Miners' Journal.

POTTSVILLE, PA.

SATURDAY, OCTOBER 8, 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 advertisers as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

Agents:

NEW YORK—O. H. Frost, Room No. 2, 110 Broadway.
PHILADELPHIA—Joy, Coe & Co., 5th and Chesnut streets.
SCHUYLKILL—D. N. Lake, Esq.
Who are authorized to receive subscriptions and collect Bills for the MINERS' JOURNAL establishment.

PEOPLE'S MEETING.

A meeting of the members of the People's Party and of all opposed to the present corrupt National Administration, and in favor of the People's nominees will be held at Hill's Hotel, Pottsville, on Monday Evening, Oct. 10, at 7 o'clock, P. M. Addresses will be delivered by Hon. James H. Campbell, Robt. M. Palmer, Benjamin Haywood, Esqrs., and other eloquent and popular speakers.

GEORGIA.—The opposition has carried the Third Congressional District in Georgia, and in two other districts the contest is close. The democratic candidate is elected Governor by a handsome majority.

JUDGE TERRY, who challenged Senator Broderick, and was mortally wounded in the ensuing combat, is the California Supreme Court Judge who decided the Sunday laws unconstitutional. He was a political demagogue, and in trying to kill off Senator Broderick, he lost his own life.

OUR COUNTY AFFAIRS—The Robberies.

All honest citizens of all parties, who want to put a stop to the extensive robberies of our County Treasury and the Alms House Fund, together with the monstrous stealings practiced in many of our townships, ought to vote for the People's Ticket on Tuesday next. They pledged themselves in favor of Reform last year, and they fulfilled all their promises last winter. They have stopped many leaks already. Give the people the control of the Commissioners' office and the Alms House, and they will stop more leaks and save thousands of dollars annually to the tax-payers of the County.

WORTH CONTENDING FOR.

It is positively asserted by those who have investigated the affairs of the County, that if the People's Party are put in power in all the departments of the County

$10,000 a Year in Taxation

Can be saved annually. The present high taxes of the County, caused by the enormous stealings practised for a few years past, will soon ruin almost every hard-working and industrious man in the County, if not checked. Is not such a change worth contending for by every honest voter and tax-payer in the County? Then vote the People's Ticket on Tuesday next, if you desire a reformation.

CALIFORNIA.—The Locompontites have swept California, electing their Governor by a large majority. The vote for the Congressional candidates was close, the Republicans and anti-Locompontites having united on the same candidates for Congress and State Printer. McKibbin is the first anti Locompontite of the last Congress presented to the people for re-election, who has been defeated. The Administration party spent large sums of money to carry the election and have succeeded.

Judge Terry challenged Senator Broderick after the election. They met, and the Judge was mortally wounded at the first fire.

The contest was a very exciting one.

BOYS UP AND AT THEM.

A voice from Reading delares that the People's Ticket, with the gallant Keim at its head, will sweep "Old Berks" like a hurricane on Tuesday next. We learn also that the People's candidate for the Legislature in Old Northumberland will also be elected on Tuesday next. Now boys, we want to see a *big majority* piled up for the People's Ticket in Schuylkill County—you can knock the Whang-doodle faction clean out of their bouts, on Tuesday next, if you will go to work right.—Defeat is already depicted in their countenances, and the general impression is that they will be beaten so badly, that scarcely a grease spot will be left of them after the election. With Berks, Schuylkill and Northumberland on the People's side, Patent Democracy can scarcely find a hiding place in the State hereafter.

THE $18,000 ROBBERY.

Tax Payers, you are aware that judgment has been given in favor of the State in the above sum against our County, which sum was paid into the County Treasury for the use of the State by you, and stolen therefrom by a Democratic office-holder. Independent of the above sum, about

$15,000

More has been stolen from the County Treasury by this same Democratic office-holder, which, if his security does not pay, you will have to pay over again. In the meantime the tax-payers, in addition to heavy taxes, are compelled to pay interest on the large sums of borrowed money to meet the wants of the County. Is it not time that the people should take our County affairs under their direction, and put a stop to these wholesale robberies by politicians?

We have but little room to devote to the *amiable* and *courteous* editor of the "North Pennsylvania" *Mining Register*, this week. We however pity his readers for the dose he again inflicted on them in his last issue. He says among other things, that we are a "blackguard." This reminds us of the propensity of an old friend who occasionally got a little lively at convivial parties, and when in that condition every person he met he declared to be *drunk*. So with this man Fernon, he is such an intensified one, that it oozes out all over, and so completely envelopes his whole carcass and conduct that he, like our old friend, is disposed to shift his own frailties on those who are directly the opposite.

FARMERS AND MINERS.

The Scranton *Republican* gives the following excellent advice to the Farmers and Miners of Luzerne County, which is equally applicable to those of Schuylkill County:

A Word to Farmers.

Democratic farmers! a word with you. You believe in a party that opposes Protection to industry, because it claims that it is the height of folly to pay a high price for goods near at home when you can get them so much cheaper abroad. Admit that your coats, your shoes and hats, your fabrics of linen and iron costs more if manufactured at home than if brought from abroad. Don't you see that the men that make them are near you too, that they and their sock consume what products you raise. You sell them hay, potatoes, turnips, oats, and a host of articles which are too bulky to be transported. A foreign market will take only grains, but if you can secure a sale for all you can raise of every description of produce, you can afford to pay a little more a yard for your cloth and take a little less per bushel for your wheat. The doctrine therefore is not always sound "buy where you can buy cheapest, and sell when you can sell dearest." Admit that Free Trade enhanced the price of a farmers grain; it cuts him off from a market for his butter and eggs, hay and potatoes, while Protection by creating manufacturing establishment at his door furnishes a market for everything he can produce. Will you sustain, by your vote, a policy that lessens alike the value of your soil and the variety of its products? If so, uphold the democratic ticket.

A Word to Miners.

Miners of Luzerne! your wages rise or fall with the demand for coal. Increase that demand, up goes the price of coal and up go your wages.—Lessen that demand, and down falls the price.—Coal becomes a drug, and your wages descend with the price of what you furnish. What creates the demand for coal? Domestic use and manufacturing purposes. The more factories and forges and mills there are, the greater the consumption of the coal, which is the product of our labor. Can anything be more foolish in you, then, than to be opposed to a policy which builds up manufactories in your midst? Can anything be more suicidal than to sustain a party which virtually opposes the creation of manufactories at your door? Why should we buy in England a yard of cloth or a fabric of metal when we can create all we want at home? Why should we keep exporting money to buy iron and other goods, even admitting we could get them cheapest, if they can be made at all here, thus furnishing you additional wages, while the money paid for your purchases is kept at home instead of finding its way into foreign pockets to your own impoverishment? If you would stand by the policy that builds up the trade, cease voting the Democratic ticket.

☞ Agate, believed to be the largest in the world, has been constructed for the Sault St. Marie Canal. It is eighty-two feet wide—the width of the Canal—thirty-one feet six inches deep, and thirty-two inches thick.

☞ During the late military fete at Paris, the Emperor reined in his charger whilst riding by the photographer's, Dinderi, on the Boulevard, that he might be photographed at the head of his army. A copy of this picture is to be presented to each of his Marshals.

THE VOTE LAST YEAR.—We publish the vote for Supreme Judge in Schuylkill county last year, for the information of those who desire to compare the returns as they come in next week:

DISTRICTS:	READ. Op.	PORTER. D.
POTTSVILLE.		
Middle Ward,	190	221
N. E. Ward,	189	137
N. W. Ward,	158	109
South Ward,	233	157
Ashland,	174	169
Barry,	42	60
Auburn,	64	34
Blythe,	219	233
Branch,	127	45
Butler,	49	34
East Brunswick,	238	116
West Brunswick,	24	83
Northern Cass,	31	177
Cressona,	109	41
Southern Cass,	127	225
Eldred,	64	82
Foster,	41	75
Frailey,	107	48
Hegins,	31	128
Hubly,	23	50
Landingville,	29	68
Mount Carbon,	21	50
North Manheim,	91	101
South Manheim,	53	66
Mahanoy,	21	22
Upper Mahanoy,	21	87
MINERSVILLE.		
East Ward,	202	91
West Ward,	171	120
New Castle,	152	192
Norwegian,	130	220
East Norwegian,	29	21
Orwigsburg,	101	137
Pinegrove Township,	149	121
Pinegrove Borough,	113	47
Palo Alto,	67	88
Port Carbon,	201	69
Port Clinton,	58	68
Porter,	32	23
Reilly,	120	111
Rush,	62	58
Schuylkill,	118	86
SCHUYLKILL HAVEN.		
North Ward,	48	41
South Ward,	72	45
East Ward,	111	48
West Ward,	4	45
St. CLAIR.		
North Ward,	101	134
South Ward,	168	77
TAMAQUA.		
East Ward,	121	131
South Ward,	152	101
North Ward,	146	144
Tremont,	104	81
Union,	52	179
Wayne,	92	114
Washington,	110	246
West Penn,	40	118
Total,	5703	5494
Majority,	209	

Majority for Read, the People's candidate, in county, 209; Read's majority in the State was 27,023.

YOUNG MEN

Vote the Peoples' Ticket. Free Trade, which diminishes business in the Country does not suit you. If those who are in business can hardly keep from failing, and their business is gradually diminishing, what chance is there for you to enter into business? You cannot do it—many of you are compelled to spend your time indleeness,—anxious to do something—but cannot find anything to do.—Is it not so? Then how can you vote for Free Trade and Slave-driving Democracy, which shuts up all the avenues to business. Think of it young man—and ask yourself in all candor, how can I vote the Democratic ticket? Am I not destroying all my future prospects, as well as the prospects of my neighbors and friends? Young men, think seriously on this subject before you vote on Tuesday next.

THE PEOPLE'S TICKET.

Look at it—examine the character of the men on it—some of them you have tried and found them true as steel to your interests—try them again. The balance are all *fresh from the ranks of the people, not one having been a candidate for office before*, and it may therefore truly be termed the People's Ticket. So honest and capable are the candidates for the different posts, that the ticket commands the respect of voters of all parties. A better ticket was never placed before the voters of Schuylkill County, and but a few days ago we heard an influential Democrat declare that he would vote it from top to bottom. He, like thousands of others, had become disgusted with the Free Trade and Slavery doctrines of the present Administration, and was going to give his vote in favor of those who advocate Protection to American Industry, and Free Soil for free white men, and not for Slaves.

THE STATE TICKET.

The Harrisburg *Telegraph* declares that the "signs of the times" unerringly indicate the election of the Peoples State Ticket on Tuesday of next week. There is an intense desire on the part of the people throughout the State to rebuke and overthrow the Buchanan dynasty; and if they are not overtaken by the suddenness which grows out of over confidence, and thereby induced to substitute the will for the deed, the rebuke will be more terrible and scathing than it was last year. We appeal, therefore, to our friends everywhere, to lay aside everything like apathy or inactivity, and buckle on their armor for a decisive encounter. The enemy is organizing secretly and quietly, and expects to steal a march upon you. Forewarned is forearmed. Rally en masse under the flag of Freedom and Protection to American Industry, and poll a full vote for COCHRAN and KEIM, and the victory will be yours!

ARCADIAN INSTITUTE, ORWIGSBURG.—We call particular attention to the advertisement of this Institution, under the Superintendence of Mr. E. Schneider, Principal. The school is beautifully located in the quiet borough of Orwigsburg, and we speak advisedly when we assert that the pupils turned out from this Institution will rank with those of any other Institution in the State of a similar character. Our citizens who do not enjoy good schools at home, or who prefer sending their children abroad, will find it greatly to their advantage in many respects, to send them to the Arcadian Institute at Orwigsburg. Mr. Schneider is passionately fond of his occupation as an instructor of youth, and such teachers always excel in imparting information to pupils. One of Mr. Snyder's pupils was recently engaged in the Grammer School of our borough, and his examination proved superior to that of all his numerous competitors, many of whom had been teaching for a number of years.

OUR POST OFFICE.—The business of our Post Office is not properly attended to from some cause or other, and unless it improves soon, the people will be compelled to get up a petition and ask for a removal. Within ten days we have had no less than three letters sent to our office found in other people's boxes—and we learn there is a general complaint among our citizens arising from the same cause. Such mistakes can only spring from a great degree of carelessness. About two months ago, a gentleman was absent from our Borough for three weeks; on his return he found two of our letters in his box where they had remained about two weeks. One contained a remittance to renew a Policy of Life Insurance, which had expired while the letter was lying in the wrong box in the Post Office. In case of death, his family would have lost the insurance or else the Post Master would have been held responsible.

MINERS AND LABORERS

WILL YOU PROVE RECREANTS?

Recollect that after the so-called Democratic Judges of the Supreme Court nullified the law which gave you protection for your wages in case of failures, the People's Party at the last session of the Legislature, had another law passed, which Democratic Judges cannot touch, securing to you your hard-earned wages, in case of failures. This is a just and humane law which we have always advocated. But the Miner or Laborer employed at our Collieries, who votes against the People's Representatives at the election on Tuesday next, is recreant to his own interests, and does not deserve protection—in fact, he scarcely deserves to be called a man, because he smites the hand that extends to him relief and gives him support for himself and family. It is all folly to con end that he votes for principle in supporting the so-called Democracy, because, they have but one principle left, and that is all embraced in the word PLUNDER, and they would just as readily plunder a working man as any other class of the community, or the public treasuries.

☞ THE GREAT CRICKET MATCH—THE TWENTY-TWO BADLY BEATEN.—The Eleven of All England beat the Twenty-two Cricketers at New York badly. On the first innings the Englishmen scored as follows:

ENGLAND—FIRST INNING.

	Runs.
T. Hayward, b Hallis	23
R. Carpenter, c Senior, b Hallis	26
Willsher, run out	3
G. Parr, b Gibbes	7
W. Caffyn, b Gibbes	5
T. Lockyer, c Lang, b Hallis	12
A. Driver, c Hallis, b Gibbes	1
H. H. Stephenson, b Hallis	10
J. Cæsar, b Hallis	6
J. Grundy, b Hallis	20
J. Jackson, not out	8
Byes 10, leg-byes 1, wides 12, no balls 2	25
Total,	156

TWENTY-TWO.

First Inning,	36
Second Inning,	54
Total,	90

Beaten in a single innings by 66. The New York Cricketers will have to brush up a little.

☞ *Who are the Miserable?*—Let the Dyspeptic, who suffers physically and mentally answer. But though he has drunk the very dregs of suffering, relief exists in the *Oxygenated Bitters; they are "a cure for all his woes."*

☞ ENGLISH DAIRY CHEESE, Dried Beef and green ginger, just received and for sale at E. McDonald's Dry Goods and Grocery Store, next door to Frank Pott's Hardware Store, Centre street.

WEAKNESS OF THE STOMACH AND INDIGESTION.—*Another Great Cure effected by Buchan's Holland Bitters.*—The wife of Peter De Witts, living in Holland Town, Sheboygan county, Wisconsin, suffered much from Weakness of the Stomach and Indigestion. She had been under a physician's care for some time, but the disease seemed to baffle even his skill. She purchased some HOLLAND BITTERS at our office, which has given tone to her stomach; her appetite and strength are returning, and we firmly believe that this is another great cure effected by your medicine.

We have still to record many wonderful cure effected by this remedy, but must wait another opportunity. One thing you can rely upon, what we have published are from persons much respected in our community, and are literally true.

J. QUINTUS,

Ed. Sheboygan Nieusbode, Sheboygan, Wis.

PEOPLE'S STATE TICKET.

FOR AUDITOR GENERAL:
Thomas E. Cochran, of York County.

FOR SURVEYOR GENERAL:
William H. Keim, of Berks County.

COUNTY TICKET.

FOR ASSEMBLY:
WM. H. SCHALL, of Orwigsburg,
JOHN S. BOYER, of Tamaqua,
C. L. PINKERTON, of Tremont.

FOR DISTRICT ATTORNEY:
HOWELL FOULKROD, of Minersville.

FOR TREASURER:
JAMES B. CLEAVER, of Ashland.

FOR COMMISSIONER:
EVAN J. THOMAS, of Washington township.

FOR CORONER:
Dr. J. B. BRANDT, of Branch township.

FOR SURVEYOR:
LEWIS J. MARTIN, of Pottsville.

FOR DIRECTOR OF THE POOR:
Dr. AUGUSTUS SHULTZ, of Auburn.

FOR AUDITOR:
ELI THOMPSON, of Norwegian township.

SHAM-DEMOCRATIC STATE TICKET.

FOR AUDITOR GENERAL:
Richardson L. Wright, of Philadelphia.

FOR SURVEYOR GENERAL:
John Rowe, of Franklin County.

COUNTY TICKET.

FOR ASSEMBLY:
JOSEPH K. MAURER, of Eldred,
MICHAEL BEARD, of Tamaqua,
EDWARD KERNS, of North Manheim.

FOR DISTRICT ATTORNEY:
GEORGE deB. Keim, of Pottsville.

FOR TREASURER:
PETER F. MUDEY, of Pottsville.

FOR COMMISSIONER:
CHARLES H. FREDERICA, of West Penn.

FOR CORONER:
Dr. E. CHICHESTER, of Schuylkill Haven.

FOR SURVEYOR:
VALENTINE SAVIDGE, of Hubley.

FOR DIRECTOR OF THE POOR:
FREDERICK BECK, of North Manheim.

FOR AUDITOR:
JOHN W. DOWNING, of Pottsville.

THE COAL TRADE.

Pottsville, October 8, 1859.

The quantity sent by Railroad this week is 40,039 12—by Canal, 39,402 16—for the week, 79,432 08 tons, against 40,357 by Railroad, and 41,569 by Canal for the corresponding week last year. Loss for the week, 2,594 tons.

The Board of Managers of the Schuylkill Navigation Company, arrived at Mount Carbon on Thursday evening, in their barge, having made their Fall trip for the inspection of their works.

The trade sums up this week as follows:

	WEEK.	TOTAL.	WEEK.	TOTAL.	WEEK.	TOTAL.
Schuylkill & Dauphin,	40,357	1,256,759	10	1,256,759	10	57,379
Schuylkill & Susquehanna,	40,045	1,314,160	00	1,314,160	00	57,710
Schuylkill & Reading,	41,569	1,374,129	08	1,374,129	08	39,392
Schuylkill & Schuylkill Navigation,	39,402	952,602	06	952,602	06	39,392
Schuylkill & Union,	3,116	101,152	00	101,152	00	1,607
Schuylkill & Tamaqua,	4,064	110,231	00	110,231	00	5,749
Schuylkill & Lehigh,	2,119	147,248	08	147,248	08	2,335
Schuylkill & Delaware,	1,475	111,230	00	111,230	00	1,607
Schuylkill & Beaver Meadow,	2,172	48,050	15	48,050	15	2,335
Schuylkill & Hazleton,	2,752	57,125	00	57,125	00	3,392
Schuylkill & Black Creek,	1,146	24,000	00	24,000	00	1,607
Schuylkill & Beaver Meadow,	1,075	18,000	00	18,000	00	1,607
Schuylkill & Lehigh,	1,832	111,232	00	111,232	00	2,335
Schuylkill & Delaware,	1,607	111,230	00	111,230	00	1,607
Schuylkill & Beaver Meadow,	1,075	18,000	00	18,000	00	1,607
Schuylkill & Hazleton,	1,832	111,232	00	111,232	00	2,335
Schuylkill & Black Creek,	1,146	24,000	00	24,000	00	1,607
Schuylkill & Beaver Meadow,	2,172	48,050	15	48,050	15	2,335
Schuylkill & Lehigh,	2,119	147,248	08	147,248	08	2,335
Schuylkill & Delaware,	1,475	111,230	00	111,230	00	1,607
Schuylkill & Beaver Meadow,	1,075	18,000	00	18,000	00	1,607
Schuylkill & Hazleton,	1,832	111,232	00	111,232	00	2,335
Schuylkill & Black Creek,	1,146	24,000	00	24,000	00	1,607

There is a loss for the week, compared with last year, of 2,250 tons.

The increase of Anthracite this season so far, from all the Regions, is 767,288 tons. There is a decrease in the aggregate from the Bituminous Regions sending Coal to the sea board.

Freights from Port Richmond to the East are gradually on the rise. We quote to Boston at $1 50, to Rhode Island, $1 25, and to 90 @ 95 to New York.

AUBURN AND ALLENTOWN RAILROAD.—We are happy to state that several land holders have already responded to the proposition made through our columns last week, appropriating 12 per cent. of their rents towards furnishing the Iron for the road. Every intelligent land holder sees the necessity of his aiding in its construction, to subserve his own interests. If this road is not built vessels will have to be be reduced at least 20 per cent., before our Region will be able to compete with the other Regions in the New York market, which is the great Coal mart of the Country.

Mr. Johnson, the President of the New Jersey Central Railroad, is in Europe. He will sail for New York on the 15th of this month, and as soon as he arrives, arrangements will be made for carrying Coal on his road, so that the Managers of the Auburn and Allentown Company will be able to arrive at a rate of charges to be made for the transportation of Coal between Mount Carbon and New York. The Board of Managers will then meet our citizens, and confer with them on this subject.

A circular will be addressed to the land-holders in a few days, to which we hope they will respond promptly. Those who have read the JOURNAL for the last few weeks ought to be sufficiently posted up on this subject, to make up their minds as to the necessity of subscriptions on their part.—About $50,000 in subscriptions have already been promised here by our Iron Manufacturers, in case the iron is made in Schuylkill County, where it of course ought to be made.

A week's notice will be given of the visit of the Board of Managers, in order that those interested can be present from all parts of the Region. In the mean time let every citizen make up his mind how much stock he will take, and be ready to act as soon as the preliminary arrangements are all completed.

Mr. Wilder, the Superintendent of the Mine Hill Railroad, assures us that the route from Schuylkill Haven to Auburn, as surveyed, is quite favorable—that it can be completed with a single track, graded for a double one, at a cost not exceeding $30,000 per mile, complete. The impression is that the cost of the whole line, from Mount Carbon to Auburn, will not exceed $300,000. This is $100,000 less than we put it down in our estimate made a few weeks ago. We have no doubt but that the Mine Hill Railroad Company will find it greatly to their interest to aid largely in the making of this connection, as it would greatly facilitate business on their road, and may be the means of lessening the expense of transportation on Coal on their Road in this Region. The $250,000 additional stock authorized by this Company to be paid in during 1860, might be appropriated to this object as soon as the Auburn and Allentown Railroad is commenced again.

WE observe by the Philadelphia papers of Thursday, that Mr. Cullen is about to withdraw from the Presidency of the Philadelphia and Reading Rail Road, as soon as a successor is decided on. The *Bulletin*, in alluding to this subject says:

"A notice in the *Ledger* referring to the Reading Railroad Company, and the probable resignation of Mr. Cullen, the President, would lead to the inference that there was dissatisfaction in the Board. This, we learn is not the case. But it is necessary that the Company should have a representative in Europe to attend to certain affairs maturing in 1860, which is now near at hand; and it is believed that no one is so competent for this office as Mr. Cullen. It is, therefore, probable, that he will go to Europe, and the Presidency will be assigned to some one else. But no change will be made until the Board has had full deliberation and has determined upon a fit successor who shall be satisfactory to all concerned."

Mr. Cullen is a gentleman of great respectability, and on whose word the most implicit reliance can be placed—is well qualified to manage the monied affairs, and the details of the road, but he lacked that suavity of manners so requisite in the management of a corporation where the business is so large, and which must necessarily bring him in contact so frequently with those who furnish the trade. He is rather blunt in his manner, and so very decided, that but little intercourse took place between the President and the Trade, in fact a perfect estrangement had almost taken place between them, which rendered it rather unpleasant to both parties in transacting business with the Company.

As regards a proper person for successor, we feel a deep interest in Schuylkill county, and we think we speak the sentiments of the whole trade, not only in this county, but in Philadelphia, when we point to John Tucker, Esq., if he will accept it. He is better acquainted with the wants of the trade, and also of the markets, than any other person we know of in the United States—we will not make a single exception—he possesses the necessary experience, and his qualifications none will dispute. He is quick in perception, and almost at a glance the difficulties to be encountered, and he never suffered any rival company to obtain the advantage of him. The Coal Operators doing business with the road, always relied upon him with perfect confidence knowing that their interests would be protected, and the trade encouraged. It should also be known that since Mr. Tucker retired from the Presidency, whenever difficulties have occurred, all parties have sought for his advice, and he has invariably been called in for consultation, and his advice has contributed largely to settle all difficulties whenever they have occurred.

We have heard it alledged against Mr. Tucker, that he was extravagant as President. Those who make this charge must bear in mind that no rail road encountered such determined hostility as the Reading Rail Road did while building, and during the earlier years after its completion. If it has been hostile to Philadelphia, and calculated to divert all the trade from that point, it could not have encountered such bitter hostility as this road did from that city. At one time there was not a single paper in the city that would raise its voice in its favor; nay more, articles in favor of the road could not be inserted in Philadelphia papers even as advertisements.

The road required funds, and Mr. Tucker never made an enemy to the road. It is true he granted many favors, but it was necessary to do so to sustain the road and build up a trade, against hostile interests. He did build it up with an immense trade, but owing to the determined opposition engaged against it, every dollar required for the road could only be obtained under the most disadvantageous circumstances, which tended to swell up the capital much larger than it ought to be. But these difficulties have all been met; the road is substantially built; the equipments are equal for a carriage of two million tons of Coal—the floating debt has been funded, and provision made to meet the bonds due in 1860 by an issue of bonds authorized some two years ago, so that the expenditures will not be heavy hereafter. Mr. Tucker is now free from all the obligations he encountered before in the management of the road, and he would go in again untrammelled and independent. With Mr. Tucker as President—Mr. Steel as Vice President—to superintend all the details, and Mr. Nichols as general superintendent of the traffic of the road, it would be a strong team, and command the confidence of all engaged in the Coal Trade, which will always insure an increased amount of tonnage. And in conclusion we assert fearlessly, that we know of no person who is so happy in his intercourse with the trade, so quick in his perceptions of the wants of the trade, and who can command more work, in times of difficulty, from the employees of the road, than John Tucker. *And there is nothing which the trade dreads so much as new and inexperienced men who have some favorite theory to carry out, and which is frequently done at the expense of, and to the great detriment of the trade.* These are our views of the subject, and we give them for what they are worth.

SCRANTON COAL NORTH.—It will be seen by the following statement of shipments up the Chenango Canal *via*. Binghamton, that the consumption of Scranton Coal is on the increase in Central New York:

	1858.	1859.	Increase.
Month,	5,312	9,286	3,974 tons
Season,	28,108	46,988	18,880 "

We have no change to note in either the Coal or Iron Markets in Philadelphia, New York, Boston or Baltimore. No change has taken place in prices, and the demand is only moderate.

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,	10,031 17	9,210 00
Pottsville,	2,168 03	2,335 06
Schuylkill Haven,	20,914.01	26,222 10
Auburn,	1,855 14	
Port Clinton,	5,070 00	1,607 00
Total for the week,	40,039 12	39,392 16
Previously this year,	1,374,129 08	952,602 06
Total,	1,414,169 00	991,995 02
Tonnage time last year,	1,256,759 10	937,245 08
Increase, tons,	57,379 10	5,749 14

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.,	47,343 10	1,139,829 12
Mt. Carbon, "	4,920 06	147,102 04
Schuylkill Valley "	8,524 07	200,409 01
Mt. Carbon & Pt. Carbon "	11,538 01	348,191 09
Mill Creek, "	13,429 05	410,363 01
Little Schuylkill, "	6,626 03	206,555 17

Pinegrove Coal Trade for 1859.
Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal,	17,556 16	59,756 19
Swatara Railroad,	4 891 02	42,634 04

Lehigh Coal Trade for 1859 by Canal.
For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	9,934 00	248,882 05
Spring Mountain Mines,	772 02	21,429 18
Coleraine do.,	628 16	15,729 09
Beaver Meadow do.,		3,997 13
New York and Lehigh Coal Co.,	223 16	7,158 08
German Penna. Coal Co.,	1,222 09	32,989 01
North Spring Mountain Coal,	1,273 11	19,218 07
Old Beaver Meadow,	105 12	578 08
D. Munson and others,	223 10	3,620 19
Hazleton Coal,	3,470 14	111,980 18
East Sugar Loaf Coal,	759 13	23,005 03
Mount Pleasant Coal,	668 08	12,429 16
Council Ridge,	1,005 11	27,982 09
Buck Mountain Coal Co.,	1,851 11	71,714 04
Franklin Coal Co.,	1,079 01	17,245 10
Audenried Dupont & Coal Co.,	613 10	16,351 17
Hartford Coal Co.,	614 16	14,220 06
Hancock Coal,		290 04
Total,	24,510 12	752,785 15

Lehigh Valley R. R. for 1859.
For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	3,354 08	78,429 16
E. Sugar Loaf, (Pardee & Co.,)	2,234 08	80,203 13
Council Ridge, (Sharpe, L. & Co.,)	1,534 02	42,858 12
Mount Pleasant,	364 09	9,585 07
S. Mt., (Randolphs & Hampshire,)	2,221 16	82,610 13
Colerain, (Ratcliff & Johnson,)	883 00	34,238 05
Beaver Meadow,	575 14	16,497 19
N. York & Lehigh, (Taggart & Son)	1,297 07	34,227 08
S. Sp. Mt. (J. H. McCreary & Co.,	1,666 07	36,538 13
S. Sp. Mt. (Dolbin & Co.,)		19 08
Union Improvement Co.,	535 16	7,637 13
German Penna.,	109 12	4,238 17
Other Shippers,		
Total by Railroad,	14,946 19	440,183 05
Canal,	24,510 12	752,785 15
Last year,	39,457 11	1,201,969 00
	43,562 00	1,028,601 05
Increase, so far,	4,104 09	173,367 15

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 Philada.,	1 50	1 45	1 35	1 30
Spring Mills,	1 35	1 30	1 20	1 20
Reading,	95	90	80	60

Rates of Toll by Canal for the present.

	From Pt. Carbon.	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philada.,	75	72½	65	60
Spring Mills,	60	55	55	50
Norristown,	55	54	52	45
Reading,	39	35	35	31

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	$1 55	$1 40	$1 35
To Philada.,	50	45	40

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
Trevorton,		1 60
Lykens Valley,	1 70	1 50
Dunkirk,	2 14	1 96

NEW ADVERTMENTS

BONES WANTED.

WANTED a lot of Bones immediately. Apply to B. BANNAN.
Pottsville, Oct. 8, '59 41c

THE GREAT EASTERN.

LONDON ILLUSTRATED NEWS, containing a splendid colored picture of the Great Eastern, size 24 X 34 inches, with a number of other illustrations—extra copies, for sale at B. BANNAN'S Bookstore.

STATEMENT

OF THE MINERS' BANK OF POTTSVILLE in the County of Schuylkill, as required by the Second Section of the Act of the General Assembly of this Commonwealth, approved the 16th day of October, A. D. 1857:

Amount of Loans and Discounts,	$905,036 79
Do Specie owned by the Bank in vault	20,709 32
Do Notes of other banks,	57,710 24
Do Notes of other Banks,	32,295 00
Do Checks of other Banks and Cash drafts,	34,999 50
	1,014,814 06
Less Miners' Bank Notes in Bank	55,105 00
North America, Philadelphia,	159,709 06
Amount Notes in Circulation	816,110 00
Less Amt. in Bk. No. Ame., Phila.,	55,105 00
	261,005 00
Amount Deposites,	184,673 90
Do Due other Banks,	27,238 29
	211,912 19

The above Statement is correct, taken from the Books as they stood on the morning of the 4th day of October, 1859. CHA. LOESER, *Cashier.*

Affirmed and subscribed before me this Seventh day of October, A. D., 1859. JACOB REED, *J. P.*
Pottsville, October 8, '59 41-

JUST RECEIVED FROM AUCTION,

A large lot of Broche, Stella and Blanket SHAWLS, also, Fall and Winter DRESS GOODS of every description, selling very cheap at E. McDONALD'S Dry Goods and Grocery Store, next door to Frank Pott's Hardware Store, Centre street.
Pottsville, Oct. 8, '59 41-1t

REGIMENTAL ORDER, No. 2.

HEADQUARTERS 1ST REGT., 1ST BRIGADE, 6TH DIV., U. P. M.
Pottsville, October 5, 1859.

THE COMPANIES composing the First Regiment, 1st Brigade, 6th Division, U. P. M., will meet for parade and review on SUNDAY, the 9TH day of October, 1859. The line will form at ten o'clock, A. M., in Centre street, right resting on Mahantongo street, facing east. Orderly Sergeants of companies will furnish the Adjutant with muster roll of their respective companies, and the number of men on parade.

By order of the Colonel. W. W. WOLFF, *Adjutant.*
Pottsville, October 8, '59 41-2t

ARCADIAN INSTITUTE.

THE Winter Session of this Institution opens on the 1st of November. The village of Orwigsburg (in which it is located) is noted for its very pure and healthy mountain air; is entirely out of those dangerous temptations to which students in larger places are so much exposed; and is yet easy of access, being within 2