Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 5, 1859.

In four weeks Congress will meet.

MRS. SENATOR DOUGLAS is seriously ill.

THE schooner Golden Gate of Boston has been lost, and only three of her crew saved.

DURING October there were coined at the United States Mint, 3,438,652 pieces, valued at $346,561. Three millions of the pieces were cents, and two hundred and eighty thousand half dimes.

SAN FRANCISCO dates to the 10th October have been received by the overland mail at St. Louis. Business was extremely dull. Half of the town of Auburn had been destroyed by fire, involving a loss of $50,000. Two hundred hostile Indians had been captured.

MORTON MCMICHAEL.—This gentleman is named as a candidate for United States Senator from Pennsylvania, to succeed the immortal Bigler. Mr. McMichael would adorn the position, and be to Pennsylvania's interests, a true representative in the most dignified council of the nation. We endorse the nomination.

VIRGINIA with "Old Brown," is a good deal like the gentleman who did not know what to do with the elephant he had bought. The first idea was political effect. Now that a storm is threatened if he should be hung, the Democratic press is imploring Gov. Wise not to hang him. "Ole Virginny never tire."

BENJAMIN REYBURN, aged 16 years, is under arrest in Chester county, charged with murdering on Thursday of last week, in West Nottingham township, Susan Emma Kimble, aged nine years. The presumption is, that Reyburn first violated the person of the child, and then killed her to conceal the crime. Horrid affair.

It is stated that the President's Message will be shorter than the last one. Mr. Buchanan is at the Department of State at 8 o'clock daily, preparing it. He will fulminate loudly against Mexico. The Administration contends that Juarez either should be sustained with men and money, or we ought to send troops to occupy the country.

PRECOCIOUS DEPRAVITY.—On Tuesday of last week, near Valley Forge, Mary Elizabeth Eagens, aged 11 years, was shot and killed by John R. Famous, aged 12 years. All the circumstances of the case before the coroner, prove that the killing was intentional, springing from a quarrel between the parties, previous to the murder. An extraordinary crime, to say the least.

DAVID TAGGART.—On the 5th ultimo, this gentleman, under whose management the Pennsylvania State Agricultural Society has prospered, and whose name is favorably mentioned in connection with the Gubernatorial chair, delivered an able and eloquent address before the Luzerne County Agricultural Society. We will publish it in our next, for it is a glorious production.

THE LANDING OF WILLIAM PENN.—The Historical Society of Pennsylvania will on Tuesday next, the 8th of November, celebrate by a dinner at Bethlehem, at "the Sun Tavern," at 4½ o'clock, P. M., the 177th Anniversary of the landing of William Penn. Price of tickets, Five Dollars.—Rather salty. The members of the Society residents of this County, who will be present as invited guests, are Messrs. F. Hughes, D. Washburn and G. Repplier.

VIRGINIA.—The tirades of the Allentown *Democrat* against the Republican party, in consequence of the Brown freak at Harper's Ferry.—The editor's attempt to make political capital for his party from the exaggerated affair, is the most desperate we have yet seen. It is lucky for him that the dog days are over. Else he would lash himself into a fit of hydrophobia, over the Quixotical adventures of Capt. John Brown. Hold Haines; do, somebody.

THE PRESIDENCY.—Since the election, the people of Philadelphia are moving in the Presidency. On Monday evening, a club was formed, of which Hon. ISAAC HAZLEHURST was elected President, with a large number of Vice Presidents, intended to promote the nomination of Gen. Cameron for President, by the Republican National Convention. The names of Republicans and Americans appear among the proceedings. An address was read by SAML. LLOYD, Esq., and adopted.

THE SPEAKERSHIP.—Mr. Lawrence, the Speaker of the last House, is a candidate for re-election. He is now in Cuba for the benefit of his health.—Meanwhile a formidable rival has arisen, in the person of John Thompson, Esq., member from Butler county, during the last two years. Although Mr. Lawrence is a strong candidate, yet Mr. Thompson *is a young man of decided talent* and much energy of character, and may give the former a very pretty fight for the position. We shall see.

PRO-SLAVERY MODE OF ARGUING.—On Friday night of last week, at Newport, Ky., the office of the *Free South Paper*, of Republican proclivities, was mobbed, and the forms of type scattered in the streets. Such outrages are of frequent occurrence; yet when men like Brown, made insane by them, are guilty of crazy freaks like the Harper's Ferry affair, the South is surprized. It seems a plain enough matter; so plain that those who run may read. If the South is prudent, she will in the future be more wise and moderate on this question of Slavery, and not demand for it too much from the North. The North as the most powerful, intelligent and courageous section of the Union, is actuated by a feeling of kindness to the South, much as a man endures the pettishness of a child; but even the child may push things too far, and become annoying. The Pro-Slavery-ites had better be moderate and reasonable. Indeed they had.

DEMOCRATIC REBELLION.—The Democratic party in Philadelphia is rent and torn by dissension. It will soon hold its election for delegates to the State Convention. The workingmen of the party have become thoroughly dissatisfied with the rule of the Baker-Hamilton-Badger junta, and are determined to overthrow its self-appointed domination. This collision is not between the Lecompton and anti-Lecompton Democracy alone; the division embraces many of those who have given in their most ardent adhesion to the Lecompton Constitution, embracing such men as Lewis C. Cassiday, ex-Collector Brown, ex-Postmaster Westcott, etc. The consequence of this internecine warfare is that any office-holder, no matter how small his position, has his head cut off at once if he does not work for the supposed interests of the Post Office, Custom House, Mint candidates, and the axe is at work sharply. The "rebels" have issued an address, at which the *Pennsylvanian* is indignant. It is a hopeful sign, when the masses of the Democratic party are determined to think and act for themselves, and not be led by such petty, selfish, truckling partizans, as that party in this and other counties, can exhibit. The days of such men are being rapidly numbered. The late election proves it. Our workingmen will not be humbugged any longer by political "fou-fous." And they are right.

ELECTIONS NEXT WEEK.—On Monday Louisiana completes the list of elections to the next Congress. It is presumed the election will go Democratic.—On Tuesday elections will take place in Massachusetts, New York, New Jersey, Illinois and Wisconsin. In Massachusetts a State ticket and Legislature will be chosen. It is anticipated that Governor Banks will be re-elected, and that the Legislature will be largely Republican. In New York a Legislature is to be chosen, and the following State Officers; Secretary of State, Comptroller, Attorney General, State Engineer, Treasurer, Canal Commissioner, Judge of Appeals, State Prison Inspector and Clerk of Appeals. The Republicans and the Democrats each made up straight tickets, while the Americans arranged a composite list from the other two. At the *similar* State election two years ago, the aggregate strength of the several parties was in round numbers: Republican, 177,000; Democratic, 195,000; American, 65,000. Last year the Republican candidate for Governor had 247,953 votes, the Democratic, 230,513; the American, 60,880; the Abolition, 5471. The result will be interesting, as a desperate attempt is being made to affect the Republican strength by means of the Harper's Ferry affair.—In New Jersey the Republicans and Americans are combined on the candidate for Governor, and generally on the local tickets. The campaign is animated; but the success of Hon. Charles S. Olden is not problematical. In Illinois local officers are to be chosen, and a vacancy in the Sixth Congressional district, filled. The vacancy was occasioned by the death of Hon. T. L. Harris.—Wisconsin selects a complete set of State officers, and a Legislature upon which will devolve the choice of a Senator to succeed Hon. Joshua R. Giddings lectured in Philadelphia on Friday evening of last week on the Harper's Ferry trouble. He stated in effect that he knew nothing of Brown's Virginia project, and that Mr. Brown was not an anti-slavery man himself. Mr. Giddings concluded his lecture as follows:

I call the attention of the audience to the remote and proximate causes of the recent *emeute*. Those causes consist of a series of despotic acts on the part of those who have wielded the Executive, the Legislative and Judicial powers of government during the last twenty-five years. Those acts are not laws, they are violations of law.—They are not Constitutional, but are violations of the Constitution, not in favor of life, liberty and happiness, but destructive of those rights.

These despotic acts have aroused the spirit of the people, and there is, in serious truth, "an irrepressible conflict" now in progress. It is that irrepressible conflict between Freedom and Slavery which has been in progress for centuries; it is one of those revolutions which never goes backward.

Our statesmen have misapprehended the philosophy of free governments. They have attempted to rule a free people by brute force, instead of a just administration of legitimate powers.—They have performed the crime of slavery to the God-given rights of liberty. They have trampled upon the rights of our Free States to obtain political favor with the slave power. They have stained the soil of our Free States with innocent blood. Men be captured in our Northern villages, their limbs manacled, and they are carried to slavery as though our territory lay upon the African coast. Subjected to the pollution of slave-dealing pirates; while the stars and stripes, those emblems of liberty, are prostituted to the protection of an execrable commerce in human flesh.—The indignation of our people is awakened; in some locations it is intense. Let no man mistake or belittle that feeling. It has long been forseen. A reflecting men know it must come.—For fifteen years I have constantly pointed it out to Southern men and to Northern men. Recent events will increase and strengthen it. Let those in power understand it cannot be trifled with.—Let timid men keep silent. Let demagogues no longer sneer or threaten. The time for intimidation has gone by.

All must see that if the *cause* of excitement continues, the excitement will not cease. But of the future, I will no longer speak. It is written on the tablet of Heaven. It is read in every circumstance around us. All must see that the men now in power, are incompetent to the duties of their stations. If they continue to guide the ship of State, all must be lost. Let them retire.—Let the past policy of the Government be abandoned. Let the despotic acts alluded to, be repealed.—Let the Free States be placed upon an equality with the Slave States. Let our territory be consecrated to freedom. Let our cease to maintain a piratical commerce in the bodies of men and women. Let our federal government be purified from the contagion of slavery. Let us leave that institution where the Constitution left it—with the States in which it existed. I repeat, the people of our free States *will not support it*. They will not be involved in its crimes or its disgrace. Our emancipation from the slave power *must* come, and in the words of my illustrious and lamented friend John Quincy Adams, let me say, "It will come: whether in peace or in blood I know not, but whether in peace or in blood let it come."

Mr. Giddings was listened to from beginning to *end with profound* interest, only broken by occasional applause, and by laughter, at one point.—He had stated his radical opinions as in part we have given them, and then looking up from his manuscript he said:—"I have been told that my opinions were too violent to be expressed to a Philadelphia audience, *and I will, therefore, not utter them.*" This odd and humorous expression, just after he *had* uttered his opinions, created roars of laughter.

LITERARY SOCIETIES.

SCHUYLKILL HAVEN LITERARY ASSOCIATION met on last Thursday evening. An election of officers took place, when the following were announced the officers for the term of six weeks:—President, P. C. DETWEILLER; Vice President, P. R. PALM; Secretary, P. H. WENTZ; Treasurer, GEO. PARSON. The exercises commenced with an excellent essay on "The benefits of a Literary Society," by A. A. HESSER. The following question was then discussed—"Should capital punishment be abolished?" P. R. Palm on Isaac Parson on the affirmative; and P. H. Wentz and John W. [illegible] on the negative. After a lengthy and able discussion, the question was decided in the negative.

The exercises for next Thursday evening will be as follows:—Reader, H. J. Stager. Essayist, P. C. Detweiller. Question for debate, "Has war taken in aggregate aided or retarded human progress?" Affirmative, Geo. B. Allen and A. A. Hesser. Negative, Wallace Guss and Geo. Parson.

ST. CLAIR LITERARY AND SCIENTIFIC ASSOCIATION.—The exercises on last Tuesday evening were:—Lecture by Wm. E. Porter—Subject, "Literary societies and the duties of their members." Reading by D. C. Marts. Subject, "Fairies."—Discussion on the question—"Does fiction contribute more to mental enjoyment than fact?" Decision in the negative.

The exercises for Tuesday evening next will be:—A Lecture by the Rev. Samuel L. Gracey.—Reading by E. R. Breckens. Question for debate—"Are the English and French justifiable in their warfare against China?" Affirmative, Messrs. Herbert and Marts. Negative, Messrs. Herwig and Jackson.

SILVER CREEK LITERARY ASSOCIATION.—The exercises of last Tuesday evening were:—Reading by R. Winlack. Subject, "The Day of Trial;" and the discussion of the question, "Whether of the two exerts more influence on mankind, wealth or knowledge." The affirmative was discussed by R. Winlack and Wm. Winlack; the negative by John J. Dovey, *James Foley* and Jonathan Wasley. Decision in the negative.

The exercises for next Tuesday evening will be:—Reading by James Foley; Subject for discussion—"Whether of the two, the poet or the orator, has benefited mankind more?" Affirmative, Wm. Winlack, John J. Dovey and D. F. Butler. Negative, James Foley, R. Winlack and J. Wasley.

SUPERIOR TEAS, EXTRA JAVA AND MARACAIBO COFFEE, just received, and for sale, at E. MCDONALD'S Dry Goods and Grocery store, next door to Frank Pott's Hardware Store, Centre St.

APPETITE AND STRENGTH RESTORED.—William Young, of South Pittsburgh, says:

"After having suffered severely for several days with a most distressing attack of Diarrhœa, I purchased a bottle of BOERHAVE'S HOLLAND BITTERS. It gradually checked the disease, and restored my bowels to perfect order. Before I had finished the bottle, I found my appetite and strength returning. I believe it worthy of the character you give it, and shall recommend it as such."

SCRUNOUS or Scrofulous affections are the curse, the blight, the potatoe rot of mankind. They are vile and filthy as well as fatal. They arise from contamination and impurity of the blood, and are to be seen all around us everywhere. One quarter of all we meet are tainted with them, and one quarter of these die of them; die foolishly too, because they are curable. AYER'S SARSAPARILLA cleanses out the Scrofulous corruption from the blood, renders it pure and healthy, and effectually expurges the foul contamination from the system. No longer groan under your Scrofulous disorders, since the irresistable AYER has provided his masterly combination of curative virtues that he calls SARSAPARILLA.—*Democrat, Waterbury, Ct.*

GRAND AND PROSPEROUS SETTLEMENT.—Hammonton on the Camden and Atlantic Railroad, is a flourishing village settled chiefly by New Englanders, who wish to escape their frosty climate, and by persons from the West, who are engaged in the grape culture. One year ago the settlement commenced, and since then has a population of fifteen hundred. They have built about three hundred houses, opened four stores, several hotels, one steam saw and plaining mill, and one water power saw and planing mill, with schools, churches, and brick yards. They have set out since, forty vineyards, and in short, established a settlement, which from the respectability of the settlers, is destined to become one of the most important and influential places in the state of New Jersey. Grape growers are of the opinion that the strip of land between the Little and the Great Egg Harbor rivers, is the best for the vine, owing to both soil and climate, of any that has been found in the country. From the extent they are entering into the business, a supply of pure land manufactured wine may soon be expected. Those who have raised crops at Hammonton represented that the soil is very productive. It is not surprising that the place should increase so rapidly, when it is considered the advantages it presents over the West in health, climate and markets.—Crops are secure from frosts, that blighting enemy that robs the farmer of the North of a month of his labor and profit.—*Pennsylvania Inquirer.*

THE COAL TRADE.

Pottsville, November 5, 1859.

The quantity sent by Railroad this week is 38,658 16,—by Canal 45,298 04—for the week 83,957 tons, against 73,948 tons for the corresponding week last year. Gain for the week 10,009 tons.

There has been quite a brisk demand for Coal this week, and the shipments have considerably increased. For some kinds there has been an advance in prices, and all probability this demand will continue until the supplies by Canal are cut off.

The trade sums up this week as follows:

	1859. WEEK.	1859. TOTAL.	1859. WEEK.	1859. TOTAL.	INCREASE.	DECREASE.
Schuylkill Navigation, Anthracite, Tons	9,114	275,170	10,250	311,270	1,136	
Schuylkill Navigation, Anthracite, Feet	2,742	83,538	2,155	66,087		587
Schuylkill Navigation, Anthracite, Total	11,856	358,708	12,405	377,357	1,136	587
Lehigh Navigation, Anthracite, Tons	7,240	206,135	7,490	210,629	250	
Lehigh Navigation, Anthracite, Feet	2,215	66,872	2,155	65,086		787
Lehigh Navigation, Anthracite, Total	9,455	273,007	9,645	275,715	250	787
Schuylkill Navigation, Bituminous, Tons	12,400	326,372	12,400	326,372		
Schuylkill Navigation, Bituminous, Feet	2,155	56,715	2,155	56,715		
Schuylkill Navigation, Bituminous, Total	14,555	383,087	14,555	383,087		
Lehigh Navigation, Bituminous, Tons	1,247	32,815	1,247	32,815		
Lehigh Navigation, Bituminous, Feet	1,247	32,815	1,247	32,815		
Lehigh Navigation, Bituminous, Total	2,494	65,630	2,494	65,630		
Schuylkill Navigation, Anthracite, Tons	9,114	275,170	10,250	311,270	1,136	
Lehigh Navigation, Anthracite, Tons	7,240	206,135	7,490	210,629	250	
Anthracite, Tons	16,354	481,305	17,740	521,899	1,386	
Schuylkill Navigation, Bituminous, Tons	12,400	326,372	12,400	326,372		
Lehigh Navigation, Bituminous, Tons	1,247	32,815	1,247	32,815		
Bituminous, Tons	13,647	359,187	13,647	359,187		
Anthracite, Feet	4,957	150,410	4,310	131,173		587
Bituminous, Feet	3,302	89,530	3,302	89,530		
Anthracite, Bituminous, Feet	8,259	239,940	7,612	220,703		587
Anthracite, Tons	16,354	481,305	17,740	521,899	1,386	
Bituminous, Tons	13,647	359,187	13,647	359,187		
Anthracite, Bituminous, Tons	30,001	840,492	31,387	881,086	1,386	
Anthracite, Feet	8,259	239,940	7,612	220,703		587
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Anthracite, Tons	16,354	481,305	17,740	521,899	1,386	
Anthracite, Feet	8,259	239,940	7,612	220,703		587
Anthracite, Bituminous, Tons	30,001	840,492	31,387	881,086	1,386	
Anthracite, Bituminous, Feet	8,259	239,940	7,612	220,703		587
Anthracite, Bituminous, Total	38,658	1,080,432	38,999	1,101,789	341	587
Add Anthracite, Tons	9,114	275,170	10,250	311,270	1,136	
Add Anthracite, Feet	2,742	83,538	2,155	66,087		587
Total	11,856	358,708	12,405	377,357	1,136	587
Schuylkill Navigation, Anthracite, Tons	9,114	275,170	10,250	311,270	1,136	
Schuylkill Navigation, Bituminous, Tons	12,400	326,372	12,400	326,372		
Schuylkill Navigation, Tons	21,514	601,542	22,650	637,642	1,136	
Lehigh Navigation, Anthracite, Tons	7,240	206,135	7,490	210,629	250	
Lehigh Navigation, Bituminous, Tons	1,247	32,815	1,247	32,815		
Lehigh Navigation, Tons	8,487	238,950	8,737	243,444	250	
Schuylkill Navigation, Tons	21,514	601,542	22,650	637,642	1,136	
Lehigh Navigation, Tons	8,487	238,950	8,737	243,444	250	
Total, Tons	30,001	840,492	31,387	881,086	1,386	
Schuylkill Navigation, Feet	4,957	150,410	4,310	131,173		587
Lehigh Navigation, Feet	3,302	89,530	3,302	89,530		
Feet	8,259	239,940	7,612	220,703		587
Schuylkill Navigation, Tons	21,514	601,542	22,650	637,642	1,136	
Lehigh Navigation, Tons	8,487	238,950	8,737	243,444	250	
Schuylkill Navigation, Feet	4,957	150,410	4,310	131,173		587
Lehigh Navigation, Feet	3,302	89,530	3,302	89,530		
Total	38,658	1,080,432	38,999	1,101,789	341	587

Net gain for the week over the corresponding week last year 25,301 tons.

The retail price of Coal has advanced in all the markets abroad.

Freights by Canal to N. York have advanced ten cents a ton; and from Port Richmond to the East the rates are $2 30@$2 35 Boston: $1 60@$1 70 to Providence and Fall River, Hartford, $1 90; Washington, $1 30; Baltimore, 80 cts; Richmond, (Va.) $1 60; and to New York, $1 15.

We find the following despatch in the N. Y. *Tribune*:

Philadelphia, Tuesday, Nov. 1, 1859.

In view of the proposed retirement of Mr. Cullen, President of the Reading Railroad, to take place as soon as there is a prospect of obtaining a successor, the friends of Wm. L. Hirst of this city confidently anticipate his election to that office.

From what we know of Mr. Hirst, we have no hesitation in stating that he could not command the confidence of those interested in the Road or the Trade. We would infinitely prefer the continuance of Mr. Cullen as President to the selection of William L. Hirst for that post.

AUBURN AND ALLENTOWN RAILROAD.—We had an interview with the President and several of the friends and Directors of this Road, in New York last week—and we are authorized to state, that as soon as the different interests in Schuylkill County subscribe to the stock of the Company a sufficient sum to procure the superstructure of the Road—that is, the Iron Rails, Chairs, Spikes, &c., for, say forty-five miles, which includes sidelings, turnouts, &c., the road will be commenced and completed as speedily as possible. The sum required for this purpose will range from $300 to $350,000. The company have decided to issue no bonds, but will take stock subscriptions only, in shares of fifty dollars, and thus build the road for cash entirely. This places all contributors on an equal footing, and will render the stock more valuable than bonds, because it will become one of the best paying roads in the United States, as she trade already exists and is not to be created.

They have authorized us to state that they do not intend visiting Schuylkill County this Fall, but leave the whole matter to the citizens of this County to raise this subscription in their own way, for the purpose of furnishing the Iron, &c., when the road is graded, thus throwing the whole project into the hands of the citizens of this County to determine when the road shall be commenced and completed.

The New Jersey Central Railroad have proposed to transport the Coal on their road for a cent and a quarter per ton per mile without carr, which is a fair offer for a beginning, as the grades at three points on the line run up to 22 feet to the mile against the trade—and are the only points on the whole line, where the grades operate against the trade—but as there will, in all probability, be three competing lines across New Jersey leading to Jersey City, Elizabethport, or Bergen Point, and Amboy; the Company feel confident that this trade will be sought after by all these lines, and consequently it will be transported on much more favorable terms than those now offered. There will also be a competing line leading from Allentown to Easton, by the time the Allentown and Auburn Road is built, which will also bid for the trade on these 16 miles.—Under these circumstances the company feel satisfied that more favorable arrangements can be made for the trade after the road is under way, or completed, than can be made now, and we feel satisfied that they are correct in their conclusions. If the trade is once taken to Allentown there will be no difficulty in procuring cheap transportation from Allentown and across New Jersey by the rival routes which will be opened by that time.

The grades from Mt. Carbon to Allentown, and from Allentown to Easton, is descending, and in favor of the heavy trade, except at one point, near Hamburg, where it rises for a short distance at the rate of ten feet to the mile, on a straight line, without any curve whatever. As the distance is short and straight, a locomotive of the same class now running on the Reading Railroad, can take up a train of 100 loaded Coal cars without difficulty, and run them to the planes on the Jersey Central Railroad without any extra aid—and this is all that can be done on the Reading Railroad from Mount Carbon to Philadelphia.—In fact, last year the Reading Coal trains only averaged about 95 Coal cars to the trains, averaging 421 tons of Coal to each train, and the actual expenses for the round trip of 190 miles was a shade less than one-seventh of a cent per ton per mile run. Now we assert fearlessly, that Coal can be carried from Mt. Carbon to Easton over the Auburn and Allentown Railroad just as cheap as it can be carried from Mt. Carbon to Pt. Richmond.

The $350,000 divided into shares of $50 each, makes 7000 shares, of which the land holders can take 4000, and the other interests the remaining 3000. When it is taken into consideration that all the rails, chairs, ties, spikes, &c., can be manufactured in Schuylkill County, and the money expended among our citizens, it would be a burning shame, and almost a disgrace to our spirit of enterprise, if this sum could not be contributed from a Coal Trade, worth in the aggregate to the land holders and the people of this County, at least seven millions of dollars annually, independent of the other business and trade which it creates.

We therefore urge upon our citizens of the County, to convene a public meeting as speedily as possible of all the people of the County interested in this great project—appoint trustees to secure the subscriptions; solicit the landholders to subscribe 12 per cent. of their rents for a period of two years to the stock of the company, and thus secure the speedy commencement of the road.—There is no time to be lost, as every day's delay only increases the difficulties of this Coal Region.

Public Meeting.

In view of carrying out the project, we are requested to call a meeting of our citizens at the Pennsylvania Hall, on Monday evening next, the 7th inst., at 8 o'clock, for the purpose of fixing on a time for said meeting, and making the preliminary arrangements, appointing committees, &c.

The Coal Markets.

PHILADELPHIA, Nov. 4.—Price on board vessels:

Schuylkill White Ash,	$3 20	@$3 25
" Red Ash	3 35	@ 3 50
" By retail,	4 00	@ 4 25
Lehigh Lump,	3 50	@ 3 60
" Prepared,	3 30	@ 3 40
" By retail,	4 25	@ 4 50

BALTIMORE, Nov. 4, 1859.—The dealers in Anthracite Coal have experienced some difficulty in *getting sufficient quantities to satisfy the local* demand. We continue to note a good trade going from the yards, at former quotations, viz:—$4 50 @ $4 75 per *ton of 2,240* lbs., delivered. We are not advised of any special movement in Cumberland. We continue to quote it at $3 25 for fair, $3 50 for run of mine, and $4 per ton for lump.

NEW YORK, Nov. 4, 1859.—The demand for Domestic has been active, and prices are fully sustained. The demand for the East is fair, and the stock is large. We quote by the cargo at $3 25 @ $4 40, and ⅌ ton from yard, at $4 25 @ $4 75. The demand for Foreign is fair, and the market is firm.

BOSTON, Nov. 4, 1859.—The movements in foreign coal have been of much importance. Moderate receipts of Pictou and Sydney, and no sales of any consequence. English Cannel is steady at $13 ⅌ chal, cash. In Anthracite there have been steady retail sales at $5 50 @ ⅌ ton, cash.

Schuylkill Coal Trade for 1859.

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

	RAILROAD.	CANAL.	TOTAL.
Port Carbon,	10,662 15	12,538 15	
Pottsville.	1,795 04	2,396 09	
Schuylkill Haven,	18,742 04	28,241 10	
Auburn,	2,536 09		2,191 10
Port Clinton,	4,011 04		
Total for the week,	38,658 16	43,298 04	
Previously this year,	1,431,434 16	1,104,552 02	
Total,	1,470,192 12	1,149,850 06	
To same time last year,	1,396,694 17	1,100,217 18	
Increase, tons,	66,498 15	49,632 04	

Schuylkill Coal 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.,	45,972 05	1,327,825 14
Mt. Carbon, "	5,775 08	178,231 03
Schuylkill Valley "	9,083 14	230,655 03
Mt. Carbon & Pt. Carbon "	12,960 13	295,586 14
Mill Creek, "	14,847 10	464,698 15
Little Schuylkill, "	7,586 04	325,312 01

Pinegrove Coal Trade for 1859.

	MONTH.	TOTAL.
Amount transported during the last month:	14,919 19	101,506 18
Union Canal,	4,303 14	46,937 18
Swatara Railroad.		

Lehigh Coal Trade for 1859 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	14,555 10	401,085 19
Spring Mountain Mines,	824 16	23,626 12
Coleraine, do.	857 11	15,322 04
Beaver Meadow do.		4,451 01
New York and Lehigh Coal Co.,	319 14	10,837 10
German Penn. Coal Co.,	1,464 04	26,151 17
North Spring Mountain Coal,	1,108 00	23,072 13
Old Beaver Meadow,	83 05	829 03
D. Mummey and others,		3,377 08
Hazleton Coal,	5,038 08	132,275 09
East Sugar Loaf Coal,	613 11	26,590 13
Mount Pleasant Coal,	644 00	14,718 14
Council Ridge,	1,058 01	52,183 02
Lehighton Coal,	62 04	63 04
Buck Mountain Coal Co.,	2,804 12	85,312 15
Franklin Coal Co.,	916 15	23,917 19
Audenried Tunnel & Coal Co.,	1,225 02	20,737 12
Hartford Coal Co.,	613 03	16,382 12
Hancock Coal,		435 00
Total,	32,446 18	878,799 09

Lehigh Valley R. R. for 1859.

For week ending on Saturday last:

Hazleton (A. Pardee & Co.,)	2,668 06	86,501 05
E. Sugar Loaf, (Packer & Co.,)	2,645 06	91,285 17
Council Ridge, (Sharpe, L. & Co.,)	1,853 16	59,925 12
Mount Pleasant, "	1,284 15	39,509 17
S. Mt., (Standolphs & Hampshire,)	2,238 11	103,195 07
Coleraine, (Hatchill & Johnson,)	737 14	37,193 19
Beaver Meadow, "	358 04	17,959 12
N. York & Lehigh, (Taggart & Son)	1,236 06	40,231 09
N. Sp. mt. (J. H. McCreary & Co.,)	1,616 04	42,038 02
S. Sp. Mt., (Dolbin & Co.,)		19 08
Union Improvement Co.,		
German Improvement,	637 01	8,929 03
Other Shippers,	241 02	5,223 09
Total by Railroad,	14,762 04	537,184 10
Canal,	32,446 18	878,799 09
	47,209 02	1,415,983 19
Last year,	42,594 18	1,191,202 18
Increase, so far,	4,614 04	191,781 01

Rates of Toll and Transportation on

PHILA. & READING RAIL ROAD

	From Mt. Carbon.	*From S. Haven.*	*From Auburn.*	*From Pt. Clinton.*
To Richmond,	$1 50	$1 45	$1 25	$1 30
To Phila'a,	1 50	1 45	1 25	1 30
Spring Mills,	1 35	1 30	1 20	1 20
Reading,	95	90	80	80

Rates of Toll by Canal for the present.

	From Pt. Carbon.	*Mt. Carbon.*	*S. Haven.*	*Pt. Clinton.*
To Philadel'a,	75	71	72	60
Spring Mills,	60	59	57	50
Norristown,	55	54	52	45
Reading,	38	37	35	31

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	*S. Haven.*	*Pt. Clinton.*
To New York,	$1 65	$1 50	$1 45
To Philadel'a,	60	55	50

Rates of Toll and Transportation

ON THE LEHIGH VALLEY RAIL ROAD.

Mauch Chunk to Tamaqua,		$1 80
do Morris Canal Basin at Phillipsburg,		1 90
	RATES OF TOLL.	75
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

	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 79	1 50
Pinegrove, "	2 14	1 98

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D	ASK'D
Railroads			
Philadelphia Reading & Pottsville	50	10¾	10¾
Mine Hill and Schuylkill Haven	50	54½	55½
Mount Carbon	50	00	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50		00
Lorberry Creek	50	00	00
Swatara	50	0	0
Canals:			
Schuylkill Navigation	50	7¾	8
" " preferred	50	15½	16
Union Canal	50	1	2½
" " preferred	50	4	4½
Del. & Hud'n Coal & Transportat'n Co.	100	90	98½
Morris Canal Co.	100	47	49
" " preferred	100	105½	106
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	14	14½
Lehigh Coal & Navigation Co.	50	50	50½
Hazleton Coal Co.		42½	42½
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	83	83½
Lehigh Valley R. R. Co.	50	28½	29
Lykens Valley Coal Co.	50	39	40
Beaver Meadows Coal & R. R. Co.	50	57½	58
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	14	16½
New Creek Coal Co.	10	⅝	¾
Miscellaneous:			
Miners' Bank	50	50	55
Farmers' Bank	50	56	55
Pottsville Gas Co.	50	25	23
Pottsville Water Co.	25	18	20

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

NEW ADVERT'MENTS

UPHOLSTERING.

[redacted] The undersigned, having commenced the Upholstering business, is prepared to execute all orders in his line, in the best manner, at low prices. CHAS. NIEPOLT.
Centre st., near Geo. S. Repplier's Residence.
Pottsville, November 5, '59. 45-1y

DISSOLUTION of CO-PARTNERSHIP.—The partnership heretofore existing in the names of RANDOLPH & CO., and RANDOLPH & HAMPSHIRE, has been dissolved by mutual consent, to take effect November 1, 1859.—The business of said firms will be closed by CAKMAN and THEODORE F. RANDOLPH, who are alone authorized to use the signatures of the firms for that purpose.
Easton, October 29, 1859. 45.

NEW FIRM.
Milnes's Spring Mountain LEHIGH COAL!
CARMAN F. HAMPSHIRE, THEO. F. RANDOLPH and EDGAR F. RANDOLPH, under the name and firm of RANDOLPH BROS., will continue to sell the entire product of the *Spring Mountain Colliery*. Mr. CHAS. HAMPSHIRE has contracted to mine the Coal for them, and will give his experience and skill in that department.
☞ Orders for the Coal may be addressed to them at their respective offices in New York, Philadelphia, Easton and Trenton. [Nov. 5, '59 45-3m

PUBLIC SALE
Of a Valuable Tract of Wood Land.
THE SUBSCRIBERS will offer [