Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 30, 1859.

RECEIPTS.

Subscriptions to the Miners' Journal since last publication.

A. W. Gray, to Jan. 1, 1860	$2 00
Wm. Wise, to Jan. 1, 1860	2 00
Jos. Pilger, to Jan. 1, 1859	1 00
Christian Feist, to July 23, 1860	2 00
Geo. Lentz, to Jan. 1, 1860	4 00
Jas. S. Silver, to Jan. 1, 1860	2 00
H. W. Benedict & Co., to Jan. 1, 1860	2 00
Jos. Lippincott, Supt., to Jan. 1, 1860	2 00
Enos Pope, to Oct. 23, 1859	2 50
Jas. Nelson & Co., to Jan. 1, 1860	2 00
Geo. Pott, to July 1, 1859	2 00
Geo. Bennington, to Jan. 1, 1860	3 00
Wm. Bennett, to July 1, 1858	2 00
Wm. Christ, to Jan. 1, 1860	2 00
Jos. Sorner, to July 1, 1859	2 00
Jos. Hehr, to Jan. 1, 1860	2 00
Saml. Jones, to Oct. 21, 1859	2 00
Jas. Fredricks, to July 1, 1859	2 65
Wm. Evans, to Sept. 1, 1859	2 00
Geo. Fallpach, to June 10, 1860	6 00
A. F. Faust, to July 1, 1859	2 00
Jas. Bailey, to Jan. 1, 1860	2 20
Jos. Eden, to Jan. 1, 1860	2 00
Geo. Atkinson, to Jan. 1, 1860	2 00
A. Kernsler, to July 1, 1859	2 00
Jos. Mayberry, to July 1, 1859	2 00
J. L. Tice, to July 1, 1859	2 00
J. S. Siler, to July 1, 1859	2 00
Geo. Athey, to Oct. 25, 1859	2 50
Jas. A. Jones, to April 1, 1858	2 00
J. E. Reedy, to Jan. 1, 1860	1 75
Saml. Wheeler, Jr., to Jan. 1, 1860	2 00
Geo. Farrer, to Jan. 1, 1860	2 00
Jas. W. Thomas, to Jan. 1, 1860	2 00
Geo. Greenawalt, to Jan. 1, 1860	2 00
A. K. Eckert, to Jan. 1, 1860	1 00
Dr. E. S. Henry, to Jan. 1, 1860	2 00
Jas. Yoder, to Jan. 1, 1860	2 00
Henry Wentz, to July 1, 1859	2 00
Jno. Graeff, to July 1, 1859	2 00
Chas. Gorgas, to July 1, 1859	2 00
J. H. Steer, to July 1, 1859	6 00
Jas. Molloy, to July 1, 1859	2 00
A. Heaton, to July 1, 1859	2 00
M. Atkins, to July 1, 1859	2 00
H. Boyer, to July 1, 1859	2 00
J. E. Boyer, to July 1, 1859	2 00
J. R. Beasty, to July 1, 1859	1 00
Farmers' Bank, to July 1, 1859	2 00
John Reehner, to July 1, 1859	2 00
J. H. Harris, to Jan. 1, 1860	2 00
John Hughes, Esq., to July 1, 1859	4 00
Jacob Lippman, to July 1, 1859	2 00
J. Little, Esq., to July 1, 1859	1 00
Jno. Mortimer, Jr., to July 1, 1859	2 00
Mortimer & Bro., to July 1, 1859	2 00
J. R. Morris, to Jan. 1, 1860	2 00
A. Morrison, to Jan. 1, 1860	2 00
J. Meiser, to July 1, 1859	2 00
Saml. Morris, to Jan. 1, 1860	2 00
R. R. Neidig, to Jan. 1, 1860	2 00
Capt. Jas. Nagle, to July 1, 1859	1 00
Geo. J. Pinkerton, to Jan. 1, 1860	2 00
J. W. Patterson, to July 1, 1859	2 00
J. W. Snyder, to July 1, 1859	4 00
A. Henderson, to July 1, 1859	2 00
Jos. Silliman, to July 1, 1859	2 00
Capt. W. Stichter, to July 1, 1860	2 00
Jonathan Yarnell, to July 1, 1860	2 00
A. D. Cook & Co., to May 9, 1860	2 00
John G. Howes, to July 1, 1859	2 00
John Reesser, to Jan. 1, 1860	2 00
Jno. Shippen, to July 1, 1859	2 00
J. P. Sedile, to July 1, 1859	2 00
J. T. Whitney, to July 1, 1859	2 00
Saml. Weber, to July 1, 1859	2 00
J. W. Weber, to July 1, 1859	2 00
J. B. Whitney, Esq., to July 1, 1859	2 00
Jno. B. Wolfe, Esq., to Jan. 1, 1860	2 00
J. D. Shoemaker, to Jan. 1, 1860	2 00
Wilson Clark, to Jan. 18, 1860	2 00
Henry Walters, to Jan. 1, 1860	2 00
Ellington Jones, to July 1, 1859	2 17
Jacob Hammer, to July 1, 1859	2 00
Henry Hell, to July 1, 1859	2 00
Mrs. Thompson, to July 1, 1859	2 00
J. Tower, Esq., to Jan. 1, 1860	2 00
J. T. Taylor, to July 1, 1859	2 00
Enoch Thomas, to Jan. 1, 1860	2 00
Capt. Burkert, to Jan. 1, 1860	2 00
Joseph Bensinger, to July 1, 1859	2 00
J. P. Weaver, to Jan. 1, 1860	2 00
Capt. Burkert, to July 1, 1859	2 00
Dr. J. H. Yocum, to Jan. 1, 1860	2 00
A. W. Pelt, to July 1, 1859	2 00
J. Weiser, to Jan. 1, 1860	2 00
Margaret Heiser, to Aug. 1, 1859	2 16
Benjamin Thomas, to July 1, 1859	2 00
Wm. Clayton, to July 1, 1859	1 00
Jacob Rahn, to July 1, 1859	2 00
Joseph Smith, to Jan. 1, 1860	2 00
J. J. Connor, to July 1, 1859	2 00
Peter Hopper, to April 1, 1860	2 00
J. B. Hatch, to May 21, 1859	2 00
Jas. Wilkinson, to May 17, 1860	2 00
Henry A. Cox, to June 14, 1860	2 00
Miller Lawton, to Jan. 1, 1860	2 00
J. Crawshaw, to July 1, 1859	2 00
J. Schreiber, to Jan. 1, 1860	2 00
Wm. A. Brigham, to July 17, 1860	2 00
Capt. Van Wickel & Martin, to Jan. 1, 1860	2 00
Stockpole & Sargent, to March 5, 1860	2 00
Leonard Colt, to April 1, 1860	2 00
William Wolff, to July 1, 1859	2 00
Delaware & Hudson Co., to Jan. 1, 1860	2 00
Delaware & Hudson Co., Carbondale, to Jan. 1, 1860	2 00
James Penman, to Jan. 1, 1859	2 00
Major J. Strong, to June 19, 1860	2 00
Daniel R. Davis, to Feb. 9, 1860	2 00
A. Von Storch, to July 30, 1860	2 00
Beatrice & Learned, to Jan. 1, 1860	2 00
C. A. Brown, to Dec. 11, 1859	2 00
Remington & Henry, to Feb. 11, 1860	2 00
Alfred Jones, to July 1, 1860	2 00

☞ **Ourselves.**—We would merely remind those of our subscribers in arrears, that their subscriptions were due on the 1st inst. These residing abroad, and at places where we do not send collectors, will please remit the amount due us, by mail. We hope our collector will not be disappointed in his calls.

Those of our subscribers who are in arrears over two years, and who do not receive the JOURNAL hereafter, may conclude that their names have been removed from our packet book and placed on the non-paying list.

A DARING EDITOR.—The Pittsburg *Post* proposes that J. B. be nominated for President by the Charleston Convention. P. S.—J. B. declines.

THE 12th Regiment of New York has given up its arms to the State. Cause—they refused to consolidate with the 10th. They will retain their organization as an independent Regiment, and be known as "*The Independence Guard.*"

HON. DANIEL E. SICKLES will be requested shortly, to resign his seat as a member of Congress. The probability is, that his only reply will be, to place the thumb of his right hand to his nose, and gracefully wave in the air the remaining digits.

POLDIN & PENROSE, tobacco, oil and general commission merchants, 105 North Water street, and 106 North Delaware Avenue, Philadelphia, constitute a firm well and favorably known to the trade. Any business transaction with it cannot fail to be of the most satisfactory nature.

DELEGATE TO THE NATIONAL CONVENTION.—One of the duties of the County Convention of the People's Party will be to appoint Conferees to meet the Conferees from Northumberland County, to select a Delegate to represent this Congressional District, in the Opposition National Convention, which will assemble next year, to place in nomination a candidate for the Presidency—and also to select an Elector.

The terms of the treaty of peace between France and Austria, give dissatisfaction. Sufficient is known to give rise to the fear that Italy and Rome are not freed, and that Napoleon has not been the friend and guardian he promised to be. Indeed the English press predicts that the result will be a series of revolutions, if not of protracted and bloody wars. Peace is a blessing; but it should be secured on a firm basis, which is not the case at present.

SICKLES is out in a letter in relation to his reconciliation with his wife. It is intended for effect, but will not alter the opinion of every right-thinking man, that he is a consummate actor, with but little if any moral principle. Daniel and Theresa should retire at once and forever, from the public gaze, at least for the sake of their child, for whom in part as he states, he has effected the reconciliation. G.

"AMERICAN RAILWAY REVIEW" is the title of a new weekly journal, published by the "American Railway Bureau," 19 Nassau street, New York. The editor says—"It shall be the design of the paper, to exhibit from week to week, a succinct summary of railway intelligence, and to discuss all important questions connected with the construction, maintenance and management of railways, intelligently, fearlessly, and impartially."

☞ SUPERIOR English Breakfast Tea and French Chocolate at E. McDonald's Dry Goods and Grocery Store next door to Frank Pott's Hardware Store, Centre St.

☞ THERE IS NO ACCOUNTING FOR THINGS.—The other day a young lady fell six inches from a door step, and broke her neck. In St. Louis a man dropped from a fourth story, and escaped with an injury to his shoulder. In Buffalo, a lady made an involuntary descent from a second story window, but was saved from the least hurt, by her crinoline, on the parachute principle. To this catalogue of strange things, we may add that in this County there are persons who are so blind to their own interests that they do not get their sewing done expeditiously and cheaply, by buying Grover & Baker's Sewing Machines, for sale by the Agents, Green & Hoffman, this Borough.

☞ SONG:—

Three ladies a drinking Lager,
Three ladies I saw at noon;
Two were fair as nymphs of air,
The other was like the moon.
The moon was bright, and the ladies, three,
Were drinking under a chestnut tree.

I started! I gazed and shuddered!!
And said to myself, can it be,
That ladies as fair, as nymphs of air,
Should Lager it under a tree?
My senses reeled and spoke unto me,
They're drinking Lager under yonder tree.

Oh! moon in your golden splendor!
Oh! moonday tell unto me,
Have before, since the days of yore,
You have seen, such fair maidens three,
Drinking Lager with laughter and glee,
Under the shade of a chestnut tree.

Down from the region above us,
Down, down through immensity,
A still small voice, like a sweet echo,
Said to my beating heart and me,
There letter far if those maidens three,
Were at home, imbibing IMPROVED COFFEE of DOLBY'S manufacture; which they or any one else may get at any store in the county.

THE COAL TRADE.

Pottsville, July 30, 1859.

The quantity sent by Railroad this week is 39,968 14—by Canal 38,303 04—for the week 77,371 18 tons against 50,220 tons for the corresponding week last year—loss 2,856 tons.

The trade continues about as dull as usual, and a large fleet of boats are lying at the Wharves waiting for loading. Freights have given way by Canal 5 cents to New York and 10 cents to Philadelphia from Port Carbon, during the week, and of course a similar reduction will rule at the other points of shipment, unless the demand for Coal should increase. The rates of freight are now $1 50 per ton to New York and 50 cents to Philadelphia from Port Carbon.

The trade sums up this week as follows:

	Total.	Anthracite & Bituminous.	Semi-Anthracite.	Total Anthracite.	Schuylkill—Railroad.	Schuylkill—Canal.	Lehigh Valley—Railroad.	Lehigh Valley—Canal.	Beaver Meadow—Railroad.	Beaver Meadow—Canal.	Hazleton—Railroad.	Hazleton—Canal.	Sugar Loaf—Railroad.	Sugar Loaf—Canal.	Northern Coal Field.	Shamokin Region.	Total Anthracite.	Bituminous Coal.
1859. WEEK.																		
1859. TOTAL.																		
1858. WEEK.																		
1858. TOTAL.																		
INCREASE. WEEK.																		
INCREASE. TOTAL.																		
DECREASE. WEEK.																		
DECREASE. TOTAL.																		

*Estimated, but nearly correct.

Increase of Anthracite for the week 8,368 tons over the corresponding week last year.

Vessels are becoming more scarce at Port Richmond and freights are a shade higher to the East. We quote $1 30 to Boston, $1 20 @ $1 25 to Rhode Island, $1 @ $1 05 to New Haven, and 90 @ 95 cents to New York.

MR. GUITERMAN'S SHAFT.—The Shaft on the Valley Furnace Tract, which was commenced several years ago, but recently taken by Mr. Henry Guiteman of Port Carbon, will be sunk to the contemplated depth of 300 feet in a new place, when a tunnel will be run North to cut the Chas. Potts, the Big Gate, and the Little Gate Veins, within a space of 60 yards. These are all choice Red Ash Veins, and should they prove regular at this depth, of which there is but little doubt, it will make an extensive Colliery establishment.—The size of the Shaft is 10 by 30 feet at the surface, but towards the bottom it was lessened to 10 by 20 feet.

LORBERRY CREEK RAILROAD.—The relaying of the Lorberry Creek Railroad will be completed by the first of August. This new road will give more advantageous facilities to the Operators in that section of the Coal Region. Mr. Graeff's new Colliery, on the line of this Road, will be ready to ship Coal as soon as the Road is completed. We understand he has a fine article of Coal in great abundance, which is eagerly sought after in the market, even in these dull times.

[CORRESPONDENCE OF MINERS' JOURNAL.]

MESSRS. EDS:—You seem to lament the alvance of tolls and transportation on the Railroad and Canal, but the 10 cents per ton will not materially affect the trade, unless your Operators can put their Coal at a lower minimum than $1 80 per ton, or a bolder demand with a corresponding advance in price, as our Operators are in clover at a great deal less price. Why they are delivering Coal at Danville, 50 or 60 miles from the mines, at $1 50 per ton. They are also shipping on the North Branch and Wyoming Canals, from thence re-loading into cars on the Lehigh and Susquehanna Railroad by White Haven on the Lehigh to New York, expecting to be able to compete with your region. You perceive a heavy increase this season from here, and it has not been limited from the low price of Coal, but from the want of men and other facilities. They are making as much exertion to increase shipments by the sinking of Shafts, and preparing those already in Coal, as if the trade stimulated them by a paying price. The extension of the Lackawanna and Bloomsburg Railroad to Danville is completed, except about two miles of rails, which will be laid in a few days, when it comes from the mill. An effort is making to build a bridge across the Susquehanna, below this place, to connect the Lackawanna and Bloomsburg with the Lehigh and Susquehanna Railroad, to give the other side of the river the benefit of the New York market. Such concentrated effort deserve more success than is apparent for some time to come in the Coal trade.

The North Branch Canal, thus far has not answered the expectations of its friends in this locality, as they expected to send Coal to the Lakes and Western New York at a living profit, but the Delaware, Lackawanna and Western Railroad Company, to maintain their supremacy, have put Coal down so that they neither live or let live. I suppose the depth of their purse will determine the continuance of such a policy, as the Canal can certainly send Coal as cheap to those points.

Wilkesbarre, July 26, 1859. LUZERNE.

In the Wyoming Basin a large quantity of Coal is mined and sold, delivered in the cars of the Companies, at the low rate of 80 @ 90 cents and $1 00 per ton, which pays the owners of the lands about 10 cents a ton royalty or rent. With this rent many owners of Coal lands are satisfied—and this enables Coal to be sold so cheap, delivered in Danville, from those Collieries located immediately on the main lines of transportation. But these prices only cover the actual expenses, without allowing for improvements, and of course do not remunerate those engaged in the business. The actual expense of mining Coal, particularly in the large White Ash Veins, does not vary much in the different regions; but in our Region Coal rents are higher, lateral Railroad transportation higher, and the transportation to market, which ought to be lower, owing to the advantages we possess in descending grades, is unfortunately higher also,—these are the difficulties we have to contend with. The consequence is, that these high rates drove the people out of Schuylkill County, and through their industry and enterprise developed other regions, which are now largely competing with us in the trade.—Four years ago, in 1856, Schuylkill County sent 3,396,855 out of 6,486,097 tons, more than half the Anthracite Coal sent to market, and the Wyoming Basin sent 1,771,511 tons. In 1858 the quantity sent from Schuylkill County had decreased to 2,916,608, showing a loss of 480,247 tons, while the supply from the Wyoming Basin had run up to 2,128,300 tons, showing a gain of 356,789 tons.

The shipments this week from these Basins compared with the corresponding week last year are as follows:

	Schuylkill Basin.	*Wyoming Do.*
1858,	80,220 tons.	69,200 tons.
1859,	77,372 "	79,248 "

We give the increase also, as far this year, from the different Basins, together with the whole tonnage of last year:

	Product in 1858.	*Increase in '59.*
Schuylkill Basin,	2,916,608 tons.	188,991 tons.
Lehigh "	1,350,030 "	168,080 "
Wyoming "	2,128,300 "	350,772 "
Shamokin "	135,893 "	32,241 "
		740,084 "

Schuylkill County has a ample capacity opened sufficient to have increased our tonnage a half million tons this season—the companies had all the Cars, Locomotives and Boats to carry this increased quantity to market—our Operators have all the necessary enterprise, and could easily have increased the tonnage to that amount, if the Carrying Companies, who control our destinies, would have placed us on an equal footing in the New York and Eastern Coal markets, at the opening of the trade in the Spring—but they have thought proper to pursue a different policy, and the above is the result so far this season. These are stubborn facts and figures, which speak for themselves, and we commend them to the serious consideration of all parties interested.

Whenever we have heretofore urged upon the consideration of those most directly interested in this state of our trade, we have always been met with the remark—"That the New York Companies are losing money." That may be true, but nevertheless they are mining and sending their Coal to market, to the exclusion of ours, and the effect is the same on our business community whether they make money or not. One thing is certain that their increased business is preventing this losing money; and they will eventually develop their Coal Basins to such an extent, and build up a trade of such magnitude, that will pay them at these low rates, while our Carrying Companies are increasing their rates and diminishing trade, which must result in bankrupting themselves and all those engaged in giving them tonnage. Which therefore is the wiser policy of the two? And which companies are most likely to pay dividends hereafter, the Philadelphia or the New York Companies?

DIBBIN & SNELL'S COAL BREAKER.—This new Breaker is gradually taking the place of Hatfin's in this Region. It is more simple in construction, less liable to get out of order, and the Coal broken presents a better appearance. It also makes less waste, which is the most important feature in machinery of this description. Messrs. Clark & Llewellyn erected one of these Breakers on a small scale, one horse power, at their Peach Mountain Colliery, old North America Mines, and for the purpose of satisfying themselves with regard to the waste, they weighed off 2000 pounds of Coal, as it came from the Mines, and ran it through the Breaker, which produced the following results:

Broken Coal,	41 lbs.
Egg "	350 "
Stove "	1125 "
Chestnut "	232 "
Dirt and Waste,	252 "
	2000 "

Giving only a little rising 12½ per cent. of wastage, with a large proportion of Stove Coal, which is about the usual waste by hand-breaking. As far as we can learn, these Breakers have given general satisfaction wherever introduced.

The Coal Markets.

BOSTON, JULY 28.—In English Cannel Coal the sales have been small at $13 ⅌ chald. cash.—Most of the Sydney and Pictou Coal received during the week was previously contracted for.—Cargo sales at $4 25 @ $4 50 ⅌ ton. Anthracite has been in steady retail demand at $5 @ $5 50 ⅌ ton.

NEW YORK, JULY 28.—The demand is active for domestic, and prices are without change; the stock is ample. We quote by the cargo at $3 20 @ $4 20, and from yard at $4 @ $4 50. Foreign is in moderate request; sales of 250 tons Liverpool Cannel at $3 25 @ $3 50 ⅌ ton delivered, and 150 tons Sydney at $4 40, cash.

PHILADELPHIA, July 29.—Price on board vessels:

Schuylkill White Ash Lump,	$3 15 @ $3 25
" Prepared,	3 15 @ 3 25
" Red Ash Lump and Egg,	3 25 @ 3 35
" Stove,	3 30 @ 3 40
" By retail,	3 75 @ 4 25
Lehigh Lump Broken and Egg,	3 50 @ 3 62
" Stove,	3 50 @ 3 62
" By retail,	4 00 @ 4 25

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,	9,319 03	2,292 10
Pottsville,	3,258 00	1,679 14
Schuylkill Haven,	19,745 09	24,436 10
Auburn,	1,911 04	
Port Clinton,	4,856 09	1,494 18
Total for the week,	39,068 14	38,303 04
Previously this year,	921,572 10	600,292 11
Total,	960,641 04	638,595 15
To same time last year,	890,179 13	520,376 16
Increase, tons,	70,461 11	118,318 19

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:

		TOTAL.
Mine Hill and S. Haven R. R.,	45,600 04	759,131 16
Mt. Carbon, "	4,228 13	102,175 06
Schuylkill Valley "	6,929 18	177,924 12
Mt. Carbon & Pt. Carbon "	11,404 11	152,746 01
Mill Creek, "	13,076 01	237,401 05
Little Schuylkill, "	6,735 11	257,365 02

Pinegrove Coal Trade for 1859.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	10,736 17	47,502 13
Swatara Railroad,	8,141 16	23,808 17

Lehigh Coal Trade for 1859 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	13,287 06	21,517 09
Spring Mountain Mines,	838 18	15,991 10
Coleraine do.,	910 13	9,040 19
Beaver Meadow do.,	760 16	2,718 16
New York and Lehigh Coal Co.,	271 07	6,094 05
German Penna. Coal Co.,	856 14	20,416 12
North Spring Mountain Coal,	728 12	10,950 04
D. Mulvany and others,		1,427 12
Hazleton Coal,	4,002 10	70,867 00
East Sugar Loaf Coal,	1,479 00	12,543 12
Mount Pleasant Coal,	199 18	7,512 18
Council Ridge,	1,493 14	18,121 08
Buck Mountain Coal Co.,	1,760 7	41,755 01
Franklin Coal Co.,	1,059 04	8,068 01
Audenried Imp't & Coal Co.,	476 05	5,701 03
Hartford Coal Co.,	464 04	8,841 11
Total,	27,815 08	458,2 2 19

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	1,297 10	55,595 18
E. Sugar Loaf, (Packer & Co.,)	1,933 13	57,777 05
Council Ridge, (Sharpe, L. & Co.,)	1,179 10	39,570 09
Mount Pleasant,		8,262 15
S. Mt., (Raddolphs & Hampshire,)	2,794 17	70,275 07
Coleraine, (Ratcliff & Johnson,)	800 10	25,079 10
Beaver Meadow,	311 03	13,975 19
N. York & Lehigh, (Taggart & Son)	634 04	24,722 11
N. Sp. Mt. (J. R. McCreary & Co.,)	867, 15	26,025 08
S. Sp. Mt., (Dolbin & Co.,)		19 08
Union Improvement Co.,		
Gorman Penna.,	2'6 04	4,383 06
Other Shippers,	250 00	2,561 00
Total by Railroad,	10,285 12	332,359 11
Canal,	27,945 08	458,242 19
Last year,	38,231 00	791,602 10
	31,484 15	622,522 04
Increase, so far,	6,746 05	168,080 06

Rates of Toll and Transportation on PHILA. & READING RAILROAD.

	From Mt. Carbon.	*From S. Haven.*	*From Auburn.*	*From Pt. Clinton.*
To Richmond,	$1 50	$1 45	$1 35	$1 30
To Boston,	1 50	1 45	1 35	1 30
Spring Mills,	1 45	1 40	1 30	1 30
Reading,	1 05	1 00	90	90

Rates of Toll by Canal for the present.

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

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

Mauch Chunk to Trenton,	$1 50
do Elizabethport,	1 90
do Morris Canal Basin at Phillipsburg,	75

RATES ON THE CANALS.

From Mauch Chunk to New York *via* Delaware & Raritan Canal,	$2 46
From Mauch Chunk to New York *via* Morris Canal,	2 32

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.

	In cars of Company.	*Individual Cars.*
From Sunbury above Shamokin,	$2 50	$2 15
Do. below. Do.	2 45	2 10
Tiverton,	1 60	1 60
Lykens Valley,	1 79	1 63
Pinegrove,	2'14	1 96

NEW ADVERT'MENTS

THE PRACTICAL DITCHER, BEING a Treatise on reclaiming wet and swampy land, and improving moist and wet spots of land, under cultivation, by open and covered ditches, by JOSHUA S. KELLER, a farmer of Orwigsburg. Price 15 cents, just published and for sale by B. BANNAN. 31 3t

50,000 PEACH TREES, best quality, $90 per 1000.
10,000 ALLEN'S Hardy RASPBERRY, $40 per 1000.
☞ *Catalogues Gratis.* ☜
WILLIAM PARRY, *Cinnaminson, N. Jersey.*
July 30, '59 31-2m

PROF. J. W. ALEXANDER'S LARGE and interesting class of young singers, numbering one hundred and twenty-five, will meet at the English Lutheran Church, on Market Square, on Wednesday and Saturday, twice a week regularly, at 4 o'clock in the afternoon. The adult singing class will meet at the same place on Monday evening next, commencing at 8 o'clock. All persons who may be desirous of attending a course of elementary instruction as well as those who wish a more extended acquaintance with the Art and Science of music, will find this a favorable opportunity, inasmuch as the instruction will include the elements of music, vocal training or the culture of the voice, position, breathing, muscular action, resonance, and delivery of the voice, enunciation, articulation, and practical analysis of words, method of teaching and practice of exercises; part songs, tunes, chants, and anthems. Price of tuition not unreasonable.

Terms for teaching the Guitar and Lute (graceful instruments for the ladies) $10 per term of 24 lessons; Violin the same. Success guaranteed where diligence is used on the part of the pupil. For full particulars inquire at Mr. Mortimer's Hotel. Persons wishing to unite with either of the above classes can do so by attending the above meeting, or otherwise give their names to Mr. J. McCalmant, or Lewis Reeser, Esq. The singing will be supported by musical instruments best adapted to that purpose. Melodian player, James Irwin Alexander; Violin player, Lewis Reeser; Violin, J. W. Weber. All lovers of music are respectfully invited to attend the singing on next Monday night or at any future meeting. Pottsville, July 30, '59 31-

LIST OF LETTERS

REMAINING in the POTTSVILLE POST OFFICE, July 30, 1859.

Alexander Alonzo, Allsopp John ship, McDonnel Aleck, Averegg Benjamin, Hobel, McAteer John, Atkinson Isabel, Gilles Ellen, O'Brien Al, Agan Lawrence, Griffith Benjamin, O'Hara Patrick, Andrews Mary C, Hoffman Chas W, O'Donnel Margaret, Blank John, Hartline Elizabeth, O'Neil E L, Boltz J K, Hunsel George, Pribe Daniel, Bickel John, Hanna James ship, Peters John, Berger Joseph, Hoynen John, Parker M E, Berline Connor, Horning Michael, Phillips Shedrick, Bellinger Charles, Hagerty Mary, Richards Mary, Brown David ship, Horan Peter, Richards J M, Boyd Ellen, Huston Peter, Roberts John, Burk Edward, Hood Robert ship, Reed Mary, Boyd Ellen A, Johnson John H, Roberts Paulina J, Bader George 2, Jones Jonathan ship, Robison Ralph, Brannett Michael, Igo John, Richards Mary ah, Bird Margaret, Kind Wm, Rogers Wm, Brunle R, Klinger Wm, Snyder A E, Brumley Thomas ship, Kenny Francis, Smith Benjamin ah, Chandler Penn Wm, Kaufman Jacob 2, Stouffer David, Cook Hiet N F, Keeley Mary, Schooner Dennis R, Cowan Thomas, Kearny Michael, Sullivan D Cors ah, Colborn Robert D, Lynn Catharine, Spikeman James, Campbell James, Leary Andrew, Skeen Joseph, Conner James, Lyn James, Stalston John, Crawford John, Loyd William 2 ah, Stevens Louisa, Collins John ship, Lawrence Wm, Scarbine Rebecca, Carryl E W, Mace Willie, Smith Crawford 3, Coulter Elizabeth, Munyer M S, Stout Thomas, Connor A B 2, Moore Susan, Thomas Edward, Dorin Edward, Murry Mrs, Thompson Fred'k, Dougherty Daniel, Mahony Mary, Tate Widow, Dixon Elizabeth, Ma hews Margaret, Tricklin Wm ship, Dillon John, Morrison Mrs ship, Vade Edmond, Dunn James, Morgan John W, Verner William, Dugless Robert, Mallom John 2, Whitaker Mary A, Dobin P, Martin John ship, Wheeler Caleb, Douglass Louis, Morgans John C, Weaver Christian, Davis Rees, Markle John, Whitehouse Joseph, Davis Wm T ship, Mahon James, Whitlitch Daniel, DeShea V M S, Meesle G Prof, Welsh Joseph, Erdman Mallinda, Miller George, Walsh John, Edwards Mary, Morgan Emma, Welsh James ship, Fleeghuth Jacob, Mordecai D, Willets Samuel, Fisher George, Murphy B K, Zimmerman Conrad, Funbler Fredrick D, Molony Edward, Zimmerman Solms, Fisher Ellen, Mazarjes A, Zimmerman Wm. Fell Charles ship, McKinley Anna, Gilham Julia, McCorkman Annie.

☞ Persons inquiring for letters on the above list will please say advertised. One cent additional will be charged for each letter advertised.

HENRY L. ACKER, *Postmaster.*

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Pottsville, July 30, '59 31 tf

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July 30, '59 3t:3m

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☞ The TIMES BUILDING is situated opposite the City Hall, on Park Row, Spruce and Nassau Streets.
New-York, July 30, '59 31-1t

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BY Virtue of Sundry Writs of *Venditioni Exponas* and *Levari Facias,* issued out of the