Miners' Journal.

POTTSVILLE, PA.

SATURDAY, MARCH 10, 1860.

FOR GOVERNOR:

ANDREW. G. CURTIN.

MODERN DEMOCRACY.—On our first page will be found a communication from Mr. P. D. Barnett, which we publish at his request. Coming as the views do from a leader of the Democracy, they will attract unusual interest and attention. They but confirm the repeated charges urged against the Democratic party, that it is not only corrupt, but is utterly opposed to the interests of the workingmen, and to the industrial progress of the country.

THE casting of the Westminster bell was a fortnight cooling.

ROME has three newspapers, all of course, organs of Papal opinions.

HENRY S. LANE is the Republican candidate for Governor of Indiana.

J. H. PULESTON, Esq., has retired from the publication of the Pittston *Gazette*.

THE Pennsylvania Canal will be opened for business about the 23th instant.

HON. GEORGE W. INGERSOLL, Attorney General of Maine, died on Monday.

MR. WILLIAMSON is allowed to take testimony in contesting Mr. Sickles's seat.

FOR the first time in centuries, Protestant schools have been opened in Tuscany.

THE valuable library of the late Wm. E. Burton, comedian, will be sold next Fall.

SEE "The Cataract Washing Machine," Sullivan & Hyatt, Proprietors, advertised in another part of this paper.

IT is proposed to raise the Atlantic Cable, and to make an effort once more to link England and the United States.

THE workmen in the employment of Messrs. M. W. Baldwin & Co., of Philadelphia, locomotive builders, are on a strike.

THE deputy marshals commence taking the census on the last of June, and are to complete it by the 1st of November.

IN the United States Senate on Wednesday, Hon. William H. Seward presented petitions for protection on Coal and Iron.

THE Chicago election resulted largely in favor of the Republican party. John Wentworth's majority for Mayor is twelve hundred.

EX-GOVERNOR FORD of Ohio has been elected Printer of the House at Washington. It is worth a hundred thousand dollars, clear profit. Too much.

IT is stated that the stock of wheat in New York amounts to more than one million bushels, and the stock of flour to more than seven hundred thousand barrels.

THE READING DAILY TIMES, a sprightly, interesting paper, has been enlarged and otherwise improved. The capital of Berks deserves credit for supporting a daily.

COL. CURTIN, the People's candidate for Governor, is interested in Iron works in Centre county, and is strongly in favor of Protection. His workmen idolize, and would die for him. The people have confidence in him, and his majority next Fall will be enormous.

THE Luke Fidler Colliery, at Shamokin, Pa., will be leased as soon as the improvements now in progress shall have been completed. For particulars we refer the reader to an advertisement under the appropriate head, signed A. M. Eastwick, No. 221 Vine street, Philadelphia.

THERE is quite a history connected with the Reading Convention, which may yet be written. It would show how Witte was struck down by the Administration. The Irish had to be conciliated, and the Germans were sacrificed. It seems to us that they will remember the treatment at the next election.

THE PENN'A DELEGATION AT CHARLESTON.—The Pennsylvania delegation will go to Charleston unpledged, with a preference for Breckinridge. There are a few Douglas men, but without power to control in any contingency. The Administration can neither direct nor transfer delegations.

THE Democratic office-holders and office-seekers are shouting lustily, "Union and Harmony," but we hear no echo from the people. They look on ominously doubting, and prepared to vote next Fall only for "Freedom and Protection." The harmony "dodge" we are afraid, won't take. Try something else.

ALEXANDER CUMMINGS, Esq., formerly on the Philadelphia *Bulletin*, which under his conduct became one of the most prosperous evening papers in the country. The *Bulletin* will be conducted in the future by Messrs. Peacock, Chambers & Co. Mr. Cummings goes to New York to establish a religious paper.

THE THIRD PARTY MOVEMENT.—The recent experiments upon Northern opinion by orators and managers sent from Washington in organizing a third party, have resulted very unsatisfactorily. They report New York, Pennsylvania, and New Jersey, as not open to conviction, and despair of any movements which will attract support in these States.

MR. DOUGLAS'S CHANCE AT CHARLESTON.—Several of Mr. Douglas's principal Southern supporters who have heretofore believed in the practicability of dividing the South, now regard that prospect as nearly hopeless, from certain indications that its vote will be cast solid against him, thus excluding any chance of his nomination.

GOOD.—A bill will shortly be brought in, for abolishing the present warehousing system, which encourages excessive imports and furnishes a depot for the surplus manufactures of Europe to the serious injury of our domestic interests. The system is a part of Robert J. Walker's Free-trade enterprise, mainly for the benefit of British manufacturers.

RASCALLY DECEPTION.—The Reading so-called Democratic Convention, passed a resolution in favor of Protection to American Industry, while every representative from this State in Congress, polled their votes for a Free Trade Speaker, who would have appointed a Committee opposed to Protection to American Industry. This is equal to the "Polk, Dallas, and Tariff of 1842" swindle practised upon the people in 1844.

LINCOLN'S SPEECH.—In our next we will publish a speech delivered by Mr. Lincoln, of Illinois, in New York City. It is considered one of the happiest and most convincing political arguments ever made in that City, and was listened to by a crowded audience. Mr. Lincoln distinguished himself during his masterly campaign in Illinois against Douglas, and his New York speech completes fully, the impression in his favor. He is a noble champion of Freedom.

THE Democrats are leaving their party so rapidly, in this County, that the *Standard* last week, devoted nearly two colums to abuse of the deserters. If these desertions continue as rapidly as they have done heretofore, and present appearances indicate that they will, there will scarcely be a corporal's guard left by October, independent of the office-seekers. The people are satisfied that the party is utterly rotten, dead carrion, and they are fleeing in every direction from the great stench it sends forth.

THE new hands at the political machine of the *Standard*, furnish food for laughter if not for thought. They remind one of Joe Phillips, who was an awful story teller. When a stranger came to his tavern, if he appeared at all incredulous, old Joe would tell a long yarn to some of his village acquaintances, but talk at the stranger. Some time since, a stranger came into his bar-room with a rod, line, and other fishing paraphernalia, when Joe seized a friend and startled him by the question:

"Did you hear about that big fish Col. P—— caught to-day, in the river?"

Stranger pricked up his ears.

"No," said friend.

"Biggest sturgeon ever caught anywhere," continued Joe.

"You don't say!" said friend.

"Yes," said Joe; "when I came away he hadn't caught all of him, though he had about six feet of him ashore!"

"Gracious!" said friend; "how much did he weigh?"

"*Three hundred pounds!*" said Joe, with decision. "And he made *nine barrels of oil!*"

"Nine barrels of oil?" inquired the stranger, advancing; "did you say nine barrels?"

"Yes," said Joe, firmly, "I said nine barrels; is that anything strange, sir?"

"Oh, no, beg your pardon," said stranger, musingly, "only I was thinking it a little singular that you could extract twenty-seven hundred pounds of oil from three hundred pounds of fish!" and gathering up his fishing utensils, left.

Joe has not told a story since; but our Democratic friends of the *Standard* who gather twenty-seven hundred pounds of lies from three hundred pounds of imagination, will we presume, continue the publication of their balderdash, undeterred by the fact that the people laugh at, not with them. Bow-wow men of Schuylkill, to the talent, taste and courtesy of the Democratic Napoleon family of the County—*sans peur, sans reproche!*

PETITIONS FOR A PROTECTIVE TARIFF.—In the House at Washington, on Tuesday last, Hon. James H. Campbell presented seven petitions, signed by Joseph Wile, Cornelius Coleman, and 350 others, citizens of Schuylkill county, Pennsylvania, praying Congress to enact a tariff law with specific duties, and giving increased protection to coal, iron, and wool, and all articles of American production. It is proper that our suffering interests should be heard in the National Capitol. Send in your petitions, men of Schuylkill. Justice, though tardy, will reach you at last.

In the opinion of many the future for business is good. The coal trade promises well, and when the coal trade is brisk, it being the great essential in motive power, manufacturing and mechanical industry is usually prosperous.—*Phila. Ledger.*

Very true; but in the inverse ratio. The Coal trade only can be brisk when manufacturing operations are brisk. Manufacturing operations only can be brisk under adequate Protection. It is an unpleasant truth for the *Ledger* to acknowledge, however, its Free Trade proclivities being so strong.

OUR Philadelphia friends are afraid that New York will rob her of the Mint. To Philadelphia New York is a giant ogre—

"Fe, fo, fi, fum;
I smell the blood of a Philadelphia man."

An Incident of the Italian Insurrection.

It is sometimes inconvenient to be famous. Professor HOLLOWAY, the distinguished medical reformer, once had experience of the fact. It was his fortune, or misfortune, to be in Piedmont when the Italian revolution of 1849 was at its culminating point. He had been on a tour through the Swiss Alps, investigating the phenomena of an extraordinary form of scrofula indigenous to that region, and known as *cretinism*. While thus engaged, and intent on observing the effect of his remedies upon the proscribed and hideous race who have inherited for many generations this horrible disorder, the torch of civil war had been lighted at Milan; and the flames had illuminated the whole Lombardo-Venitian territory. At the time when he set out on his journey South, Charles Albert, of Sardinia, had been driven beyond Mincio, and Radetzky's victorious troops were in full pursuit. Expecting that his neutral position as an Englishman, and his character as a man of science, would protect him from outrage, Dr. Holloway fearlessly set out upon his journey through the Peninsula; but in a circumstance occurred upon which he had not calculated. Marshal Radetzky, in the very flush of victory had been taken suddenly ill, and one of the advance parties of his army having encountered Dr. Holloway's carriage and discovered who was its inmate, his presence was required at head quarters, to attend upon the sick veteran. As a peaceful civilian and his suite cannot gain much in a dispute with a troop of horse, the doctor submitted with the best grace possible. He found the scarred and wrinkled soldier in great suffering. The fatigues of the campaign had brought on a bilious fever of a very severe type, and as Radetzky was then nearly seventy years of age, the army surgeons shook their heads ominously. The Marshal at once put himself under Dr. Holloway's care, and the latter proceeded to administer his famous Universal Remedy. The *first* soon subsided, and in less than three weeks the Commander-in-Chief was once more in the saddle. He paid his physician a happy compliment on his recovery. "You, Dr. Halloway," said he, "are a greater conquer than I; for I have simply put down *rebellion* while you have defeated *Death*." Radetzky wished him to go to Vienna, assuring him of his enlistment that he would be placed at the head of the Imperial medical staff; but Dr. Holloway's ambition had a wider and a nobler scope, and he turned his face homeward with the old man's blessings on his head.—*Naples" Diario."*

THE COAL TRADE.

Pottsville, March 10, 1860.

The quantity sent by Railroad this week is 30,094 05 against 26,513 tons for the corresponding week last year. The tonnage by the canal is on the increase, and they are now ahead of the supply to the same period last year.

The trade sums up this week as follows:

Coal Trade for 1860.

	1859—		1860—	
	WEEK.	TOTAL.	WEEK.	TOTAL.
Phila. & R. R. R.,	26,513	340,030	30,094	343,363
L. Val. R. R.,	8,837	125,781	17,109	180,963
Scranton, South,	4,640	52,190	11,634	107,131
Do. North,	2,726	36,138	2,575	20,915
Shamokin,	1,361	11,390	1,754	16,470
Trevorton,	2,279	18,934	1,714	11,504
Broad Top,	2,159	23,362	2,872	22,418
L. Thomas. (Sh. Mt. Co.,)			699	2,557
Lykens Val. Coal Co.,			791	3,990
Total,	48,456	587,188	69,233	711,334

The water was let into the Canal during the week. There is but little disposition however manifested to commence shipping Coal at present. The rates of freight spoken of are $1 60 from Port Carbon and $1 55 from Schuylkill Haven to New York.

The tolls and transportation on Canal and Railroad have not yet been fixed. They were under discussion during the week, but nothing definite was arrived at. It is generally understood that an amicable arrangement will be entered into with the New York Companies, looking to an advance in prices. We hope a sliding scale will be adopted by our Companies, similar to that adopted by the New York Companies. We consider this a very important feature in the adoption of a scale of prices.

The organization among the Coal operators in the Wilkesbarre Region we understand, works well. Nearly all the Operators have joined it, and they have advanced the price of Coal from 20 to 25 cent a ton over last year's prices. On the Lehigh they are also realising from 15 to 25 cents more for Coal than last year. The Lehigh Company, which led off last year at the extreme low rates, are quite stiff in maintaining prices this year. It is also stated that the New York Companies now propose raising the prices from 30 to 40 cents per ton, if there is a proportionate advance made in this region. Under these circumstances, we think our operators ought to cease sending Coal to market at the rates at which they are now selling. There is no controlling power existing in this region, and the operators are more numerous here than elsewhere, therefore it becomes more important for each operator to endeavor to control himself as far as circumstances will permit. If your neighbor does sell at a losing rate, he will sell but little if he finds his neighbors holding back for better prices—and it is infinitely better to delay a month in starting the collieries than to sell at losing rates. If twenty-five of the large operators had sufficient nerve to demand a fair paying price, and refuse to ship until they received it, rest assured that the others would not make contracts at low rates for any quantity, because they would be fearful of an advance in the price of Coal and also of wages, and they would thus lose on the operation.—Heretofore, it has been customary to charge the low prices on the small operators, but our impression is, that many of the large operators are more culpable in this respect than the others, because they have it in their power to put up prices to a paying rate, while the smaller producers cannot exercise such a controlling power even if they desired it, without the co-operation of the heavy producers. There is a great want of confidence among the producers here, and the whole history of the trade, not only in this Country but in others, proves that where such is the case, the cut-throat policy of underselling each other, invariably prevails. Are not the investments of sufficient magnitude to hope that efforts will be made to bring about a better understanding among our operators?

THE POTTSVILLE AND ALLENTOWN RAILROAD.—There has not been much done towards obtaining subscriptions to the stock of this company during the week. The Committee have the assurance however, that landowners representing about $75,000 of the $200,000 will subscribe to the stock of the company. A number have already subscribed, and efforts will be made to secure the subscriptions of the others as rapidly as possible. All the indications of the trade point to this road, as the only hope to place our region on a firm basis of prosperity. This necessity is only to be realized, to insure a united co-operation to towards its completion.

THE Bill has passed the New Jersey Legislature authorizing the New Jersey Central Railroad Company to extend their road to Bergen Point and also to Jersey City. This is an important Bill for the New Jersey Central Railroad Company.

THE Delaware & Raritan Canal will be opened about the 20th inst., for the passage of boats.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY'S REPORT.—We have not yet received a copy of this report, but we find an abstract in the New York *Tribune*, from which we glean the following:

The Revenue for the year was as follows:

From transportation of Coal	$1,280,857 82
From transportation of Merchandize,	305,189 47
From transportation of Express Freight	5,667 36
From transportation of Mails	9,805 06
From transportation of Passengers	122,844 17
From transportation of Passengers Ex. Bag'e,	254 38
From Storage,	68 70
From Telegraph,	675 22
From Rents,	1,871 08
From use of Locomotives,	9,911 35
From use of Cars,	12,000 71
Total,	$1,749,847 96

The expenses during the year were a little less than 40 per cent. of the gross earnings, and amounted to $57,111 66

Net revenue from transportation departm't, $1,092,435 80
Income from other sources, 24,768 94
Total, $1,087,206 74

The business of the coal department was as follows:

The value of coal on hand 31st Dec., 1858, was $214,536 45
The amount paid for coal mined and purchased, and for other expenses, during the year 1859, was 2,526,451 46
Total, $2,741,137 02

The amount received for coal in 1859 was $2,422,066 11
The amt. received for rents, 3,530 32
The value of coal on hand 31st December, 1859, was, 154,410 90
2,580,007 33
Loss in Coal Department, $161,130 56

The quantity sent to market in 1858 was 826,434 14-20 net tons, of which 376,412 10-20 tons were mined by the Company, and 450,022 4-20 tons were purchased from other producers. The quantity sold and delivered was 854,655 10-20 tons. The movement of coal in 1859 was 147,770 7-20 tons greater than in 1858.

This Company charges two cents per ton per mile on Coal on their own road, while the other roads over which they pass charge one and one-fourth cents per ton without cars; consequently, the Coal business of this Company shows a loss for the year of $161,130 56, or about 20 cents on each ton of Coal sent to market. The object, we presume, of charging two cents per ton per mile for transportation on their road, is to prevent any other Company or individual from sending Coal on this road—and as they are buyers of Coal as well as miners, they secure a monopoly of the business and compel others, either to leave their lands lie idle, or sell their Coal to the Company at such prices as they think proper to give.—Whether such a policy is for the interests of the State, is a question—but so far as the Coal trade is concerned, the ability to control it is rather an advantage when the market is likely to be overstocked, provided fair prices are maintained.—This does not appear to be the case in this instance, because the trade shows a loss of 20 cents per ton on Coal, with no allowance for rent or royalty on the Coal mined from their own lands.

INCOME ACCOUNT.

The balance to the credit of this account on the 31st December, 1858, was	$471,363 71
Add net revenue from Transportation Department, in 1859,	1,092,435 80
Add interest on Warren Railroad stock, held by the Company,	17,703 04
Add interest on L. and Bloom. Railroad bonds, held by the Company,	3,500 00
Add income from other sources,	3,565 00
Total,	$1,087,205 24
Deduct—loss on coal $161,130 56	
Ins and bad debts, 3,522 48	
Bal. of gen'l int. acct. 9,257 94	173,910 98
	$913,294 31
Dr.—Interest and Rent,	585,123 17
Earnings over and above all expenses and int. on debt,	$327,165 54
Less amt. credited renewal fund,	100,000 00
	$227,165 54

Bal. to the Cr. of Income acct. Dec. 31, 1859, $599,529 25

The Construction account is $8,954,293. The Renewal Fund is now $410,144 22. The Sinking Fund of 1857 is $125,583 89, with which $166,128 29 of Bonds had been retired. In 1860 a similar Sinking Fund commences for the extinction of the bonds due in 1875.

FINANCIAL STATEMENT, DEC. 31, 1859.

Debt.		
Mortgage bonds issued as follows:		
Of 1871,	$900,000 00	
Of 1875,	1,500,000 00	
Of 1881,	2,600,000 00	
	$5,000,000 00	
Less amt. in Sinking Fund (face of Bonds cancelled,	$42,000 00	
Coupons collectible on account of Fund),		
Less amt. retired (Bonds and Coupons entirely cancelled),	1,000 00	
	43,000 00	
		$4,957,000 00
Income Bonds, issued as follows (including Certificates & stamped Coupons):		
Of 1862,	$323,687 50	
Of 1865,	29,000 00	
Of 1867,	764,341 02	
	$1,319,028 52	
Less amount in Sinking Fund (face of Bonds canceled),	124,128 52	
		$1,195,400 00
Total amount of Funded debt,		$6,152,400 00
Bills payable, out standing,		175,852 89
Accounts payable:		340,289 15
Total indebtedness,		$6,668,542 04

Assets.		
Cash on hand Dec. 31, 1859,	$1,225 91	
Bills receivable,	283,544 94	
Accounts receivable,	235,501 08	
Mortgage and Income Bonds on hand,	130,930 00	
Coal on hand,	154,410 90	
		$815,652 84
Total indebtedness, less available assets,		$5,852,889 21
There was also on hand:		
Stock of Lackawanna & Bloom. R. R. Co.,		$132,450 00
Stock Washington Mill (taken for debt)		9,500 00
Also materials for operating the Road and Mines,		200,649 12
The amount of outstanding debt on Dec. 1, 1857, (the date of the settlement under the plan of resuscitation), was after deducting the available assets then on hand,		$6,351,911 91
The balance of indebtedness on Dec. 31, 1859, (as above), was		5,852,899 21
Decrease of debt,		$199,012 41

There were expended for construction in 1858 and 1859, $296,441 23—making expended in two years for reduction of debt and construction $307,523 65. The report concludes as follows:

"In view of the circumstances under which the Income Bonds of the Company were issued (about half a million of which are due in less than three years), the Board did not deem it just to the holders of them to make a division of the profits accrued since the resuscitation of the Company. These profits have chiefly been used in reducing the debt, as above shown—a portion, also, having been appropriated toward providing such additional facilities as were imperatively required to do the increased business. The experience of the Company for the past two years, when coal has ranged at such low prices, has demonstrated that the only safe policy is to move large quantities. Therefore, in continuation of this policy, it has been decided to move the present year one million of tons; to do which it was necessary to procure six new engines and 600 coal cars—the road and rolling stock of the Southern Division having been worked to its utmost during the year just closed. Provision has been made for all of these, and they will be ready for use at an early day. A number of the switches and inverts will be further lengthened at the opening of Spring. These additional facilities for enlarging the business of the Company, it is estimated, will require an outlay of about $200,000, which can be met without difficulty from the available means on hand, which have been allowed to accumulate with this expenditure in view."

The capital stock of this Company is $3,360,000. Add present indebtedness, according to Report, $5,852,899 21, and we have an aggregate capital of $9,212,899 21. After appropriating $100,000 to renewal fund, paying interest and all expenses, the surplus, $227,165 50, is equal to a dividend of 6¾ per cent. on the $3,360,000.

This Report does not exhibit the affairs of this Company in a very flattering condition, and nothing but an increase in the price of Coal, to make that branch of business pay also (which the Report does not seem to encourage, but an increase in quantity) will ever enable it to pay a dividend on its stock. This Report, we think, fully substantiates this fact. It is but a single track road, and its present capacity cannot be increased beyond 900,000 tons, South.

The Coal Markets.

PHILADELPHIA, March 9, 1860.

Red Ash by the cargo,	$3 45 @ $3 60
White Ash Lump do.,	3 30 @ 3 50
Do. Prepared,	3 30 @ 3 50
By Retail,	4 00 @ 4 25
Lehigh Lump by the cargo,	3 45 @ 3 60
Prepared,	3 40 @ 3 60
By Retail,	4 25 @ 4 50

NEW YORK, March 8.—Domestic has been in good demand since our last, but with liberal arrivals, prices favor the buyer. We quote by the cargo at $3 45 @ $4 25; and from yard, at $4 25 @ $5 25 ₱ ton. Foreign is more plenty; sales of a part of a cargo of House Canal, at $12 50, cash, and $13, 4 mos.; Common Canal, at $10, and small lots of Orrel at $13, cash.

BOSTON, March 8.—There have been sales of 150 tons of English Canmel at $9 ₱ cwt., cash, received via. Fayal. Prices of Sydney and Pictou are quite nominal. Anthracite has been in steady demand at $6 ₱ ton.

Coal Trade by Railroad for 1860.

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

Port Carbon,	$2514 12
Pottsville,	1,225 08
Schuylkill Haven,	13,186 18
Auburn,	1,272 07
Port Clinton,	4,137 06
Total for the week,	22,934 05
Previously this year,	323,298 19
Total,	$346,232 24
To same time last year,	340,030 15
Increase in the,	6,202 09

Schuylkill County Railroads 1860.

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.,	14,589 15	96,556 13
Mt. Carbon, "	1,189 07	12,256 16
Schuylkill Valley "	3,423 07	17,196 02
Mt. Carbon & Pt. Carbon "	5,190 03	61,604 03
Mill Creek, "	6,910 19	51,908 00
Little Schuylkill, "	4,272 07	50,479 01

Pinegrove Coal Trade for 1860.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,		2,447 12
Swatara Railroad,		615 14

Lehigh Valley R. R. for 1860.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton, (A. Pardee & Co.,)	3,211 10	23,675 10
E. Stg. Luz. (Packer & Co.,)	2,349 15	20,328 09
Council Ridge, (Sharpe, L. & Co.,)	2,128 09	24,884 12
Mount Pleasant,	668 04	4,794 14
S. Mt. (Charles Hampshire,)	2,846 01	28,029 03
Coleraine, (Ratcliff & Johnson,)	1,214 00	11,567 03
Beaver Meadow,	538 17	5,529 06
N. York & Lehigh, (Taggart & Son)	232 03	9,854 02
N. Eq. Mt. (J. B. McCreary & Co.,	2,253 09	21,930 11
S. Eq. Mt. (Dobbin & Co.,)		
Union Improvement Co.,	328 01	983 03
Big Black Creek,	736 01	7,214 03
German Penns.,	400 19	4,266 18
Other Shippers,	52 03	137 04
Total by Railroad,	17,109 02	180,963 02
Last year,	8,836 10	125,781 06
Increase,	8,272 12	55,181 16

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

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

Cumberland Coal Trade for 1860.

	WEEK.	TOTAL.
For the last week,	6,542 00	42,289 00

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D	ASK'D
Railroads:			
Philadelphia, Reading & Pottsville	50	20¾	20¾
Mine Hill and Schuylkill Haven	50	50	60
Mount Carbon	50	00	00
Mount Carbon and Port Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50	00	00
Lorberry Creek	50	00	00
Swatara	50	0	0
Canals:			
Schuylkill Navigation — preferred	50	8	8¾
" " preferred	50	17¾	18¾
Union Canal — preferred	50	½	1
" " preferred	50	4	4¼
Del. & Hud'n Coal & Transportat'n Co.'s	100	63¾	64
Morris Canal Co.,	100	51¾	52
" " preferred	100	109¾	110
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	16	16¾
Lehigh Coal & Navigation Co.	50	57½	58
Hazleton Coal Co.,		44¾	44¾
Buck Mountain Coal Co.,	50	00	00
Pennsylvania Coal & E. E. Co.,	100	84	84½
Lehigh Valley R. R. Co.,	50	40	40¾
Lykens Valley Coal Co.,	50	38	40
Beaver Meadows Coal & R. R. Co.,	50	58½	58¾
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	13½	15¾
New Creek Coal Co.,	10	½	½
Miscellaneous:			
Miners' Bank	50	47	50
Pottsville Bank	50	47	50
Pottsville Gas Co.,	50	20	22½
Pottsville Water Co.,	25	20	22½

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

NEW ADVERT'MENTS

COAL OIL BURNERS put on FLUID LAMPS, at STICHTER & THOMPSON'S, [10] Cor. Centre and Market streets.

COAL OIL LAMPS. At STICHTER & THOMPSON'S. [10-] Cor. Centre and Market streets, Pottsville.

CLOVER & TIMOTHY SEED. FIRST quality Clover & Timothy seed, by the bushel or quart, and also, other grass seeds. For sale at B. BANNAN'S *Seed and Book Store, Pottsville.*

COAL OIL LAMPS. At STICHTER & THOMPSON'S, 10- Cor. Centre and Market streets.

PURE BONE DUST AT 80 cents per bushel, or $35 00 per ton. Also, Lehman's Fertiliser, Phosphate of Lime, Land Plaster, Guano, &c., &c., for sale by B. BANNAN.

CANARY BIRDS. A FINE LOT of imported German Canary Birds are offered for sale *TO-DAY ONLY* (Saturday, March 10th), at Betz's Hotel, Centre street, Pottsville. These Birds are extraordinary good singers, and will be sold cheap. F. MOESLER. March 10, '60 10-4t*

STEAM & VACCUUM GAUGES, WATER GAUGES & TUBES, SELF-CLEANING GAUGE COCKS, ASHCROFT'S LOW WATER DETECTOR, INDICATORS, STEAM WHISTLES, &c. 311 Walnut street, Philadelphia. E. Brown. March 10, '60 10-1y

A PUBLIC SALE WILL be held on THURSDAY, the 29th day of March, 1860, at the house of John & Charles Fisher, in South Manheim township, of the following, to wit:

5 horses, 6 cows, 10 heads young cattle, 1 threshing machine, 1 fan, 3 two & three horse wagons, 3 spring wagons, hogs, ploughs, harrows, cultivator, hay rake, harness, cow chains, and many other articles too numerous to mention—also, about two hundred bushels of potatoes.

The conditions of sale will be made known on the day of sale, by JOHN & CHARLES FISHER, *South Manheim.* March 10, '60 10-3t

FEGER'S HOTEL, FORMERLY THE POTTSVILLE HOUSE

The undersigned respectfully announces to his friends and the public that he has leased the above named hotel, on the east corner of Centre and Mahantango streets, POTTSVILLE, PA., where he will be found on and after April 1st, 1860.

☞ Having re-modelled and made the most extensive repairs, it will be one of the most complete hotels in the place for convenience and comfort.

I take this method to return you my sincere thanks for former favors, and solicit their continuance hoping, by strict attention to business, to merit the same.

☞ *CHARGES MODERATE.* ☜

P. M. FEGER. March 10, '60 10-1m*

THORNLEY & CHISM, *N. E. cor. of Eighth & Spring Garden Streets,* PHILADELPHIA,

WOULD invite special attention to a splendid stock of NEW SPRING AND SUMMER GOODS, bought cheap for CASH, and will be sold very cheap.

Very Rich Foulard Silks.
Best Make of Black Silks.
Neat Covered Silks; Rich Chevre Silks, &c., &c.
Beautiful New Styles of Dress Goods.
Plain and Embroidered Crape Shawls.
Very Rich French Lace Mantles, Points, Bournous, &c.
Silk Mantillas, Dusters, Stella Shawls, &c., &c.

☞ *All the Novelties of the Season Opening Weekly.*

March 10, '60 10-3m

ARCH STREET CARPET WARE-HOUSE. Spring Stock of Carpetings!

WE are now opening our Spring Stock of CARPETINGS, which have been bought extremely low for *Cash, and will be sold correspondingly cheap.* We have all the newest and richest *styles of Velvet, Brussels, Three-Ply, Ingrain and Venetians*—with an extensive assortment of low priced *Carpetings; Oil Cloths, Druggets, Mats, &c., &c.*

Also, 500 pieces of 8-4, 6-4, 8-4, 6-4, white, red, check, fancy and variegated *Canton Mattings*, at very low prices.

As we buy exclusively for Cash, we are enabled to offer our goods much below the usual prices.

☞ *Country Merchants* and others who are about purchasing are requested to make an examination, as they cannot fail being pleased with goods and prices.

OLDEN & RICKNER. 823 *Arch street, (two doors below Ninth, South Side.)* March 10, '60 10-3m PHILADELPHIA.

AUSTRALIA PIONEER LINE. Established in 1852. Carrying the U. S. Mails.

Sailing Positively on the Day Advertised.

THE beautiful A I extreme clipper "EVANGELINE," 1000 tons, CLARK, Commander, is now at her berth rapidly loading, and is *positively* the first ship to sail from this port to Melbourne.

The "EVANGELINE" is a beautiful vessel, clipper model and is expected to make the run out inside of eighty days.

Rates of Passage.

First Cabin Saloon, $200: Second Cabin, $100.

Children in arms, free; over two years and under twelve, half price.

For Freight or Passage, apply on board, or to R. W. CAMERON, 6 Bowling Green, New York.

Sight Bills for sale, and cash advances made on consignments.

Consignees in Australia: Messrs. R. Towns & Co. March 10, '60 [June 12, '59 24-1y] 10-

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 13th day of October, A. D., 1857:

Amount of Loans and Discounts,		$734,957 82
Do Sanctioned by the Bank in train,	$32,444 82	
Do Due by other banks,	145,933 16	
Do Notes of other Banks,	9,500 00	
Do Checks of other Banks and Cash drafts,	23,410 26	
	263,288 24	
Less Miners' Bank Notes in Bank		
North America, Philadelphia,	92,840 00	
	170,728 24	
Amount Notes in Circulation	276,410 00	
Less Amt. in Bk. No. Am., Phila.,	93,640 00	
	182,770 00	
Amount Deposites,	146,852 54	
Do Due other Banks,	5,288 08	
	151,590 62	
The above Statement is correct, taken from the Books as they stood on the morning of the 26 day of March, 1860.		CHA. LOESER, *Cashier.*

Affirmed and subscribed before me, this Seventh day of March, A. D., 1860. JACOB REED, J. P. Pottsville, March 10, '60 [6-1

SHIPPING FURS! THE highest CASH prices paid for MINK, OTTER, CROSS, FOX, RED FOX, MUSKRATS, &c. &c. At Wenzwahle's, 615 and 617 Arch st., Philadelphia. March 10, '60 10-3m

SEED POTATOES. THE subscriber is receiving a lot of Seed Potatoes, of new kinds, which he can guarantee them some of the old kinds, and not so liable to rot. Among which are,

THE JENNY LIND, the most productive Potato in the United States, one bushel of which properly planted will yield from 40 to 80 bushels, and is a good table potato.

THE PEACH BLOW, a splendid Potato, samples of which were exhibited at the County Agricultural Exhibition.

THE PRINCE ALBERT, good and productive.

DAVIS'S SEEDLINGS, do. do.

EARLY JUNES, the earliest.

EARLY BUCKEYES, a splendid table potato.

PURPLE WHITE MERCERS, more productive than the common Mercer, and not so liable to rot.

Genuine potatoes of the above kinds, for sale by

B. BANNAN. *At his Seed and Book Store, Pottsville.* March 10, '60 10-

NEW HARDY GRAPE VINES. THE subscriber receives orders for the new choice Hardy Grape Vines, cultivated so successfully by Dect. C. W. Grant, near New York. Those known to be superior in favor, are hardy and ripen early, are the following:

The Delaware is pronounced by competent judges to be so nearly perfect, that it is doubted whether a better one can be obtained.

Delaware Grape, first quality.
Diana Grape, do.
Anna, or White Grape, first quality.
Rebecca do. do.
Also, Concord, Union Village, Te Kalon, Allen's Hybrid, a White Grape, all of which are new grapes, perfectly hardy, and ripen from ten days to two weeks before the Catawba and Isabella. Also, Isabella, Catawba, and Clinton, vines, the latter a profuse bearer, ripen early. All these grapes are furnished genuine, by B. BANNAN, *Agent for Dect. C. W. Grant.*

Those who prefer it can have the Express, which will bear the first season; of course, they are higher in price. March 10, '60 10-

CATARACT WASHING MACHINE. Clothing, Time and Labor Saved! INDISPENSABLE TO HOUSEKEEPERS.

THE most simple, economical and durable article ever offered to the public to alleviate the discomforts of wash-day!

Description.—It consists of a metal cylinder, with ribs on the inside, and an interior cylinder of wood, with ribs. There is a space of from 6 to 8 inches between the two cylinders. One crank turns both cylinders at the same time in opposite directions, rapidly creating a suds, forcing the water through the clothes, and effectually removing the dirt. The whole operation does the work quickly, dispenses entirely with rubbing, and thus saves the wear of clothes. JAS. S. RODGERS, 104