Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 13, 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 other cities the rates of advertising are always graded at a 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.
SAVANNAH—B. N. Lake, Esq.
Who are authorized to receive subscriptions and collect Bills for the MINERS' JOURNAL establishment.

ADEQUATE PROTECTION To American Industry;

and not another Inch of Slave Territory, by Extension, Purchase or Conquest.

The above are, and will be the two leading Principles before the country, until they are victorious; and we nail them to the mast-head of the MINERS' JOURNAL, there to float until they wave in triumph above the National Capitol at Washington.

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

John Mackay, to Aug. 11, 1860	$2 00
J. G. Lawton, to Jan. 1, 1860	2 00
John Hoenig, to Jan. 1, 1860	1 00
Geo. Yost, to June 14, 1860	2 00
Wm. Milnes, Jr., to July 1, 1859	2 00
Benj. Milnes, to July 1, 1859	2 00
S. C. Thwing, to Jan. 1, 1860	2 00
Isiah Kline, to July 1, 1859	2 00
Daniel DeFrehn, to Jan. 1, 1860	4 00
J. K. Sigfried, to July 1, 1859	2 00
J. Lindenmuth, to July 1, 1859	2 00
Daniel Martz, to Jan. 1, 1860	2 00
Barton Evans, to July 1, 1857	2 00
Prescott & Chapin, to Jan. 1, 1860	2 00
T. W. Wellington, to June 26, 1860	2 00
N. Lincoln, Jr., to Jan. 1, 1860	2 00
Randolph & Co., to Jan. 1, 1860	4 00
John J. Perry, to Feb. 13, 1860	1 00
Edward Pugh, to July 1, 1859	2 00
William Mathews, to July 1, 1859	2 00
W. C. Harlan, to January 1, 1860	3 00
E. W. Ramsey, to March 22, 1859	2 00
R. S. Hollins, to July 1, 1859	2 00
Seth Whitaker, to February 1, 1860	2 00
H. O. Warren & Co., to July 1, 1860	2 00
Col. D. Kingsbury, to December 1, 1859	2 00
W. Pollock & Co., to April 1, 1860	2 00
Maj. W. A. Nichols, to January 1, 1860	2 00
Frank Heisler, to January 1, 1860	2 00
Thomas Sillyman, to January 1, 1860	2 00
Herbert Berger, to August 11, 1859	2 00
John P. Slade, to March 10, 1860	2 00
W. Fletcher & Co., to January 1, 1860	2 00
J. A. Banks, to January 1, 1860	2 00
Peter Bowman, to July 1, 1859	5 00

☞ **Ourselves.**—We would merely remind those of our subscribers in arrears, that their subscriptions were due on the 1st inst. Those 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 CARD TO BOATMEN ON THE SUSQUEHANNA CANALS.—The undersigned wishes to obtain ten or seven boats and their crews, from the Susquehanna Canals, to freight iron ore and coal on the James River and Kanawha Canal, in Virginia. The size and characteristics of the two systems of navigation are similar. But the J. R. & K. Canal is open all winter. The trade is seldom intermitted. One of the party will be on the line of the Susquehanna between the 30th and 30th of August, but any letter on the subject addressed to Bloomsburg, Columbia county, Pa., will receive attention.

S. L. DEllow.
for JORDAN, WEEN & CO.

In the 8th Congressional District of North Carolina, Vance, Opposition, is elected.

LOSS OF COTTON.—The loss of cotton by fire, chiefly at sea, during the past year, amounted to $839,765.

THE Boston *Ledger*, now discontinued, is reported to have sunk $40,000 in the attempt to establish it.

THE construction of the Washington National Monument, after a suspension of several years, is about to be resumed.

MR. PAUL MORPHY has declined a public reception in Philadelphia, but proposes to visit that city in an inconvenionious way.

RIGHT.—The Pittsburg *Dispatch* says Sunday travel upon the Passenger Railways in that city, will be interdicted from the start.

GENERAL WALKER is organizing another Nicaraguan expedition, which is to rendezvous at New Orleans by the 18th of September.

"THE Democracy is a disunion party." Hon. W. L. Yancey, one of the most distinguished leaders of the Southern Democracy, gives as his reason for being a Democrat, that the measures of the Democracy are calculated to produce disunion.

THE morning after the French occupation of Milan, several journals that had been suppressed by the Austrian government re-appeared. One had been suppressed for five years, and in the last number had promised the "conclusion" of a story in the next. True to promise, the next, at the end of five years, took up the story where it had been left off and completed it.

ATTENTION, sun, moon, and stars, and all "you elements that clip us around about!" James Buchanan, in the Bedford *Gazette*, has authoritatively declared that he will not be a candidate for renomination at Charleston. Skip, Douglas; jump Wise; rejoice, Hunter; give laud all ye lesser lights, for your effulgence is no longer dimmed by the awful brilliancy of great Buchanan's name.

LIBELLOUS, VERY!—The Pottsville *Miner's Journal* calls our amiable contemporary, Esmondough of the *Weekly Flatulence*, a "wolf in sheep's clothing!" This is a little too bad; in fact it is almost libellous. If the editor of the *Flatulence* is clothed like a sheep, it is a fair presumption that he is a sheep; and, therefore, he should be called a sheep and not a wolf. We really can't imagine that amiable face as belonging to the genus Canis. There is nothing wolfish about it except a certain sourness of expression which usually attends chronic biliousness.

By the way! When is the little quaker editor of the *Flatulence* going to inform his readers from what journal he stole that abstract of Pothergill's report upon coal and coke? It is about time that he should evince some evidence of honesty of present purpose, and of contrition for past offences. When he has answered satisfactorily, we shall have a question or two more for him.—*American Railway Times.*

The Times hits sharply; but really, the fellow deserves it. His egotism is tremendous, while his powers of wordy personal abuse are unequalled out of Bedford street.

☞ SMOKED SALMON and Sugar-Cured Hams, just received at E. McDonald's Dry Good and Grocery Store, next door to Frank Pott's Hardware Store, Centre St.

☞ OPTICAL.—The attention of our readers is called to the fact that Mr. Stern, optician from Philadelphia, will remain here but a short time, and those persons desiring to obtain a superior kind of spectacles cannot do better than consult him, who will furnish everybody with the right kind their eyes require. Office Centre street, next door to John W. Weber's confectionery store.

☞ CHURCH BELL ATTACHED.—We learn from the Dubuque *Times* that quite an excitement exists at Dubuque, because of the attachment of the bell of the Congregational Church in that city, for a debt owing to a gentleman in Alabama. The Marshal removed the clapper, which he will keep till the debt is paid or the bell sold under the attachment. It would be a sensible move to attach the clappers of some of the noisy and injudicious people who claim there is a better Sewing Machine sold than that manufactured by Grover & Baker, of which Messrs. Green & Hoffman, this Borough, are agents.

☞ JONES'S QUADRILLE BAND.—This new Quadrille Band embracing some of the best musical talent in Pottsville, is now open for engagements.—Among the members are Messrs. John J. Jones, C. C. Carter and J. W. Souders, well known to the community as amateurs of a high order.—They discard the old, hackneyed music which has annoyed people of good musical taste so long, and have adopted entirely new and classic music from the best composers and arrangers of Boston.—They play the Lancers as danced in Boston.

They are prepared to fill engagements with any number of instruments, and with a quality and variety of music which cannot fail to please the most fastidious. Persons desirous of securing the services of this Band, must apply to John J. Jones (who is unconnected with any other organization,) or two any member above named.

PERSONS OF SEDENTARY HABITS, who are generally affected with *Vertigo, Languor and Exhaustion, Nausea and Headache*, have in Boerhave's Holland Bitters a grateful remedy. It gives strength and energy to the system, stimulates the digestive organs and corrects acidity of the stomach.

We would caution the public against purchasing any of the many imitations of this delightful tonic. To prevent imposition, be careful to ask for Boerhave's Holland Bitters.

THE COAL TRADE.

Pottsville, August 13, 1859.

The quantity sent by Railroad this week is 35,142 14—by Canal 37,395 10—for the week 72,538 14 tons against 78,616 tons for the corresponding week last year. Loss for the week, 6,078 tons.

Since the first of July, when our carrying companies, (whose rates were already from 10 to 25 cents higher than those charged by the Coal Carrying companies leading to New York,) were prevailed upon to advance their tolls ten cents, to accommodate these companies, and secure to them a continued control of the market—our Coal has almost entirely been driven out of that market, except where it is preferred, or has been sold at a positive loss, and the tonnage from Schuylkill County has sustained a loss since the first of July of 45,727 tons, as follows:

	1858.	1859.	Loss.
Sent by Canal in six weeks,	240,511	226,061	36,922
" by Railroad " "	221,061	217,256	8,805
Loss in six weeks compared with 1858, tons,			45,727
Loss to labor in the County,			$45,000
Loss to coal operators in stopping, derangement of business, extra expenses, &c., &c.,			50,000
Loss to boatmen, &c.,			10,000
Loss to the region within six weeks,			$105,000
Loss in confidence, we might put down			TOTAL.

It does seem that these New York Managers have a facility of winding our Philadelphia Managers around their fingers like a piece of Potter's clay; and every interest abroad is trying to find out how much blood they can draw out of us poor devils, the producers, without bleeding us to death. Our Coal Operators are among the most enterprising men in the world. They have developed this region to an extent in a few years, that it would have taken those who control their destiny, at least five times as long to accomplish; they have produced an enormous tonnage for the carrying companies, they have a fierce competition to contend with at New York, for the principal market, owing to the low prices at which Coal is delivered there by the New York Companies; they have heavy rents to pay to the landholders; high rates of transportation to lateral Railroads and to the transporting companies, in comparison with other regions; they have hundreds of men with families almost starving, besieging them for work or provisions to keep them from starving; (so low in many instances had wages been reduced for labor at the mines, while provisions were so high, that many could not procure sufficient food to sustain them in performing a day's labor, and many collieries were worked mainly to give the operatives food, knowing that they would sustain a loss on the product;)—in fact, such an accumulation of difficulties and adverse circumstances no other class of business men in the world could have borne up under as our Coal Operators have done. And just as they were beginning to see a little light gleaming in the distance—when they supposed they would be able to reap the advance of ten cents advertised to take place at New York, on the ruinous rates at which they were forced to sell—*up goes the tolls on the Canal and Railroad, without even consulting those who give them their tonnage*—a conflict between buyer, seller and carrier occurs, which resulted in an additional loss to this Region of not less than *one hundred thousand dollars*, and a loss of tonnage to the Canal and Railroad, amounting to 45,727 tons in six weeks, which will about balance the advanced rates received by the companies.—Under such circumstances, is it not sufficient to cause every business man (because all are dependent on the Coal Trade, and if the Operators are permitted to sink, every other interest must sink with them) to wage eternal hostility against those who thus recklessly trifle with the investments of those who give them their tonnage.

In the early part of the season we pointed out the necessity of low rates to compete with New York; we pledged them a half million tons of increased tonnage, which our miners could produce—they had all the Cars, Locomotives, Boats and Machinery to carry this half million tons additional, without spending a dollar. Our Operators had the ability to send this increased tonnage if they would only give them a chance with their competitors, because it is well known that when a Colliery is worked up to its full capacity, Coal can be produced and sold at least 10 per cent. cheaper, than if it is only partially worked. If they are forced to curtail the supply, the expenses are largely increased. If they are forced to stop, they have the water to pump, engineers to pay, stock to feed, their organization broken up, and it will take at least from one to two month's profits (when there are any,) to make up the losses which accrue on account of a stoppage; therefore, every reader must perceive that Coal Mining differs from almost every other branch of business. It always becomes a question of policy with Operators whether it is not to their interest to push their Collieries and sell at lower rates, rather than curtail or stop. This is an answer to the query so frequently made—"Why don't they stop?" We also advised drawbacks to be offered to those who would build steam tugs, carrying from 5 to 600 tons of Coal to the East and elsewhere from Port Richmond, to remedy the difficulty that exists in procuring Colliers at that Port to distribute our Coal. Men of capital were ready to engage in the enterprise—but nothing was done; and what is the result? Scarcely any vessels at Port Richmond—even the orders for Coal received at that port cannot be shipped. Our tonnage cannot be distributed at that point any longer, because the coasting trade of Philadelphia, independent of the Coal tonnage, has dwindled down to a few vessels, that if the Colliers were drawn off, together with the N. York line of steamers, there would scarcely be any left. Colliers in the business are forced to run empty to Philadelphia for Coal,—and they will not run to that point unless they receive from 40 to 50 cents per ton more freight to the East than from New York. This evil is on the increase in Philadelphia, just in proportion as the coastwise Coal Trade is diminished at that point. Our only hope has been for some time past by Canal direct to the New York market, but even here we are shut out this year, *and no Coal Operator in Schuylkill County can now deliver a ton of Coal into the N. York market in competition with the Coal furnished by the New York Companies, unless he receives a higher price, or submits to a loss.* And we assure the Philadelphia Managers, that whatever they may think to the contrary, the N. York Companies never will advance their rates beyond the prices charged this year.—And what is the result of this policy? Our Region prostrate; our tonnage lessening every week; our Coal Operators, on whom they depend for traffic, nearly ruined; the population decreasing; the merchandize, produce, passengers, &c., diminishing in quantity and numbers weekly; the property of both Canal and Railroad depreciated to the amount of millions of dollars, with no recuperative power, because they are literally destroying those who give them trade—with a rival Railroad in prospect, leading directly to New York, WHICH, THANK PROVIDENCE, WILL NOW BE BUILT, with a pledged tonnage from this Region as soon as completed and stocked, of all the Coal destined for that market and the East, where three-fourths of all the Anthracite Coal produced is consumed. Well may Philadelphians look on with all their self-complacency, and pronounce this a most magnificent management, worthy of *our great City's most profound admiration.*

The trade sums up this week as follows, showing a gain from every region except Schuylkill County, with a small decrease at Shamokin:

Commerce of Philadelphia.—The following is the number of vessels cleared from Philadelphia during the last week, together with the proportion carrying Coal, gleaned from the *North American:*

	No. Cleared.	Carrying Coal.
Friday, August 5,	15	8
Saturday, do. 6,	31	23
Monday, do. 8,	4	2
Tuesday, do. 9,	15	5
Wed'sday, do. 10,	18	12
Thursday, do. 11,	17	11
	100	61

Colliers have been scarce at Philadelphia, otherwise the proportion of Coal vessels would have been 4 to 1, which is about the average comparison of the Coal with the other Commerce of Philadelphia.

Government Contract for Supplying Coal.—We were in error last week in stating that the Government Contract for Coal was thrown up—it is only suspended for the present, the Contractor having appealed to the Attorney General of the United States for a decision against some of the obstacles thrown in the way of its fulfilment.—In the meantime, an officer of the Navy visited our Region, and made a purchase of a few hundred tons of Coal for its use until the questions in dispute were settled.

[FOR THE MINERS' JOURNAL.]

MESSRS. EDS.:—Over-production was the first cause of the present depressed state of the Coal trade, but when the cause ceases, the effect ought to cease, also.—When a stone is started from the side of a mountain, every revolution accelerates its motion. All the regions are straining which will produce the most, and labor is in demand, and consequently, a very little increased consumption could effect a favorable change, but the trade is not in a position to avail themselves of the advantage from their impetuous course downwards.

The primary cause of this state of things, is to be attributed to a common mistake, that of refusing a weak ally and making a powerful enemy of him. The Delaware, Lackawanna and Western Railroad Company in 1855, at a great expense and very laudable exertion, had developed their land and opened an avenue to the Eastern market, and very naturally desired a voice in the Coal Congress, but were met with contempt, and informed that their heavy grades and inferior Coal would disable them from competing for a fair share of the trade. Then came the "Tug of War." They, conscious of their equality, to say the least, had to convince the whole trade of the fact, and I should think, that by this time have done so pretty effectually, as neither the low price of Coal, the long hauling for trade, nor the quality, has proved any barrier to a steady increase, and they are now sending all the present capacity their works will admit, but can increase in the same ratio at pleasure. How necessary then it is for the producing trade to conciliate such a power, as the rain involved by opposition, falls alike on all content. Instead of nipping them in the bud, as they at first thought to do, by an extreme reduction of price, extend the hand of fellowship, and make common cause, and once more dictate to dealers and consumers a price that will keep up the expenses incidental to a continuance of a healthy trade.

It cannot be presumed that 80 cents or $1 00 per ton can pay, and the elongated faces of those in the business disproves it very conclusively, and those most conversant with the situation of the trade, are most surprised if they can make both ends meet. There are none interested in having it languish in this manner, for without the proper encouragement it must eventually come below the wants of the community, when a reaction will take place and another season like 1854 occur, as much to be deplored as the other extreme; for from the press of capital invested by a receiving endless prosperity in that year, the craft has been propelled with unprecedented velocity into the present Maelstrom, which will require a combined effort to extricate it therefrom.

LUZERNE.

Wilkesbarre, August 1, 1859.

The Coal Markets.

PHILADELPHIA, Aug. 12.—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 37 @ 3 50
" Stove,	3 50 @ 3 62
" By retail,	4 00 @ 4 25

NEW YORK, Aug. 11, 1859.—The demand for Domestic has been good, but with liberal arrivals, prices are unchanged; we quote by the cargo at $3 75 @ $4 15, and from yard, per ton, at $4 @ $4 50. Foreign is unchanged.

BALTIMORE, Aug. 11, 1859.—We have no change to notice in Coal, the market continues very dull and inactive, and there have been no transactions worthy of notice since our last review. We quote Cumberland at $3 25 for fine, $3 50 for run of mine, and $4 for lump. Anthracite is selling from the yards at $4 50 @ $5 per ton of 2,240 lbs.

BOSTON, Aug. 11, 1859.—English Cannel Coal is quiet at $13 ⅌ chal. cash. In Sydney and Pictou, cargo sales at $4 25 @ $4 50 ⅌ ton cash, and dull at these prices. Anthracite has been in good retail demand at $5 ⅌ ton.

Schuylkill Coal Trade for 1859.

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

	RAILROAD. WEEK.	CANAL. WEEK.
Port Carbon,	8,602 15	8,347 05
Pottsville,	3,160 10	2,310 10
Schuylkill Haven,	17,792 03	21,446 00
Auburn,	820 01	
Port Clinton,	4,141 04	2,325 03
Total for the week,	35,142 14	37,395 10
Previously this year,	1,001,145 19	929,012 13
Total,	1,036,288 13	966,408 03
To same time last year,	963,860 14	906,699 10
Increase, tons,	72,427 19	99,708 13

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.,	40,371 00	816,185 08
Mt. Carbon, "	5,181 10	113,042 03
Schuylkill Valley "	7,852 13	152,221 00
Mt. Carbon & Pt. Carbon "	10,923 02	171,493 14
Mill Creek, "	10,368 06	310,811 12
Little Schuylkill, "	6,700 14	252,166 11

Lehigh Coal Trade for 1859 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	14,466 18	243,232 13
Spring Mountain Mines,	401 18	17,498 11
Coleraine do.,	633 04	10,409 08
Beaver Meadow do.,	237 13	13,837 04
New York and Lehigh Coal Co.,	478 01	6,792 13
German Penna. Coal Co.,	1,126 07	22,885 04
North Spring Mountain Coal,	957 13	12,939 15
D. Munger and others,	280 12	1,922 10
Hazleton Coal,	4,431 19	79,451 03
East Sugar Loaf Coal,	1,419 02	14,889 11
Mount Pleasant Coal,	661 07	9,144 01
Council Ridge,	1,110 10	20,238 14
Buck Mountain Coal Co.,	3,264 07	48,751 06
Franklin Coal Co.,	597 08	9,844 16
Audenried Imp't & Coal Co.,	494 17	8,365 19
Hartshorne Coal Co.,	832 18	10,020 00
Hancock Coal,	79 00	79 00
Total,	31,189,15	520,867 18

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.),	1,957 00	59,492 15
E. Sugar Loaf (Parker & Co.)	2,419 00	62,848 10
Council Ridge (Sharpe, L. & Co.),	1,807 03	42,565 15
Mount Pleasant,	52 00	8,466 17
S. Mt. (Handsights & Hampshire,)	2,062 01	75,197 19
Beaver Meadow, (Tastelit & Johnson,)	872 19	26,361 19
Parrish & Co.)	110 06	14,223 07
Hazleton (Taggart & Son)	919 00	30,383 07
S. Sp. Mt. (C. H. Fisher & Co.),	974 06	28,118 10
S. Sp. Mt. (Dollin & Co.)		19 08
Union Improvement Co.,	113 07	4,851 19
German Penna.,	217 02	3,041 19
Other Shippers,		
Total by Railroad,	11,480 13	356,012 07
Total by Canal,	31,189 15	520,867 18
Last year,	42,670-03	876,880 05
	37,492 03	700,920 00
Increase, so far,	5,178 05	175,949 16

Rates of Toll and Transportation on the Lehigh Valley Railroad.

	From Mt. Carbon.	From S. Haven.	From Auburn	From Pt. Clinton
To Richmond,	$1 50	$1 45	$1 35	$1 30
To Penn'a,	1 50	1 45	1 25	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 Philada.,	75	74	72	60
Spring Mills,	70	69	67	60
Norristown,	65	64	62	55
Reading,	48	47	45	41

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	$1 60	$1 55	$1 45
To Philada.,	60	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 30
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
Tuscarora,	1 70	1 50
Lykens Valley,	2 10	1 90
Pinegrove,		

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

Railroads!	PAR.	OFF'D	ASK'D
Philadelphia, Reading & Pottsville	50	21⅝	21¾
Mine Hill and Schuylkill Haven	50	55	55½
Mount Carbon	50	60	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50		
Lorberry Creek	50	00	00
Swatara	50	0	0
Canals!			
Schuylkill Navigation	50	7½	8½
" preferred	50	16	16½
Union Canal	50	1	2½
" preferred	50	4	4½
Del. & Hud'n Coal & Transportat'n Co.	100	89	89½
Morris Canal Co.,	100	53½	54
" preferred	100	108½	109
Railroad & Coal Companies!			
Little Schuyl. Nav. R. R. & Coal Co.	50	15	15½
Lehigh Coal & Navigation Co.	50	47	48
Hazleton Coal Co.		44½	44½
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	79	79½
Lehigh Valley R. R. Co.	50	38½	39
Lykens Valley Coal Co.	50	39	40
Beaver Meadow Coal & R. R. Co.	50	50½	50¾
Lykens Valley Railroad & Coal Co.	20	10	15
Coal Companies!			
Forest Improvement Co	25	25	25
Delaware Coal Co.	50	00	0
Cumberland Coal Co.	50	15	15½
New Creek Coal Co.	10	⅜	½
Miscellaneous!			
Miners' Bank	50	50	55
Farmers' Bank	50	50	55
Pottsville Gas Co.	50	22	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.

	Sunbury.	Lehigh.	Schuylkill.	Beaver Meadow.	Penna. Coal Co.	Hazleton.	Buck Mountain.	Lehigh Valley.	Lykens Valley Coal Co.	Short Mountain Coal.	Broad Top Coal.	Cumberland Coal.	TOTAL ANTHRACITE.	Lykens Valley Coal Co.	Pittsburg & Connellsville Coal.	Pittsburg—Coal and Iron.	Shamokin Region.	Total.
1858. WEEK.	31,149	35,238	36,395	20,500	20,505	11,720	15,000	34,115	12,350	2,000	3,000	3,000	245,972	3,000	3,000	3,000	3,000	254,972
TOTAL.	911,995	900,099	905,099	595,000	595,000	153,000	350,000	1,000,000	367,000	56,000	100,000	100,000	7,000,000	100,000	100,000	100,000	100,000	7,300,000
1859. WEEK.	32,324	29,743	29,743	22,195	22,195	5,628	16,000	34,179	11,000	2,000	3,000	3,000	243,207	3,000	3,000	3,000	3,000	246,207
TOTAL.	943,079	929,842	934,842	617,195	617,195	158,628	366,000	1,034,179	378,000	58,000	103,000	103,000	7,243,207	103,000	103,000	103,000	103,000	7,546,207
INCREASE. WEEK.	1,175	5,504	6,348	2,195	2,195	1,628	1,000	179	1,000	2,000	3,000	3,000	2,235	3,000	3,000	3,000	3,000	5,235
TOTAL.	31,846	29,743	29,743	22,195	22,195	5,628	16,000	34,179	11,000	2,000	3,000	3,000	243,207	3,000	3,000	3,000	3,000	246,207
DECREASE. WEEK.	3,149	5,504	6,348	2,195	2,195	1,628	1,000	179	1,000	2,000	3,000	3,000	2,235	3,000	3,000	3,000	3,000	5,235
TOTAL.	31,846	29,743	29,743	22,195	22,195	5,628	16,000	34,179	11,000	2,000	3,000	3,000	243,207	3,000	3,000	3,000	3,000	246,207

* No report, but estimated.

Vessels continue scarce at Port Richmond, and freights have advanced. We quote to Boston $1 30@$1 40; $1 15@$1 20 to Rhode Island and 95 cents to New York.

NEW ADVERTISEMENTS

New Style Stamped Envelopes,
OF all kinds, furnished as cheap, if not cheaper, than they can be procured in the city by B. BANNAN.

IRON TABLES,
FOR the use of Workers and Dealers in Iron. This is a complete little book. Price 25 cents. Just published, and for sale by B. BANNAN.

INTEREST TABLES,
READY CALCULATING INTEREST TABLES—very handy for use. Price, only 10 cents each. Just published, and for sale wholesale and retail, by B. BANNAN.

PHILAD'A & READING RAILROAD.
Excursion Tickets, from Philadelphia to Pottsville and return, will be sold at Philadelphia, on succeeding days and Sundays, at $3 75 each, good for any train on those days, and on the morning following Monday.
J. A. NICOLLS, *General Supt.*
August 6, '59 33-

REGIMENTAL ORDER, No. 1.
HEADQUARTERS 1ST REG'T, 1ST BRIGADE, 6TH DIV., U.P.M.
Pottsville, August 8th, 1859.
THE COMPANIES composing the First Regiment, First Brigade, Sixth Division, U. P. M., will meet for Parade and Exercise, on Monday, the 14th day of August, at 7 o'clock, P. M., in full uniform. The line will be formed in Centre street, Right resting on Norwegian, facing west.
By order of the Colonel. W. W. WOLFF, *Adjutant.*
Pottsville, Aug ust 13, '59 33-1t

PENNSYLVANIA STATE AGRICULTURAL SOCIETY.
EXHIBITION.—The Ninth Annual Exhibition of the Pennsylvania State Agricultural Society, will be held at Powelton, Philadelphia, on Tuesday, Wednesday, Thursday and Friday, the 27th, 28th, 29th and 30th days of September next. On the 1st September, the Secretary will remove to the rooms of the Philadelphia Society for the promotion of Agriculture, No. 625 Chestnut street, Philadelphia, where Books of Entry for the Exhibition will be opened.
Letters addressed to the *Secretary*, at Harrisburg, or *Charles E. Lagle*, Bustleton, will meet with attention till 1st September. A. O. HIESTER, *Sec'y.*
☞ Goods for Exhibition carried on all the railroads in the State, to and fro, free of charge.
August 13, '59 33-

FOR A SHORT TIME!
IMPROVE YOUR EYE-SIGHT.
JOSEPH STERN, Optician, from Philadelphia, offers to the public his **Improved Spectacles,**
With the Finest Periscopic Glasses.
Strengthening and preserving the weak and impaired vision, correctly and scientifically adjusted to near and far-sighted persons.
☞ The superiority of the Periscopic or Parabola Lens and their highly effective influence for restoring weakened Eye sight to the fullness of prime strength, has been deservedly acknowledged by professional men and an intelligent public to be unrivalled.
MR. STERN is confident to give satisfaction to all who will try his **Improved Spectacles and Eye-Glasses.**
☞ *PERISCOPIC GLASSES Set in Oil Frames!*
***Also, a nice assortment of Stereoscopes, and Stereoscopic Views for sale.
☞ Office—next door to John W. Weber's Confectionery Store. [Pottsville, August 13, '59 33-

EAST PENNSYLVANIA RAILROAD.
ON AND AFTER WEDNESDAY, May 11th, Passenger Trains will run on this road daily, Sunday excepted, leaving Allentown for New York, Easton and intermediate places, and at Reading with trains for Harrisburg, Philadelphia and Pottsville.
Trains going East will leave Reading at 6 A. M. and 12 M., arriving in New York at 12.30 A. M. and 7 P. M.—The trains coming West will leave New York at 11.45 A. M., arriving in Reading at 6 P. M. A train will also leave Easton at 7 A. M., Allentown at 8.15 A. M., arriving in Reading at 10 A. M.

Fares from Reading

To Temple,	$0 15	To Millerstown,	$0 80
Blandon,	25	Kutztown,	90
Fleetwood,	35	Allentown,	1 00
Lyons,	45	Bethlehem,	1 15
Topton,	55	Easton,	1 15
Siatersville,	65	New York,	3 30

Freight trains will also run daily between Reading and New York, leaving Reading at 8.01 A. M.
JAMES MOORE, *General Supt.*
Aug ust 13, '59 33-

THE CELEBRATED
COPPER TOE!
MITCHELL'S PATENT METALLIC TIP, designed especially for Boys', Youth's and Children's Boots and Shoes.
An improvement has been applied to Boots and Shoes, by which a saving of expense to the consumer, of two thirds, is realized, by actual experiment.
THE TIP
Consists of a piece of copper or other indestructible material, neatly fastened to the toe of the boot or shoe, forming a complete protection. This invention is now presented to the public, with the fullest knowledge of its practical utility, having been tested over two years, and is destined entirely to supersede the old style, for *Children's, Boys' and Youths Boots and Shoes.*
The importance of this invention will be readily appreciated, as it is well known that children invariably wear out their boots and shoes first at the Toe, and, with this protection, they will upon an average wear at least two or three times as long as the old style, while the expense is *BUT A TRIFLE MORE.*
This invention is already applied to Miners' Boots, and all occupations subjecting the toe of the boot or shoe to be cut or worn.
Merchants, and the public generally, will see the importance of having these goods immediately, as they are destined, for general use, to supersede all other kinds.
The Goods may be obtained of nearly all the wholesale dealers in the principal cities, or of the subscribers.
CHASE, McKINNEY & CO., *Boston.*
(OWNERS OF THE PATENT.)
August 13, '59 33-6m

PROPOSALS
Will be received until August 20th, 1859, at 5 o'clock in the afternoon, at No. 158 School House, in the town of New Castle, by the School Directors of New Castle township, in the county of Schuylkill, for the repairing of six School Houses.
No. 1 is to be repaired in the following manner:—Floor to be laid on the top, 35 x 30 feet, ploughed and grooved; the front, 30 feet to be painted with white lead; the platform of upper step in front of the door, to be repaired; 2 panes of glass, 10 x 12, to be put in the windows; 1 ladder to be made 13 feet long; braces to 3 or 4 benches to stiffen the legs.
No. 2—Steps 11 feet long, 10 inches wide; 6 panes of glass to be put in the windows, 10 x 12; all the shutter holders to be removed; a piece of floor on the platform, 2 x 5 feet; 10 benches, 11 feet long, and 11 inches wide; 2 backbenches, 9 feet long; one ladder, 12 feet long; 100 feet of shelving, 12 inches wide, to be put under the desks.
No. 3. 10 shutter hooks, 17 inches long, and steeples; 2 do. 24 inches long, and steeples to be on the shutters to keep them shut; 10 panes of glass, 10 x 12, to be put in the windows; 1