.	TOTAL.
Shipped North,	2,361 18	8,007 02
Shipped South,	6,023 02	29,570 00
Total,	8,385 00	37,577 02

Shamokin Coal Trade for 1859.

Amount of Coal Shipped from Shamokin Coal Region up to Saturday last:

	WEEK.	TOTAL.
For the last week,	983 12	1,308 10

Trevorton Coal Trade for 1859.

	WEEK.	TOTAL.
For the week,	2,751 00	11,267 00

Broad Top Coal Trade for 1859.

	WEEK.	TOTAL.
For the last week,	2,975 00	11,480 00
Last year,		3,549 00
Increase this year,		7,931 00

Cumberland Coal Trade, 1859.

	WEEK.	TOTAL.
For the last week,	3,042 11	24,382 19

Rates of Toll and Transportation
ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Trenton,	$1 65
do Elizabethport,	2 00
do Morris Canal Basin at Phillipsburg,	62

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

Rates of Toll, &c., to Baltimore.

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

Coal Stocks,
AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads:	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	24¼	24¾
Mine Hill and Schuylkill Haven	50	59½	60
Mount Carbon	50	60	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50		
Lorberry Creek	50	00	00
Swatara	50	9	0
Canals:			
Schuylkill Navigation	50	9¾	10¼
" preferred	50	18¾	19¼
Union Canal	50	2¾	3
" preferred	50	3	3¼
Del. & Hud'n Coal & Transportat'n Co's.	100	99¾	100
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	25	25¼
Lehigh Coal & Navigation Co.	50	52	52½
Hazleton Coal Co.			
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	82	83¼
Dauphin Coal & R. R. Co.	100	00	00
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	55½	55¾
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies:			
Forest Improvement Co	25	25	28
North American Co., preferred	25	00	00
" " common	25	00	00
Delaware Coal Co.	50	00	01
Cumberland Coal Co.	50	21	21¼
New Creek Coal Co.	10	⅛	¼
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	25	28
Pottsville Water Co.	25	18	20

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

NEW ADVERT'MENTS

MAPS! MAPS!! MAPS!!!
MAPS of Schuylkill County, and of the Coal Regions, in Sheets, in Pocket Book Form, on Rollers, and Framed, for sale by B. BANNAN.
☞ These Maps in Sheets, can be sent by mail to those who desire them.

CAR YARDAGE.
THE subscriber respectfully informs the public that he is prepared to receive and unload Cars containing Lumber, Bark, Staves, Shingles, Coal Iron, &c. E. SCHREINER,
S. W. cor. Broad and Callowhill sts., Philadelphia.
February 12, '59 7-6m

STEAM MILL.---Notice.
ABRAHAM HEEBNER respectfully announces to his friends and the public in general that he has taken the Port Carbon STEAM MILL, and is now prepared to furnish FLOUR of a superior quality, together with Mill Feed, Oats, Corn, Rye Chop, Corn Chop, Hay, Straw, &c. &c. ☞ Wholesale at low prices.
Port Carbon, February 12, '59 7-4t

NEW DRY GOODS AND GROCERY STORE.
THE subscribers have opened a new DRY GOODS AND GROCERY STORE, in the building formerly occupied by Emanuel Strouse, Port Carbon, where they intend keeping a full assortment of all goods in their line, which they will sell at the lowest cash prices. Their friends and the public are invited to give them a call.
J. & J. S. ROUDENBUSH.
Feb. 12, '59 7-3t

A. H. FRANCISCUS,
No. 241 Market street, Philadelphia,
KEEPS the largest and best assorted stock of Carpet Chain, Cotton Yarns, Wadding, Cotton Laps, Twines, Coverlet Yarn, Bed Cords, Wash Lines, Hoops for Coils, Rope Twine, Indigo Blue Vat, Mould, Lamp, Candle, Camphene, Lard and Fluid Oils, in the city. Also, a great variety of FLY NETS, which he offers at manufacturers' lowest cash prices.
February 12, '59 7-3m

FOR SALE.
THE undersigned offers for sale a tract of land containing 9 acres, and situated on the upper Pt. Carbon road, about a half mile from Pottsville. The improvements are two frame dwelling houses, a small stable, and also a spring of never failing water. I will sell in one piece or in lots to suit purchasers. It is well adapted for the raising of vegetables, and has some fine young apple trees and grape vines thereon. For further particulars enquire of the above, or of the subscriber.
GEORGE LAUER, Orchard Brewery.
His reasons for selling are that he has purchased the Tumbling Run Farm from the Schuylkill Navigation Company, and wishes to make it an extensive Farm, which will require his spare time, and also his undivided attention. He has been enabled of late to retain any foothold for the produce of their mines in the eastern market, the same state of things exists in Albany and Troy with regard to the Pennsylvania bituminous coal, which is delivered there at very low prices via. the Erie canal. The Philadelphia and Trenton markets are almost entirely lost to Maryland in consequence of the introduction of the Broad Top bituminous coal from Pennsylvania. Thus the market for Maryland coal has become greatly circumscribed, and in this state of things which demands our utmost efforts to sustain this uncompromising competition with coals from other regions, we are now threatened with a material advance of tolls upon the Chesapeake and Ohio canal, for the avowed purpose of restoring a portion of the trade to Baltimore.

The cost of toll and freight from Cumberland for putting Coal on board vessels at Alexandria by Canal is $1 90 per ton. By Railroad at present charges $2 31. Difference in favor of Canal 41 cents per ton.

The old Board of Directors of the Northern Central Railroad leading from Baltimore to Sunbury, have all been ousted except two, at the recent election. John S. Gittings of Baltimore has been elected President in place of Z. Barnum. The Pennsylvania interest was thrown against the old board.

COAL TRADE OF CHICAGO.—Quantity of coal received and shipped from Chicago in the last two years:—

	1858.	1857.
Received by lake,	96,926	134,043
Received by canal,	3,363	6,656
Received by railroad,	7,356	30,671
Total tons received,	107,645	171,370
Total tons shipped,	15,641	23,943

PHILADELPHIA COAL MARKET, Feb. 11, 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, prepaid $4 00 @ $4 50.

NEW YORK COAL MARKET, Feb. 10, 1859.—The inquiry for domestic has continued good, and the market is well maintained and the stock is ample for the season. We quote by the cargo at $3 90 @ $4 40, and from the yard at $4 50 @ $5 25 ⅌ ton. An active demand has prevailed for foreign, so much so that it has exceeded the supply; prices are entirely nominal.

Iron.—The stock of all kinds of foreign is small, and the receipts in prospect are also light, the market therefore is very firm. American pig continues in good request at the improvement, and further sales of some 25,000 tons during the week have been effected at $22 50 for forge, and $24 @ $25 for good to prime No. 1, deliverable in Philadelphia. We quote:

Pig, Scotch, ⅌ ton,	$28 50	@ $30 00
Bar, Sweden, ordinary sizes,	90 00	@ 92 50
Bar, English, refined,	57 00	@ 57 50
Bar, English, common,	47 50	@ —
Sheet, Russia, 1st quality, ⅌ lb.	11	@ 11½
Sheet, Single, Double and Treble,	3¾	@ — 4

—*Tribune.*

Coal Trade by Railroad for 1859.

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

Port Carbon,	5,524 11
Pottsville,	1,988 09
Schuylkill Haven	6,515 09
Auburn,	421 00
Port Clinton	3,670 07
Total for week	19,029 16
Previously this year	236,451 18
Total	255,481 14
To same time last year	201,222 08
Increase so far,	54,259 06

Schuylkill County Railroads 1859:

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.,	7,099 10	38,212 14
Mt. Carbon, "	2,002 00	10,222 10
Schuylkill Valley "	1,586 02	8,676 04
Mt. Carbon & Pt. Carbon "	5,025 10	38,391 19
Mill Creek, "	4,027 18	32,011 13
Little Schuylkill, "	2,642 14	43,560 16

Pinegrove Coal Trade for 1859.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	2,136 07	2,136 07
Swatara Railroad,	828 10	828 10

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	1,221 18	11,276 15
E. Sugar Loaf, (Packer & Co.,)	1,221 02	12,119 09
Council Ridge, (Sharpe, L. & Co.,)	1,108 12	11,005 09
Mount Pleasant,	141 10	2,521 09
S. Mt., (Randolphs & Hampshire,)	1,174 15	13,553 18
Coleraine, (Ratcliff & Johnson,)	1,316 14	8,339 04
Beaver Meadow,	594 13	4,834 17
N. York & Lehigh, (Taggart & Co	798 11	9,067 09
N. Sp. Mt. (J. B. McCreary & Co.,	718 11	5,955 16
S. Sp. Mt., (Dolbin & Behaven,)		19 08
Union Improvement Co.,		2,010 17
German Penna.,		228 10
Other Shippers