Miners' Journal.

POTTSVILLE, PA.

SATURDAY, APRIL 16, 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 in its columns is, of course, worth as much to the advertiser as if published in any three other papers. Inside notices or rates of advertising are always graded in price according to the circulation of the paper.

The Washington *Union* calls the Forney Democrats of Pennsylvania "fishy." They must constitute a "shark" of a party then, fishy and foul.

The municipal election of Philadelphia will take place on the 3d proximo. It will be for Treasurer, Commissioner, Councilmen, Aldermen, etc.

THE BATTIN COAL BREAKER.—In the United States Circuit Court at Philadelphia on the 7th instant, before Judges Grier and Cadwalader, two cases of Battin vs. the Lehigh Coal and Navigation Company, which were actions brought for an alleged infringement of what is called "Battin's Coal Breaker," were called for trial, but the plaintiff was not ready to proceed, and asked a postponement, which the court refused, and the plaintiff submitted to a continuance of the cause until next term of court, the costs being put on the plaintiff. Wm. Rawle and Judge Porter for the plaintiff; Mallory, Harding and Sheppard for defendant.

"WESTERN MINER."—In reply to your query—"is there any remedy or antidote for the injurious effects of mine water on steam boilers," so annoying to Coal operators in your Region, we answer, yes. R. A. Maingay, Esq., of Minerville, this County, has perfected a cheap and simple apparatus, for purifying mine water, which has received the highest testimonials from our operators for its efficacy. A single firm in this Region has by its use, saved a considerable amount of money, formerly necessary to repair or renew corroded boilers, beside saving time. Full particulars in regard to the apparatus can be furnished you, by addressing Mr. Maingay.

COAL BURNERS ON THE PENNSYLVANIA CENTRAL RAILROAD.—This Company is having a series of experiments on its road, for the purpose of seeing if coal can be successfully used as a fuel for its locomotives. If the result of similar trials on the Reading, Hudson River, and other roads of the country, can be taken as a test, the Pennsylvania will shortly use nothing but coal burners. We observe that the experiments are being conducted for the Company by William J. Palmer, Esq., recently the European correspondent of the MINERS' JOURNAL, a young man of great ability and promise. A more reliable person could not have been selected. We predict a successful result.

FINAL ADJOURNMENT of the LEGISLATURE. The Pennsylvania Legislature adjourned *sine die* on Thursday. In another column we give the titles of acts of local interest to Schuylkill County, passed at the late session. The array is quite formidable; but they are more or less, of importance to our citizens, and we cannot but commend the industry of our representatives in securing so much desirable legislation. Desirable from the fact that legislation for several years past has been so hostile to our County interests, that much labor was required to make good the ground we had lost in this respect. A more worthy or talented delegation certainly never represented this County in the Legislature, and we urge our tax-payers to set aside party fealty, and send just such men to Harrisburg in the future.

Of the general action of the late Legislature, but one opinion can be entertained,—that it had the welfare of the Commonwealth in view, and legislated to that end alone.—Among the multitude of acts adopted, worthy of commendation, we might specify the reduction of the State tax to two mills on the dollar, and the passage of an act making liquor licensing discretionary with the judges. The latter particularly, was required, as the flood of liquor deluging the Commonwealth, from myriads of grog shops, has become a great evil. Drunkenness stalks shamelessly at noon-day, while midnight revels in the lowest haunts of vice, have for a year past, been almost unchecked.

There is one act of the House, for which morality and the sanctity of the marriage vow are grateful. We allude to the decisive vote of Saturday last on the Fry Divorce bill.—Seventy-two nays to eight yeas is a noble record, of which that body may justly feel proud. Our members with the exception of Mr. Pinkerton, who was absent, voted against the outrage. We were right in our conjecture. Not a dozen representatives could be mustered in its favor. The question we trust, is now settled, that mere opulence of money or influential friends cannot effect a legislative act of wrong. Mr. Grigg made the attempt in an arrogant manner, and has been severely but justly rebuked. The moral sense of the State would have been shocked, had the effort succeeded, and we record its failure with peculiar satisfaction. Mr. Horace B. Fry, who throughout this unhappy affair, has been the injured and bullied party, yet has permitted nothing but gentlemanly feeling to actuate him, will now if he sees proper, have recourse to a judicial tribunal for a separation from his eccentric wife. After the ungenerous treatment he has experienced at the hands of Mr. Grigg, we almost doubt the propriety of his gratifying that gentleman even that much. After his daughter placed her foot upon the ploughshare, she should be compelled to pass the fiery ordeal.

All in all, as far as the late Legislature is concerned, we think it was a good one, and we trust that our State may be blessed with many such, in due succession. Select carefully your representatives, and legislation must per force, always be of a pure and elevated character.

THE WASHINGTON TRAGEDY.

The trial of Daniel E. Sickles has been in progress in Washington during the week. Mr. Graham opened for the defence in a lengthy speech. A large number of witnesses have been examined, and all agree as to the frenzy of Mr. Sickles at the time he killed Mr. Key. The following is Mr. Sickles's confession which was offered in evidence:

I have been in a house in Fifteenth street with Mr. Key; how many times I don't know; I believe the house belongs to a colored man; the house is unoccupied. I commenced going there the latter part of January; have been in alone, and with Mr. Key; usually stayed an hour or more; there was a bed in the second story; I did what is usual for a wicked woman to do; the intimacy commenced this Winter, when I came from New York, in that house—an intimacy of an improper kind; have met half a dozen times or more, at different hours of the day; on Monday of this week, and Wednesday also; would arrange meetings when we met in the street and at parties; never would speak to him when Mr. Sickles was at home, because I knew he did not like me to speak to him; did not see Mr. Key for some days after I got here; he then told me he had hired the house as a place where he and I could meet. I agreed to it. Had nothing to eat or drink there. The room is warmed by a wood fire. Mr. Key generally goes first. Have visited there together, five times.—I do not think more; was there on Wednesday, between 2 and 3. I went there alone. Laura was at Mrs. Hoover's; Mr. Key took and left her there at my request. From there I went to Fifteenth street to meet Mr. Key; from there to the milk woman's. Immediately after Mr. Key left Laura at Mrs. Hoover's, I went in Fifteenth street. Went in by the back gate. Went in the same bedroom, and there an improper interview was had. I undressed myself. Mr. Key undressed also. This occurred on Wednesday, 24th of February, 1859. Mr. Key has kissed me in this house a number of times. I do not deny that we have had connection in this house, last Spring a year ago, in the parlor on the sofa. Mr. Sickles was sometimes out of town, and sometimes in the Capitol. I think the intimacy commenced in April or May, 1858. I did not think it safe to meet him in this house, because there are servants who might suspect something. As a general thing, have worn black and white woolen plaid dress, and heavy hat trimmed with black velvet. Have worn a light silk dress; think also a plaid silk dress, black velvet hat trimmed with lace, and black velvet shawl trimmed with fringe. On Wednesday I either had on my brown dress or black and white woolen dress, heavy hat and velvet shawl. I arranged with Mr. Key to go in the back way; after leaving Laura at Mrs. Hoover's. He met me at Mr. Douglas's. The arrangement to go in the back way was either made in the street or by Mr. Douglas, so we could be less likely to be seen. The house I left in Fifteenth street, between K and L streets, on the left hand side of the way; arranged the meeting for Wednesday, in the street, I think, on Monday. I went in the front door; it was open; I entered the same rooms; undressed myself, and Mr. Key went to bed together. Mr. Key has this day left Washington, and has called at his house without Mr. Sickles's knowledge, and after my being told not to invite him to do so, and against Mr. Sickles's repeated request.

TERESA BAGIOLI.

This is a true statement, written by myself, without any inducement held out by Mr. Sickles of forgiveness or reward, and without any menace from him. This I have written with my bedroom door open, and my maid and child in the adjoining room, at 8½ o'clock in the evening. Miss Ridgely is in the house, within call.

TERESA BAGIOLI.

Lafayette-square, Washington, Feb. 26, 1859.

Mr. and Mrs. Pendleton dined here two weeks ago last Thursday, with a large party. Mr. Key was also here, her brother, and at my suggestion he was invited, because he lived in the same house, and also because he had invited Mr. Sickles to dine with him, and Mr. Sickles wished to invite all those from whomsihe had received invitations; and Mr. Sickles said, "do as you choose."

TERESA BAGIOLI.

Written and signed in presence of C. M. Ridgely and Bridget Duffy.

February 26, 1859.

But one result is anticipated as far as this trial is concerned, and that is, that Mr. Sickles will be acquitted.

THE COAL TRADE.

Pottsville, April 16, 1859.

The quantity sent by Railroad this week is 26,055 02—by Canal, 27,310 06—for the week 53,365 08 tons, against 55,696 tons for the corresponding week last year.

The trade sums up this week as follows:

	1858.		1859.	
	WEEK.	TOTAL.	WEEK.	TOTAL.
Reading R. R.,	31,718	353,025	26,055	461,761
Schuylkill Canal,	24,578	69,35	27,340	79,101
Lehigh Valley R. R.,	8,500	127,664	10,994	178,173
Do. Canal,	1,917	1,917	15,654	22,172
Scranton South,	9,500	88,146	11,554	111,778
Do. North,	1,903	22,391	637	27,639
Shamokin,	No report.		2,504	20,995
Trevorton,	do.	do.	7,031	28,212
Broad Top,	1,222	15,228	1,909	29,930
	78,604	709,214	104,963	903,503
			78,604	709,214
Increase in 1859—tons.			26,349	197,289

The demand for White Ash Lump and Chestnut, continues fair, and also Red Ash prepared Coal for the Eastern market; the other kinds are dull of sale.

The trade is certainly in a most deplorable state—the mild winter which left stocks in the markets, and the rivalry that exists between the different interests, has resulted in the offering of Coal at a rate which is a great outrage upon the rights of labor, and the different interests dependent upon it.—Coal cannot be produced and sold at the prices offered without incurring a positive loss of from 15 to 25 cents per ton. Labor is already down to the starvation point, and the men can barely live at the present prices of provisions. The Boatmen are actually sinking money on every trip they make, and must sink their whole stock, if the present state of affairs continue much longer. The recent Circular issued by the firm of Lewis Audenried & Co., had evidently touched the bottom, and a lower rate cannot be reached, without inevitably ruin and an almost total suspension of the business. They, however, we learn, will sell single cargoes only at these prices. This Circular has caused a very bad feeling among the trade, and we have received communications couched in pretty severe terms as to the motives which prompted its issue. Some attribute it to an effort to depress prices with a view of making purchases at low rates—but as the firm is largely engaged in mining and are owners of Coal property, our impression is that their object was to check shipments at this season of the year, in order to prevent Coal being forced into the market, and thus keep down the prices below the cost of production, which is always the result of forced sales. Whether it will accomplish this object and be beneficial in the end, remains to be tested. That it has checked shipments and sales, there is no doubt, as a number of orders for Coal having been countermanded in consequence. A number of burlesque Circulars have also been issued, offering the "Sky Rocket Coal" for sale, an article possessing *peculiar* qualities, thus showing the feeling that has been engendered by its issue.

The Navigation Company's Bill, authorizing them to contract for carrying Coal on their Canal, passed both Houses of the Legislature—but a bill repealing the first section, at the instance of Boatmen was introduced and passed the House of Representatives but failed in the Senate for want of time to act on it. We received a letter from a large Boat owner, who approves of our remarks last week. He still thinks the Bill will prove decidedly beneficial to the Boatmen, and will not injure them. A number of Boatmen are however, opposed to it, but we think they labor under a misapprehension of the effect of the Bill. The Navigation Company, as far as we can learn, do not desire to transport Coal—they merely desire the privilege of contracting with Boatmen for the delivery of a specified quantity of Coal at a fixed rate between certain points, when Coal is offered for transportation on such terms. As it is—law, its operation can be tested until the Legislature meets again, and if found to work injurious to the interests of Boatmen, it can be repealed.

The rains during the week has caused a considerable increase of water in the Collieries below water level, but has not, as far as we can learn, resulted in any serious injury.

PRICE OF COAL.—The following communication comes from an old Coal dealer who has analyzed the Reports of the Delaware & Hudson and the Pennsylvania Coal Companies, showing that there is a positive loss on the Coal sold by these Companies at $3 a ton on board at their shipping ports. He takes their own figures as a basis for his calculations. Two years ago we showed conclusively that it was utterly impossible for the Pennsylvania Coal Company to pay any dividend out of profits—and it is the toll received from the Pennsylvania Coal Company, that enables the Delaware and Hudson Company to divide profits among their share holders. Without these tolls their Coal business would not pay:

[FOR THE MINERS' JOURNAL.]

Eighteen months ago the Pennsylvania Coal Company treated its boatmen to a currency of orders, in lieu of money, which was then rather scarce. Since that time it has taken in those rags of financial canvass; has paid, we believe, three dividends to its stockholders; and it is now engaged in astonishing a certain fraction of the creation by sales of Coal at $3 per ton on board of vessels at Port Ewen. There must be elements of great strength there.

To this view *a hasty* glance at the annual reports of the Delaware & Hudson Canal Company on March 1, 1858, and March 1, 1859, may perhaps lend confirmation. In the first named year (March 1, 1857, to March 1, 1858,) the Delaware & Hudson Company made about 9 per cent. interest on its capital stock, of which two-thirds, or about 6 per cent. came from "Canal and Railroad tolls collected, say $435,198 44." Probably at least three-fourths of those tolls were paid by the Pennsylvania Coal Company. So also in the year ending March 1, 1859, the Delaware & Hudson Canal Company made about 6 per cent. on its capital stock, of which two-thirds, or about 4 per cent. came from "Canal and Railroad tolls collected, say $335,198 44." Probably at least three-fourths of those tolls were paid by the Pennsylvania Coal Company. So also in the year ending March 1, 1859, the Delaware & Hudson Canal Company made about 6 per cent. on its capital stock, of which two-thirds, or about 4 per cent. came from "Canal and Railroad tolls collected, say $367,693 11, the great toll-payer still being the Pennsylvania Coal Company. It is refreshing to see that this Keystone concern not only pays interest and dividends to its own proprietors, but even gives to a commercial rival nearly two-thirds of the returns which that rival makes to its stockholders, and then this golden prosperity is to continue, we suppose, on $3 per ton as a price for Coal.

But still we are puzzled to know *how* the thing is to be done. The Delaware & Hudson Company work *in the same region* as the Pennsylvania Coal Company; their Railroad is *shorter* than that of the Pennsylvania Coal Company; and there is no reason why the Delaware & Hudson Co.'s reports should over-state or exaggerate the cost of getting the Coal of that region to market by the way of their own Railroad and Canal.—Now, the last two reports of the Delaware & Hudson Company show the following cost of Coal *to them*:

For the year ending March 1, 1858, on 481,000 *tons of Coal.*

	PER TON.
Mining Coal,	65 cts.
Railroad transportation and repairs,	55 "
Canal repairs and superintendence,	54 "
Freight of Coal to Rondout,	93 "
Labor and expenses, Rondout & N. York offices,	21 "
Coal yard and harbor expenses, taxes, interest, &c.,	44 "
Depreciation,	6 "
	$3 38
Less profit of barges,	4 "
Cost of the Delaware & Hudson Co.'s Coal in 1857,	$3 34

Of which 54 cents per ton was for maintenance of Canal. It is presumable therefore, that the cost of the Pennsylvania Co.'s Coal in that year could not have been less than $2 80 per ton, *plus* whatever toll per ton it paid to the Delaware & Hudson Company.

Let us now turn to the *recent* report of the Delaware & Hudson Company, say:

For the year ending March 1, 1859, on 519,000 *tons of Coal.*

	PER TON.
Mining Coal,	66 cts.
Railroad transportation and repairs,	60 "
Canal repairs and superintendence,	60 "
Freight of Coal to Rondout,	78 "
Labor and expenses, Rondout & N. York offices,	25 "
Coal yard and harbor expenses, taxes, interest, &c.,	55 "
	$3 44
Less profits of barges,	5 "
Cost of Del. & Hudson Co.'s Coal in '58,	$3 39

Of which 60 cents per ton was for maintenance of Canal. It is presumeable therefore that the cost of the Penna. Co.'s Coal in that year could not have been less than $2 79 per ton, *plus* whatever toll per ton it paid to the Delaware & Hudson Co.

The difference between $2 79 or $2 80 and $3 per ton (the Pennsylvania Co.'s price for Lump Coal) is not much. It is 20 or 21 cents per ton. If the Delaware & Hudson Company follow in the track of the Pennsylvania Company and sell their Lump at $3 (or in other words at 30½ cents per ton *below* $3 30½ *actual cost*, on the average of Lackawanna Coal in 1857 and 1858,) then the Pennsylvania Co.'s toll will be under the contracts for tolls with the Delaware & Hudson Company, 25 cents per ton, or a loss of 4 or 5 cents per ton to the Penn. Coal Co. on sales at $3 per ton. If on the other hand the Delaware & Hudson Co. manage during the year to get an average of $3 per ton for Coal, then under the same contracts, the Penn. Coal Co.'s toll will be 75 cents per ton, which will considerably swell the Delaware & Hudson Co.'s dividends and will likewise, considerably swell the Penn. Coal Co.'s debts.

Now we know that we shall be told that the Penn. Coal Co. means to produce *largely* and *therefore*, cheaply per ton; but miners, boatmen and laborers are not chameleons—*they must have good bread*; and good flour is now worth about $9 per barrel at retail in Luzerne county. Hence we believe that in 1859 every ton of Coal that the Penna. Coal Co. may produce, will cost not $2 79 or $2 80, but $3 at the least, *plus* whatever toll per ton the Delaware & Hudson Co. may demand under the contracts for tolls, and *plus* also whatever price per ton must be paid to bondholders and stockholders for interest and dividends.—These last named parties never become troublesome until they cease to get returns of cash from their investments. CANDIDUS.

During the last week, ending April 9, there was shipped from Port Richmond the following quantity of Coal:

	TONS.
To Boston and vicinity,	7,663
Connecticut and Rhode Island,	689
New York and vicinity,	2,164
Southern ports,	361
Total,	10,877

PRICES OF PENNSYLVANIA COMPANY'S COAL.—The Managers of the Pennsylvania Company have published the following list of cash prices for their Coal on board of vessels at Port Ewen, for the months of May and June, per ton of 2240 pounds:

Lump,	$3 00
Steamer,	3 10
Grate,	3 15
Range,	3 30
Nut,	3 50
Chestnut,	2 75
Pea,	2 15

The Pittsburg Coal Trade this season is shown by the following official statement from the cargo inspector of the Monongahela Slackwater Improvement:

1859.	Bushels for lower market.	Bushels for home use.
January,	966,375	412,875
February,	357,390	297,893
March,	3,777,373	663,400
Total,	5,521,138	1,404,075

Making a grand total for the quarter of 928,263 bushels, or at the rate of nearly forty millions of bushels per annum.

IMPORTANT BY TELEGRAPH.

Mauch Chunk, April 15th, 1859, 4

BURNING OF ENGINE & PLANE HOUSE.—The Lehigh Coal and Navigation Company's engine and plane house, on Mount Pisgah, was destroyed by fire last night, which will stop the shipments from their Summit mines totally for a few weeks.

PHILADELPHIA COAL MARKET, April 15, 1859.—Prices still remain unsettled—a few cargoes have been selling as low as $2 80 on board, but is not considered good Coal. The prices for Schuylkill ranges from $3 00 to $3 40 for White and Red Ash on board. We have not learned the rates charged for Lehigh Coal by the cargo.

NEW YORK COAL MARKET, April 14th, 1859.—The arrivals of Domestic are light; a fair business has been done, with a limited local demand; sales by the cargo at $3 25 @ $4 20, and by the ton from yard at $4 @ $4 50. In Foreign, very little is doing, and prices are entirely nominal.

BOSTON COAL MARKET, April 14th, 1859.—In English Cannel Coal sales of 70 tons on private terms. In Sydney Coal there have been further sales at $4 50 @ $5 ₱ ton. No Pictou arriving. Anthracite is unsettled, and prices are nominal, sales at retail having been made as low as $5 ₱ ton.

DAVIS PEARSON & CO.,

HAVE opened an Office, in Room No. 2 39 William street, New York, for the sale of their celebrated LOCUST MOUNTAIN WHITE ASH, and SPOHN VEIN RED ASH COALS.

☞ Orders given to ROBERT TAYLOR, at the above place, will receive prompt and careful attention.

April 9, '59 13-3m 1mlet

BY TELEGRAPH.

FRIDAY, 60 O'CLOCK, P. M.

Freights from Richmond to—

Boston	1 40	Baltimore	70
Medford	1 72	New London	1 13
Norwich	1 15	Bridgeport	1 05
Pawtucket	1 25		

Vessels in Port—10; boats—21.

Schuylkill Coal Trade for 1859.

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

	WEEK.	TOTAL.
Port Carbon,	6,993 00	5,993 10
Pottsville,	2448 04	310 06
Schuylkill Haven,	0372 10	17,755 10
Auburn,	1,551 04	-
Port Clinton,	5,919 02	1,588 00
Total for the week,	26,055 02	27,340 06
Previously this year,	435,705 12	51,760 11
Total,	461,760 14	77,100 17
To same time last year,	383,924 11	69,966 01
Increase, tons,	78,136 03	7,334 16

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.,	32,578 04	176,699 15
Mt. Carbon, "	8,950 13	31,256 16
Schuylkill Valley "	4,088 09	32,951 06
Mt. Carbon & Pt. Carbon "	7,420 04	102,256 04
Mill Creek, "	10,050 02	94,104 17
Little Schuylkill, "	8,193 17	97,668 07

Pinegrove Coal Trade for 1859.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	7,356 05	14,851 10
Swatara Railroad,	3,315 04	5,783 15

Lehigh Coal Trade for 1859 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	8,533 08	11,346 07
D. Mumma and others,	157 02	157 02
Spring Mountain Mines,	500 02	1,096 13
Coleraine, do.,	518 01	839 02
Beaver Meadow do.,	78 00	270 05
New York and Lehigh Coal Co.,	1,284 04	1,284 04
German Penna. Coal Co.,	717 10	1,012 03
North Spring Mountain Coal,	595 08	898 06
Hazleton Coal,	1,364 08	1,981 00
East Sugar Loaf Coal,	359 10	510 07
Mount Pleasant Coal,	186 00	310 15
Council Ridge,	966 00	1,702 03
Black Mountain Coal Co.,	1,022 14	1,022 14
Wilkesbarre Coal Co.,		
Wyoming Coal,		
Hartford Coal Co.,	72 00	72 00
Total,	15,823 13	24,132 02

Lehigh Valley R. R. for 1859:

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	1,220 04	24,840 01
E. Sugar Loaf, (Packer & Co.,)	2,054 10	24,653 07
Council Ridge, (Sharpe, L. & Co.)	881 18	12,979 05
Mount Pleasant,	18 04	5,062 04
N. Mt. (Randolphs & Hampshires,)	2,887 09	37,604 04
Coleraine, (Hatchill & Johnson,)	748 05	15,910 17
Beaver Meadow,	639 14	10,139 16
N. York & Lehigh, (Taggart & Co	992 13	13,939 14
N. Sp. Mt. (J. R. McCreary & Co.	665 12	14,306 17
E. Sp. Mt. (Bolbin & Bowman,)		19 08
Union Improvement Co.,		
German Penna.,	47 14	2,650 01
Other Shippers,		220 16
	10,903 10	176,161 12
Total by Railroad,	15,823 13	22,132 02
Canal,		
Last year,	25,657 03	198,293 14
	10,417 13	129,581 01
Increase, so far,	15,239 10	68,712 13

Scranton Coal Trade for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Shipped North,	636 14	27,638 18
Shipped South,	11,353 16	111,778 02
Total,	11,990 10	139,417. 00

Shipments to same period last year:

	WEEK.	TOTAL.
Shipped North,	1,963 06	23,099 12
Shipped South,	9,306 00	88,145 15
Total,	11,269 06	112,136 07

Lykens Valley Coal Trade for 1859.

	WEEK.	TOTAL.
Lykens Valley Coal Co.,	1124 13	2,845 04
Short Mountain Mines,	1340 14	3,959 02
Total,	2,465 07	6,804 06

Shamokin Coal Trade for 1859.

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

	WEEK.	TOTAL.
For the last week,	2,404 12	20,005 03

Trevorton Coal Trade for 1859.

	WEEK.	TOTAL.
For the week,	2,035 15	28,918 04

Broad Top Coal Trade for 1859.

	WEEK.	TOTAL.
For the last week,	1,099 00	29,930 00
Last year,		15,236 00
Increase this year,		14,694 00

Cumberland Coal Trade, 1859.

	WEEK.	TOTAL.
For the last week,	12,647 05	82,907 01

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

	From Richmond	*From S. Haven.*	*From Auburn*	*From Pt. 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 25	1 20	1 20	1 20
Reading,	95	90	80	80

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
To Philada.	65	64	62	59
Spring Mills,	60	59	57	50
Norristown,	55	54	52	45
Reading,	38	37	33	31

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 50	$1 50	$1 45
To Philada.,	55	50	45

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,	82

Rates of Toll, &c., from Mauch Chunk to Lehigh Valley cars of Northern Penn. Railroad, 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 30

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D'ASK'D
Railroads:		
Philadelphia, Reading & Pottsville	50	28 28¼
Mine Hill and Schuylkill Haven	50	59½ 59¾
Mount Carbon	50	60 60
Mount Carbon and Port Carbon	50	90 00
Mill Creek	50	00 00
Schuylkill Valley	50	- -
Lorberry Creek	50	00 00
Swatara	50	0 0
Canals:		
Schuylkill Navigation	50	9½ 10
" preferred	50	19½ 19¾
Union Canal	50	3 3½
" preferred	50	4 4½
Del. & Hud'n Coal & Transportat'n Co.'s	100	97½ 97¾
Railroad & Coal Companies:		
Little Schuyl. Nav. R. R. & Coal Co.,	50	20 20¼
Lehigh Coal & Navigation Co.	50	51 52
Hazleton Coal Co.		46 46¼
Buck Mountain Coal Co.	50	00 00
Pennsylvania Coal & R. R. Co.	100	60¼ 60½
Danphin Coal & R. R. Co.	100	0 00
Lykens Valley Coal Co.	50	25 30
Beaver Meadow Coal & R. R. Co.	50	28 28¼
Lykens Valley Railroad & Coal Co.	20	10 15
Coal Companies:		
Forest Improvement Co	25	25 25
North American Co., preferred	25	00 00
" " common	25	00 00
Delaware Coal Co.	50	00 0
Cumberland Coal Co.	50	22½ 22¾
New Creek Coal Co.	10	2¾ 2¾
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

SUB-SOIL PLOWS,

EAGLE IMPROVED, with wheel and coulter, cultivators and extra teeth, at STICHTER & THOMPSON'S, 16- Cor. Market & Centre streets.

SPADES, RAKES AND FORKS.

WOOD and iron teeth rakes, garden and corn hoes, manure and hay forks, potato forks and drags, at STICHTER & THOMPSON'S, 16- Cor. Market & Centre streets.

GARDEN TROWELS,

GRASS SHEARS, pruning shears, border shears, transplanters, bill hooks for brush, pruning saw and chisel, at STICHTER & THOMPSON'S, 16- Cor. Market & Centre streets.

PLOWS! PLOWS!! PLOWS!!!

DERR'S one and two horse plows, eagle improved; extra mould boards, shares, points, cutters and plough bolts, at STICHTER & THOMPSON'S, 16- Cor. Market & Centre streets.

Buy the WAMSUTTA Prints.

THEY are the Best Calicoes yet offered to the public for the money.

WHOLESALE AGENTS:

DEFOREST, ARMSTRONG & CO., April 16, '59 16-6m NEW YORK.

FLOUR AND FEED.—Removal.

THE undersigned having removed his Flour and Feed Store from Centre to Norwegian street, near the corner of Third street, where he will continue to keep constantly on hand and for sale, Superior Family Flour, of various brands; Rye Chop, Corn, Oats, Bran and other feed; by the ton or by the bale, which will be sold at the lowest market prices, and respectfully solicits the patronage of his former customers, and the public generally. N. L. LOOS.

Pottsville, April 16, '59 16-6t

ALEXANDER KERR,

IMPORTER AND WHOLESALE DEALER IN

"SALT,"

No. 134 South Wharves, And 322 North Wharves, PHILADELPHIA.

Ashton's Fine, Liverpool Ground, Turks Island, Ashton's and Star Mills Dairy, assorted sizes, constantly on hand, and for sale in lots to suit the trade.

N. B.—Orders solicited. [April 16, '59 16-6m*

NEW STORE.

THE subscribers announce to their friends and the citizens of Pottsville and vicinity, that they have taken

"MOORHEAD'S OLD STAND,"

Corner of Second and Market Streets,

where can always be found a good assortment of

Dry Goods, Groceries, Provisions,

and a variety of articles always kept in a first class retail store. Understanding their business thoroughly, they invite a custom which by strict attention to business and fair dealing, they intend to deserve.

Fresh Goods Constantly Arriving.

The best articles always on hand at the lowest PRICES FOR CASH.

M. R. NICHOLS, GEO. W. BECK.

☞ *CALL AND EXAMINE THEIR STOCK.*

April 16, '59 16-tf

FISHING TACKLE!!!

JUST RECEIVED an extensive supply and variety of tackle, comprising, Extra white hair lines, tapered. Extra hair and and silk lines, tapered. Extra sea grass lines, tapered. 1 and 3 yard gut leaders. Gut by the hank. Carlisle hooks and snells, from No. 1 to 8. Limerick do. do. do. do. do. Assorted double pike hooks. Extra weighted flies. Ash fly and bait rods mounted. Extra lancewood tips, fly and bait. Multiplying reels. Hooks for lines, lines, hooks, &c. Bait boxes. Trout baskets, assorted. Liquor flasks. Drinking cups, at STICHTER & THOMPSON'S, April 16, '59 16- Cor. Market & Centre streets.

NEW SADDLE, HARNESS & VARIETY STORE, Pottsville.

THE undersigned would respectfully announce to his friends and the public in general, that he has opened his Saddle, Harness and Trunk Establishment, on the west side of Centre street, Pottsville, opposite the Town Hall, where he is prepared to do all kinds of work in his branch of business, and has kept on hand a general assortment of Saddles, Harness, Collars, Bridles, Whips, traveling trunks, carpet bags, satchels, &c.

He also has an assortment of hobby horses, childrens' gigs, chaises, coaches, wheelbarrows, and a variety of other fancy articles in the toy line too numerous to mention.

He has also on hand an assortment of P. G. Regalia of U. S. of O. F., and will be prepared to make them to order according to style and taste.

Feeling thankful for past favors at his old stand in Port Carbon, and feeling assured that satisfaction will be rendered to all who give him a call at his new establishment.

April 16, '59 16-6m] SAMUEL SNYDER.

VALUABLE WORKS ON FARMING, GARDENING, &c.

FOR SALE—a variety of the latest and most reliable Works, comprising—

McMahon's American Gardening, revised edition.
Buist's Family Flower Garden Directory.
Bridgman's Young Gardener's Assistant.
Downing's Rural Essays.
do Fruits and Fruit Trees of America.
Johnson's Dictionary of Gardening.
Harry's Fruit Garden.
Lindley's Horticulture.
Johnston's Agricultural Chemistry.
Thomas's American Fruit Culturist.
Allen's Treatise on Soils.
Thomas's Farm Implements, 200 Engravings.
Blake's American Farmer.
Smith's Landscape Gardening.
Buist's American Flower Garden Directory.
Downing's Ladies' Companion to the Flower Garden.
Gardner's Farmer's Dictionary.
Field's Pear Culturist and Kitchen Garden.
Dana's Muck Manual.
Browne's Field Book of Manures.
The Garden, a pocket manual of practical Horticulture.
The Farm, do do Agriculture.
Nash's Progressive Farmer.
The Florist's and Fruit Cultivator's Guide.
Bennett's Poultry Book.
Browne's American Poultry Yard.
Bennett's American Poulterer's Companion, &c., &c.

With a variety of Garden Implements of the best quality. For sale at B. BANNAN'S Book and Seed Store.

LEHIGH NAVIGATION.

AT a meeting of the Board of Managers of the LEHIGH COAL AND NAVIGATION COMPANY, held February 3d, 1859, it was

Resolved, That until further notice, the rates of Toll upon the Lehigh Canal for the year 1859, be and remain the same as they were during the year 1858, that that upon Coal shipped upon said Canal, upon presentation at the Company's Weigh-Lock of satisfactory evidence of said Coal having reached tide at Bristol, or passed out of the Delaware Canal at Wells' Falls, there shall, until further notice, be allowed from the established rates, such drawbacks as will make the maximum toll upon said Lehigh Coal not greater than thirty-eight cents per ton of 2240 lbs. Published by order of the Board.

EDWIN WALTER, *Sec'y.*

*NOTE.—That until further notice, upon Coal shipped upon the Lehigh Canal, and passing thence into the Morris Canal, there shall be allowed, upon presentation at the Company's