Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 19, 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, 110 Broadway.
PHILADELPHIA—Joy, Coe & Co., 5th and Chesnut streets.
SHAMOKIN—D. N. Lake, Esq.
Who are authorized to receive subscriptions and collect Bills for the MINERS' JOURNAL establishment.

It is decided to call an extra session of Congress early in August next.

NOVEL PROPOSITION.—It is proposed in the Washington *Union*, in the present exigency, to use the postages for the service of the Post Office Department. Humf Cool to say the least.

THE wife of I. D. Ingersoll of Boston, eloped on Friday with a young limb of the law, G. H. Yeager. Mr. Ingersoll who is a very good undertaker, has started after the fickle woman; but whether he will overtake her is problematical.

HAIL, CHARMING SPRING!—Near Bristol, Pa., farmers are engaged in plowing, and in the suburbs of Philadelphia the market gardeners are busy preparing the ground for Spring operations.

MR. DEADY, the leader of the ultra pro-Slavery party in Oregon, has been appointed Judge of the new U. S. District Court organized for that State; another proof of the subjection of the Administration to Slavery as a political element.

THE Washington *Union* is about to have an accession of two more editors. That's all right says Prentice. "Biddy, did you put an egg into the coffee to settle it?" "Yes, ma'am, I put in four, they were so dead I had to use the more of 'em."

THE President is intensely wroth about the conduct of Secretary Toucey in exposing the *endorsed* letter of Col. Patterson. It is openly charged that Toucey did this to screen himself in his various guilty transactions, and to make the President his *fortress* against assault.

DURING the week there have been serious school troubles in Boston, growing out of an attempt of the Roman Catholics to interfere in the Protestant religious exercises of the public schools.—The whole affair grew out of the advice of a Catholic priest to parents and children, not to submit to the rules regarding the religious ceremonies.—A high-handed piece of business on the part of a Papist priest.

THE agricultural interests of the country are much depressed. No wonder. Agriculture will flourish most where a large portion of the people are engaged in other pursuits, and *well paid for their labor*. Such a condition of affairs only exist under a Protective Tariff. Farmers most need a protective tariff, and it would be well for them if they would read the signs of the times intelligently.

A GREAT DIFFERENCE.—An exchange says:—"It is rather surprising that whilst ocean steamers built by private enterprise make voyage after voyage, without damage, there is scarcely a government steamer that makes a voyage, without having to put in somewhere to repair machinery."—Not at all surprising. If there was no chance to put in defective machinery, there would be no pickings and stealings.

ELECTION IN KANSAS.—Governor Medary has issued a proclamation for an election on the fourth Monday in March, in accordance with the act of the last Legislature, providing for the formation of a Constitution for a State Government. Three months residence prior to the election is requisite to vote. Aliens having declared their intention to become citizens are qualified. Delegates to the Constitutional Convention are to be elected.

A FANATICAL LAW.—The late Arkansas Legislature passed a law, which is to take effect from the 1st of January, 1860, prohibiting the employment of free colored persons on water-craft navigating the rivers of that State. A violation of this law is to be considered a high misdemeanor, and, upon conviction, subjects the party having charge of such craft to a fine of $500 to $1,000, and an imprisonment not exceeding twelve months.

CANDIDATES.—Among the names mentioned in connection with the next nomination for Governor, by the People's Convention, we observe those of Dr. E. D. Gazzam, Gen. J. K. Moorehead, Jno. Covode, A. K. McClure, Samuel N. Purviance, John C. Kunkle, Isaac Hazelhurst, W. C. A. Lawrence, A. W. Benedict and Robert M. Palmer.—Many names are also presented for Auditor General and Surveyor General. For Auditor General we see mentioned those of Wm. E. Frazer, of Fayette County, late Canal Commissioner, and Col. S. S. Wharton, of Huntingdon.

THE Supreme Court last week pronounced an opinion that the Fugitive Slave Act is Constitutional, and that the Supreme Court of Wisconsin acted in contempt of law, in preventing its enforcement. As the Supreme Court of Wisconsin refused to certify the record of its decision to the Washington bench, it is presumed that the case in which this late opinion was given came up in a surreptitious manner. Wisconsin was not represented in the argument, and took no part in the proceedings. Until the intended reorganization of the U. S. Supreme Court shall be made, its opinions on sectional issues will receive little attention, and no respect.

AN ILLUSTRATION OF AMERICAN CIVILIZATION.—In our next we will give one. The artist is a correspondent of the New York *Tribune*. The scene—a graphic pen and ink sketch—represents a great slave auction near the City of Savannah, Georgia. The lot consisted of four hundred and thirty-six men, women, children and infants, the property of Mr. Pierce M. Butler, a resident of the City of Philadelphia, in the free State of Pennsylvania. Losses in the grand crash of 1857-8, and other exigencies of business, impelled him to realize on his Southern investments, that he may satisfy sundry pressing creditors, and be enabled to resume business with the surplus, if any. The scenes at the sale are described with much ability, and are really interesting if only read from curiosity to show how such sales are conducted in the slave States. To the philanthropic and humane, however, will indignation and disgust arise, when they peruse the account of a scene which casts another blot upon our Republican escutcheon.

THE NEW DEMOCRATIC PLATFORM ON THE SLAVERY QUESTION AS LAID DOWN IN THE UNITED STATES SENATE.—Just before the last session of Congress expired, an important debate on the Slavery question took place in the United States Senate. The debate is lengthy; but the gist of the future Democratic Policy is:

The Democratic Senators proclaim, as to Slavery in the Territories, that Congress can do nothing to keep the Settlers from having it, and that the Settlers can do nothing to keep from having it themselves.

They insist that it goes wherever the Federal Government goes, but it does not stop where the Federal Government stops, for no act of State or staff of office can keep it out. That wherever we plant the American Flag, there we plant Slavery. That wherever we carry the Constitution, there we carry the auction block, the manacles, and the lash!

They claim that laws establishing it, by whomever passed, must be enrolled on the statute book, but that laws prohibiting it, by whomever passed, are worthless as blank paper. When New Mexico adopts a law for its favor, they pronounce it a chain of iron. When Kansas adopts a law against it, they pronounce it a rope of sand.

New States, they declare, may freely copy the institutions of South Carolina, but they declare it is treason for them to copy the institutions of Pennsylvania.

In a word, they hold that anybody may legislate Slavery in, but that nobody can legislate it out! They demand *Congressional legislation to protect it in the Territories*, and failing to get that, threaten to dissolve, first their Party and then the Union!

Upon this consistent and attractive platform they propose to fight the battle of 1860.

"WHOM THE GODS WOULD DESTROY THEY FIRST MAKE MAD!"

In that event the Democratic party of Pennsylvania is doomed. The State Convention of that party which met on Wednesday in Harrisburg, nominated Richardson L. Wright for Auditor General, and John Rowe for Surveyor General. So far good. Had the Convention stopped at that point, it would have been well for the so-called Democratic party. But it did not; and we have from it resolutions approving of James Buchanan and his course, while it rejects a resolution approving of William F. Packer and his course. It is to be presumed that neither Mr. Packer nor his friends care ought for the studied insult; but that the latter are prepared at any time to vindicate his course. The masses of Pennsylvania though, are not to be insulted openly, without promptly resenting it. The political trucksters composing the Convention, not only endorse all the political acts of James Buchanan, which have been emphatically condemned by the people of this State; but they insult the intelligence of our workingmen by prating of being favorable to a discriminating protection of iron and coal, while in the same breath they "go in" for the acquisition of Cuba, which if successful, would enhance the slave representation in Congress, and fix more firmly upon us, Free Trade. If the Democratic leaders suppose that at this late day they can force such contradictions down the throats of the people, they are miserably mistaken. As the Philadelphia *Bulletin* truly remarks, there was a time when any kind of doctrine could be forced upon Pennsylvania by federal administrations, and when pro-slaveryism was humored and consented to, if not absolutely and positively sustained. But this time has passed. The election of October, 1858, when the candidates of the Buchanan Democracy for State offices were defeated by from twenty-five to thirty thousand majority, and when the total combined opposition and anti-Lecompton democratic majority on Congressmen was about seventy thousand, was the most convincing illustration of this. Did the Convention reflect that this majority was against them, and must be overcome before Messrs. Wright and Rowe can be elected? Did they reflect that by rejecting the Packer resolution they were widening the existing schism in the party, were driving further from them the mass of independent voters, and were making the vote for the party candidates a more hopeless minority than it was last October? Did they know that they were giving the opposition a strength they could not have dreamed of, and were thrusting upon them facilities, not only for a victory in October, 1859, but for a more magnificent national victory in November, 1860? Truly, "whom the gods would destroy, they first make mad!"

THE FRY DIVORCE CASE.—We are not surprised that an immense interest is felt in the issue of this case now before the Legislature, for action, on petition of Mrs. Fry asking to be divorced, because society and public morals have something at stake in the game being played in this matter. We are however, surprised at the action of the Committee on divorces, a majority of which voted to report in favor of granting the divorce, quite suddenly, after previous inability to agree. Heron Foster of the Allegheny County delegation, an able member, is the only one of the Committee who opposes the divorce, and has presented a strong minority report. The sudden action of the Committee in favor of the divorce, and the fact as is stated, that some fifty thousand dollars have been sent to Harrisburg, to have the whole thing if possible, "set-up," look bad. There may be no collusion. We do not charge it. But to every man acquainted with the particulars of this unfortunate domestic difficulty, as set forth in the published statements of the parties directly interested, it must seem a great outrage that even the Committee on divorces reports favorably. Should it pass the House, which for the credit of our Legislature, we hope will not be the case, we look to the Senate for its stern condemnation. If money and purse-proud arrogance are to be brought into the field against an injured husband and his rights, to crush them in spite of law and justice, let the people know it. If a giddy, spoiled girl is to act the wanton if not *de facto*, at least next to it, and then procure a divorce through the influence of her father's wealth, or connections, or what not, as if she was the injured party, then farewell to the sacred ties of wedded life. A whim, a caprice, will in the future, serve to snap them, and men and women may each have a dozen mates in a dozen months. The moral degradation that would ensue we need not describe.—Pittsburgh has had some experience in divorce mania, which has been commented upon severely by her judges. In the case now under consideration it is evident that Mr. Horace B. Fry is alone the injured party; he alone has the sight of being divorced on his own application, and we earnestly hope that the Legislature of Pennsylvania for the sake of public morality, will commit no such grave indiscretion as that threatened by the action of the Committee on divorce.

LEAVENWORTH CITY is strongly recommended as the best starting point for Pike's Peak and the gold mines. The city is about four years old.—The remarkable rapidity of its growth in business and wealth, will be perceived by the following statistics which we extract from the Kansas *Herald*:

Hotels,	12	Civil Engineers,	17
Boarding Houses,	94	Surveyors,	20
Restaurants,	11	Architects,	8
Banking Houses,	6	Lumber Yards,	11
Wholesale and Retail Grocery Stores,	40	Marble & Stone Yards,	4
Wholesale Liquor Stores,	2	Flour Mills,	2
Dry Goods Stores,	37	Saw "	7
Hardware Stores,	8	Breweries,	10
Shoe Stores,	14	Soda Manufactories,	3
Boot and Shoe Stores,	14	Lard Oil "	2
Hat and Cap Stores,	9	Pork & Packing Houses,	3
Furniture Stores,	9	Soap & Candle Manufactories,	3
Clothing Stores,	29	Cabinet Factories,	4
Tailoring Establishments,	10	Carriage & Wagon Manufactories,	3
Millinery & Fancy Stores,	14	Blacksmith Shops,	10
Notion Stores,	6	Saddle & Harness Shops,	5
Queensware "	3	Foundry & Machine Shops,	3
Book "	2	Livery Stables,	4
Jewelry "	4	Theatres,	1
Tin & Stove "	7	Public Gardens,	4
Cigar & Tobacco Stores,	12	Billiard Saloons,	7
Auction & Commission Stores,	9	Bowling "	1
Gun Stores,	2	Coffee Houses,	192
Forwarding & Commission Houses,	18	Masonic Lodges,	2
Stage Warehouses,	3	Odd Fellows' "	2
Steamboat Agencies,	6	Sons of Malta,	1
Railroad "	2	Lawyers,	59
Express "	1	Doctors,	40
Insurance "	6	Dentists,	5
Real Estate "	30	Book Binderies,	1
Commercial College,	1	Printing Offices,	7
Churches,	9	Buildings in the City,	1672
Schools,	4	Limits,	1100
Female Seminaries,	3	Houses in Leavenworth proper,	10,460
Daily Papers,	4	Population,	$3,871,575 00
Weekly "	4	Total assessed valuation of property,	

LEGAL INTELLIGENCE.

SUPREME COURT, March 13.—Opinions were delivered in the following among other cases:—

Heffner vs. Wenrich & Phillips.—Error to Common Pleas of Schuylkill county. Judgment reversed, and a venire facias de novo awarded.

The Borough of Pottsville, vs. Carey.—The order of the Court striking off the appeal is reversed, and the record is remitted with instructions to reinstate the appeal.

THE COAL TRADE.

Pottsville, March 19, 1859.

The quantity sent by Railroad this week is 20,951 19 against 21,377 tons for the corresponding week last year. By Canal 512 19 tons, which is a gain, as no shipments were made so early by Canal last year. Shipments for the week 21,464 09 tons.

The trade sums up this week as follows, showing a slight increase for the week over the corresponding week last year:

	1858. WEEK.	1858. TOTAL.	1859. WEEK.	1859. TOTAL.
Reading R. R.,	21,377	290,726	20,952	370,371
Schuylkill Canal,			561	759
Lehigh Valley R. R.	6,429	94,842	12,746	137,527
Scranton South,	4,354	57,343	2,792	76,273
Do. North,	2,035	18,192	94	16,029
Shamokin,	No report.		1,474	12,864
Trevorton,	1,101	9,540	2,137	20,231
Broad Top,	1,234	7,338	2,250	23,362
	37,099	477,781	40,548	646,482
			37,099	477,781
Increase in 1859—tons,			2,449	167,701

Shamokin is not included in the addition in 1859, as we have no comparisons to make with last year.

The heavy rain during Thursday nigh, has largely increased the water in the Collieries, and caused a freshet in the Schuylkill. It was fortunate that the frost was out of the ground and no snow remaining on our mountains, otherwise there would have been a heavy freshet, which might have caused serious damage to the Canal—but so far we have heard of no injury resulting thereto. It will however check shipments probably for a week, which is rather desirable than otherwise so far as the trade is concerned.

The demand for Coal remains dull except for Lump and Chestnut, which is in demand—but the quantity made is limited, owing to the unusual limited demand for prepared Coal.

The Railroad and Canal Companies have published the Tariff of Tolls, &c., on Coal, until further notice, which are precisely the same as last year. We append the rates:

PHILAD'A & READING RAILROAD.

FROM	Mount Carbon.	Schuyl'l Haven.	Auburn.	Port Clinton.
To Richmond,	1 40	1 35	1 25	1 20
" Philadelphia,	1 40	1 35	1 25	1 20
" Inclined Plane,	1 40	1 35	1 25	1 20
" Nicetown,	1 40	1 35	1 25	1 20
" Germantown R. R.,	1 40	1 35	1 25	1 20
" Falls of Schuylkill,	1 40	1 35	1 25	1 20
" Manayunk,	1 40	1 35	1 25	1 20
" Spring Mills,	1 35	1 30	1 20	1 20
" Conshohocken and Plymouth Railroad.	1 35	1 30	1 20	1 20
" Rambo's and Potts' and Jones',	1 30	1 25	1 15	1 10
" Norristown or Bridgeport,	1 30	1 25	1 15	1 10
" Port Kennedy,	1 25	1 20	1 10	1 10
" Valley Forge,	1 25	1 20	1 10	1 10
" Phœnixville,	1 15	1 10	1 00	1 00
" Royer's Ford,	1 15	1 10	1 00	1 00
" Pottstown,	1 15	1 10	1,00	1 00
" Douglassville,	1 10	1,05	1 00	1 00
" Birdsboro'	95	90	85	80
" Reading,				
" Between Reading and Mohrsville,	95	90	80	80
" Mohrsville,	95	90	80	80
" Hamburg,	95	90	80	80
" Owsleyburg,	95	90		

SCHUYLKILL NAVIGATION TOLLS.

FROM	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Port Clinton.
	cts.	cts.	cts.	cts.
To Philadelphia,	65	64	62	50
Manayunk,	65	64	62	50
Spring Mill,	60	59	57	50
Conshohocken,	60	59	57	50
Plymouth Dam,	60	59	57	50
Bridgeport,	55	54	52	45
Norristown,	55	54	52	45
Port Kennedy,	50	49	47	40
Valley Forge,	50	49	47	40
Pawling's Dam,	50	49	47	40
Port Providence,	50	49	47	40
Phœnixville,	45	44	42	37
Royer's Ford,	45	44	42	37
Pottstown Landing,	45	44	42	37
Port Union,	43	40	40	36
Birdsborough,	41	40	38	34
Reading,	38	37	35	31
Althouse,	38	37	35	31
Mohrsville,	38	37	35	31
Hamburg,	35	32	32	28
Owsigsburg Landing,	30	29	27	

The charge will be per ton of 2240 lbs., less five per cent; allowance for waste, as usual; and no charge less than twenty-five cents per ton will be made for any distance. By order of the Managers.

F. FRALEY, *President.*

The Railroad allows 20 cents per ton to the Boatmen on the freight running to New York and such other points where Canal Boats run without transhipment. The Schuylkill Navigation Company allow 10 cents per ton drawback on Coal landed at Philadelphia, and 15 cents per ton on Coal transhipped either from Boats or off their landings destined for distant ports.

The rates of freight by Canal to New York have not been definitely fixed yet, but presume they will open at about 5 cents advance on last year's prices. The rates therefore by Railroad and Canal to New York will be as follows:

To New York via. Railroad.

Freight to Port Richmond,	$1 40
Transhipment, as charged by Railroad,	12
Freight to New York,	80
	$2 32

To New York via. Canal.

Toll on Schuylkill Canal, loss 5 per cent.,	$ 63
Freight to New York,	1 60
	$2 23

The toll on Coal on the Morris Canal has been increased from 48 to 54 cents per ton, 6 cents per ton over last year's rates. The freights and towage will be about the same as last year.

The reduction of toll on the Lehigh and Delaware Division Canals, is equal to 16 or 17 cents per ton on last year's rates. The freights will be about the same as last year.

The tolls on the Lehigh and Delaware Division and Morris Canal, are as follows:

Toll on Wilkesbarre & White Haven R. R.	$0 25
On Lehigh Canal,	38
On Delm. Division to Bristol,	31
To Outlet Lock,	28
On Morris Canal,	54
On Delm. and Raritan Canal,	36 cents, towage, 18, .54
Freight from Mauch Chunk to New York via. Delaware Division, if unloaded by Boatmen,	1 10
If unloaded by Consignee or Company	10 cents loss.
Freight from Mauch Chunk to New York via. Morris Canal, $1 30, towage	10 cts., 1 40

The freights given are the Lehigh Coal Company's contract prices.

This would give the following results:

Expense of transporting a ton of Coal from Mauch Chunk to N. Y. via. Dela. Division, $2 30
To New York via. Morris Canal, 2 32

The rates of toll &c., from Mauch Chunk to Elizabethport and Trenton, via. Lehigh Valley Railroad have not been promulgated yet.

The reduction in tolls made on the lines running from the Lehigh Region to New York, will bear rather hard on the Schuylkill Region, by equalizing the expenses of transportation; and would seem to cut off all prospect of an advance in the prices of Schuylkill Coal, or freights, over last year's prices—unless there is a general advance in the price of Coal, which we think must take place as the season progresses.

While all other branches of business, and various manufacturing interests, are looking up a little, present prospects for the Coal Trade is any thing but flattering. We hope however this gloom will soon pass away and the trade assume a brighter aspect. There is a good deal of croaking afloat, together with a determination on the part of purchasers to represent every thing in the most unfavorable light, in order to purchase Coal at the lowest points.

COAL BURNING LOCOMOTIVES.—As we have repeatedly shown, frequent experiments demonstrate the fact, that Coal, as a fuel for locomotives, can be used with vast saving to the railroad interests of the country. A correspondent of the New York *Courier and Enquirer*, writing from Albany, says: "The coal-era seems to have begun in earnest in the locomotives. The experiment on the Hudson River Road has become a result. One of the engines ran a few days since from Poughkeepsie to Garrison's without the fire being touched, while from Garrison's to Peekskill the fireman found the engine content to take that romantic England ride, with the starvation diet of three shovels full of coal! The miners in Pennsylvania may tell this news as glad words for the home they make joyous by their labor."

PHILADELPHIA COAL MARKET, March 18, 1859.—The prices for the Spring trade have not been fixed since the promulgation of tolls and freight. The few cargoes sold have been principally at former quotations. In the course of a week or two we will be able to give more reliable figures.

Iron.—The demand is moderate for Pig Metal, as follows:—Scotch $28; Anthracite, No. 1, $24 @ $25; No. 2, $23 and No. 3, $22; Cast Iron Pipes $33 @ $40 per ton; American Bar, refined, $57 @ $60; common, $45 @ $52; English Bar, $49 @ $57 50.

BALTIMORE COAL MARKET, March 17, 1859.—The market for Coal continues dull, and so far as we have been advised the transactions in it have been very limited. We quote Cumberland at $3 35 @ $3 50 for fine, and $3 60 @ $3 75 for run of mine. Anthracite Coal is selling from the yards at $4 75 @ $5 25 per ton of 2240 lbs.

NEW YORK COAL AND IRON MARKETS, March 17, 1859.—The inquiry for local use has been very light for the season. A good demand exists for manufacturing purposes. The arrivals have been large, and prices tend downward. We quote at $3 40 @ $4 20 by the cargo, and $4 25 @ $4 75 ☞ ton from yard. In foreign a moderate demand exists since our last at previous prices.

Iron.—The market remains without change with but little stock on hand. Scotch Pig $30 @ $31 50; English Bar refined $57 50, common $47 50; Russia Sheet 11 @ 11½, common 3½ @ 4½.

Schuylkill Coal Trade for 1859.

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

	RAILROAD.	CANAL.
Port Carbon,	5,941 13	110
Pottsville,	1,119 06	
Schuylkill Haven,	3,357 02	451
Auburn,	1,710 10	
Port Clinton,	3,823 08	
Total for the week,	20,951 19	561
Previously this year,	349,419 15	228
Total,	370,371 14	789
To same time last year,	290,725 15	
Increase, tons,	79,645 19	789

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.,	10,902 02	87,220 00
Mt. Carbon, "	1,711 10	19,214 17
Schuylkill Valley "	2,953 08	21,808 16
Mt. Carbon & Pt. Carbon "	8,187 01	74,356 19
Mill Creek, "	5,690 11	58,230 14
Little Schuylkill, "	6,351 07	67,030 07

Pinegrove Coal Trade for 1859.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	4,928 13	7,068 03
Swatara Railroad,	1,847 01	2,468 11

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	2,064 13	19,110 07
E. Sugar Loaf, (Packer & Co.,)	1,400 03	17,954 00
Council Ridge, (Sharpe, L. & Co.,)	1,086 19	17,535 08
Beaver Meadow,	567 14	4,583 13
N. York & Lehigh, (Tagart & Co)	942 09	13,060 11
N. Sp. Mt. (J. B. McCreary & Co.)	1,290 05	11,113 13
S. Sp. Mt., (Randolphs & Hampshire,)		10 08
Coleraine, (Ratcliff & Johnson,)	576 04	12,790 06
Mount Pleasant,	507 14	4,583 13
Union Improvement Co.,	3,055 05	29,787 12
German Penna.,	19 01	2,506 13
Other Shippers,		28 10
Total,	11,745 14	137,527 00
Last year,	9,429 07	94,841 11
Increase, so far, tons,	2,316 07	42,685 09

Scranton Coal Trade for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	93 12	16,929 01
Shipped South,	2,738 13	76,272 15
Total,	2,832 12	93,201 16

Shipments to same period last year:

	WEEK.	TOTAL.
Shipped North,	2,053 16	18,191 12
Shipped South,	4,883 18	57,343 09
Total,	6,937 14	75,534 01

Lykens Valley Coal Trade for 1859.

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	149 02	149 02
Short Mountain Mines,	396 06	396 06
Total,	545 08	545 08

Shamokin Coal Trade for 1859.

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

	WEEK.	TOTAL.
For the last week,	1,474 04	12,864 00

Trevorton Coal Trade for 1859.

	WEEK.	TOTAL.
For the week,	2,137 02	20,231 00

Broad Top Coal Trade for 1859.

	WEEK.	TOTAL.
For the last week,	2,250 00	23,362 00
Last year,		9,092 00
Increase this year,		14,270 00

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

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

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

Mauch Chunk to Trenton,	$1 64
do Elizabethport,	2 09
do Morris Canal Basin at Phillipsburg,	83

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

Via Lehigh Valley and Northern Penn. Railroads, to Master street, Philadelphia, $1 71

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.

	PAR.	OFF'D	ASK'D
Railroads:			
Philadelphia, Reading & Pottsville	50	24½	24¾
Mine Hill and Schuylkill Haven	50	55½	60
Mount Carbon	50	00	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	9	9¾
" " preferred	50	19¾	19¾
Union Canal	50	2⅝	2½
" " preferred	50	3	3½
Del. & Hud'n Coal & Transportat'n Co.'s	100	99	99¼
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	23¼	23¼
Lehigh Coal & Navigation Co.	50	51	51½
Hazleton Coal Co.		46	46½
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	51½	51¾
Dauphin Coal & R. R. Co.	100	Cal	00
Lykens Valley Coal Co.	50	35	40
Beaver Meadows Coal & R. R. Co.	50	58	58½
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies:			
Forest Improvement Co		25	25
North American Co., preferred	25	00	00
" " " common	25	00	00
Delaware Coal Co.	50	00	0
Cumberland Coal Co.	50	24	24¼
New Creek Coal Co.	10	⅝	½
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	25	28
Pottsville Water Co.	25	18	20

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

NEW ADVERT'MENTS

FOR SALE.

A LOT of second hand harness, including wagon and boat harness. Apply to L. C. THOMPSON.
March 19, '59 12-2t Cor. Centre & Market Sts.

ONION SETS,

BY the Bushel or Quart—for sale *cheap* at B. BANNAN'S *Wholesale and Retail Seed and Book Store, Pottsville.*
March 19, '59 12-

DRAINAGE PIPE,

AND also for conveying water, from 2 to 12 inches in diameter, very cheap cheaper than wood and as durable as iron. In addition to many of such Pipe will find it in any quantity at B. BANNAN'S Store, Pottsville.
March 19, '59 12-

WINE OF TAR,

A bright, sparkling and grateful as the wine of Grapes.
Very effective in diminishing profuse expectoration, and in relieving cough and promoting a healthy condition of the organs of respiration.
Pint Bottles, 37 1-2 Cents.
Made by HUBBELL, *Pharmaceutical Chemist*, 1410 Chestnut street, Philadelphia.
March 19, '59 12-1m

PUBLIC SALE.

WILL be sold at Public Auction at the residence of the late Mrs. Samuel Heilner, in the Borough of Pottsville, Schuylkill county, Pa., **On Friday, March 25th, 1859,**
a large lot of Household Furniture, consisting in part of Beds, Bedding, Sofas, Spring seat Chairs, Lounges, Rocking-Glasses, Mirrors, Carpets, together with a large variety of other Furniture, and Kitchen Utensils, &c., &c.
Sale to commence at 10 o'clock on said day. Conditions made known on the day of sale. By order of the executor. ORLANDO GRAY.
March 19, '59. 12-1t

SPICES! SPICES!! SPICES!!!

PURE AND NO. 1 GROUND PEPPER.
GINGER, CINNAMON, ALLSPICE, CLOVES.
AMERICAN AND ENGLISH MUSTARD.
CAYENNE PEPPER, NUTMEGS, MACE.
SUP. CARB. SODA; SALTPETRE, SALERATUS.
SAL. SODA, INDIGO.
CARAWAY & CORIANDER SEED.
ASHTON DAIRY AND GROUND SALT, &c.,
For Sale at the Eagle Mills No. 244 and 246 North Front street corner of New, Philadelphia.
HOWARD WORRELL.
☞ Purchasers will find it greatly to their interest both in quality and price to buy these goods, which are warranted as represented or forfeited. A trial is solicited.
March 19, '59 12-1y

NEW MUSIC.

A HOME WITH ONE I LOVE—Fraxer.
"The Battle Prayer"—Himmel.
"Bessie's Grave"—Winchester.
"Floating on the Wind"—Glover.
"Softly Steals the Fading Light"—Wieland.
"Flowers of the Sanctuary"—Beck.
"Lasitha," a Ballad—Linley.
"Floral Bell," 4 Waltzes—Hunt.
"Piccolomini Polka"—Munsinger.
"Le Vivandiere," Grand Waltz—Saront.
"Valse à la March from Alzira"—Bartholdy.
"Highland Schottisch"—Hewitt.
"Tear Drop Masurka"—Killykelly.
"Bellak's New and Improved Method for the Piano Forte." Just received and for sale by B. BANNAN'S Book and Music Store.

NOTICE TO THE PUBLIC.

ALL Persons holding Road Orders against the township of Blythe, whether judgment has been entered upon them or not, are hereby notified to present them to the Auditors and Supervisors at the house of Daniel G. Barnett, in New Ringgold, on Wednesday, the 6th day of April, 1859, in order that a tax may be levied to redeem them. The Auditors and Supervisors will meet on that day at the house above mentioned, at 9 o'clock, A. M., and issue new orders to all persons holding orders of orders for which no judgment has been obtained, if genuine, bearing six per cent. interest until redeemed, and no interest will be allowed on old orders after that date.
WILLIAM H. BARLOW, } *Auditors.*
RICHARD COOGAN, }
March 19, '59 12-3t

1859.] SPRING STYLES. [1859.

ACARD & CO.,

323 Market Street,

PHILADELPHIA,

Invite the attention of Buyers to an ENTIRE NEW and complete stock of
HATS, BONNETS,
CAPS, RUCHES,
STRAW GOODS, FLOWERS, &C.,
Which they offer for cash, or on the usual credit.
HENRY GUITERMAN,
WM. Y. AGARD.
March 19, '59 12-2m

SCHUYLKILL NAVIGATION.

THE BOARD OF MANAGERS have adopted the following listes of Toll on Miscellaneous Articles, and on Boats, to be charged on their Works during the year 1859:

TOLL TO BE CHARGED PER TON OF 2000 POUNDS.

All articles carried *ten miles* and under, shall pay *twenty cents per ton*, except where this amount shall exceed 6 cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or 4 cents per ton above Reading. In such case, these last mentioned rates will be charged.

For any distance beyond ten miles, one cent per ton per mile additional will be charged, except that Limestone, Clay, Brick Rafts, Posts and Rails, Manure and Cordwood, shall be charged not more than 20 cents per ton.

Iron Ore, Wrought or Scabbled Stone, Common Bricks, Rough Boards, Sand, Unwrought, Building, Flagand Curb Stone, not more than 35 cents per ton.

Gypsum, Slate, Marble, Fire Brick, Soap Stone, Fish, Salt, Ice, Copper, Ore, Scrap Iron and Broken Castings, not more than 45 cents.

Pig Iron, Railroad, Bar and Manufactured Iron, Castings and Machinery, Timber, round and square, Sawed Lumber, Shingles, Hay and Straw, Flour, Seeds, Bituminous Coal, Distilled Liquors and Spirits, Merchandise of all kinds, and all articles not otherwise specifically enumerated, not more than 50 cents