Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JUNE 23, 1860.

THE CONFLICT OF 1860.

ON ONE SIDE.

Union, Protection, Free Men, Free Lands, and the Dominion of Free Labor;

ON THE OTHER.

Slavery, Disunion, Corruption, Free Trade and Death to American Freedom.

FOR PRESIDENT:

ABRAHAM LINCOLN,

OF ILLINOIS.

FOR VICE PRESIDENT:

HANNIBAL HAMLIN,

OF MAINE.

FOR GOVERNOR:

ANDREW G. CURTIN.

☞ PEOPLE'S CLUB.—A meeting of the People's Club will be held at the American House, on Monday evening, at 8 o'clock. Business of importance, will be presented for the consideration of the Club. A large attendance is desired.

LIN. BARTHOLOMEW *President.*

The members of the Standing Committee appointed at the recent County Meeting of the People's Party, will meet at Hill's Hotel, in Pottsville, on Saturday (Saturday) at 1 o'clock, P. M., for the purpose of organizing.

MR. MERRY, the owner of Thormanby, the winner of the Derby, won $350,000 on that race.

THE Bell and Everett movement has near fizzled out, and the leaders are endeavoring to sell out to the Mob at Baltimore.

THE steamship Great Eastern will sail for this country to-day. The port at which she will arrive will be New York. She may be expected about the 4th of July.

HON. ROBERT M. PALMER, of this Borough, Speaker of the Senate of Pennsylvania, spoke on Monday evening, at the rooms of the State Executive Committee, Philadelphia, to a large audience.

A COMPANY has been organized in Easton and vicinity, for the erection of a new Iron Furnace, on the south side of the Lehigh, just above the Glendon Iron Works. The design is to start with a capital of $50,000."

"THE COVODE INVESTIGATION."—We will publish next week, the report of the Committee to the House, fully exposing the corruptions of the present Administration. It is an important document, which should be read by every citizen.

THE importations of foreign goods at New York during this year so far amount in value to $104,051,390, against $53,246,394 in '58. Yet we do not want a Protective Tariff, the Democracy says. Well, we will see if the Democracy has to say in regard to the matter, next Fall.

"THE BARBARISM OF SLAVERY."—We publish this week the conclusion of the powerfully argumentative and overwhelmingly unanswerable speech of Senator Sumner, on the "Barbarism of Slavery." We urge every reader interested in the progress of Freedom to procure it and think seriously upon the great "facts" it contains.

HON. JOHN SCHWARTZ, Member of Congress from Berks County, died in Washington on Thursday, literally "in harness," so attentive was he to his duties. Mr. Schwartz's position was fairly and honorably earned, for his inflexible opposition to the corruption and tyranny of the present Administration, and he fell at his post while engaged in the good work. Schwartz and Broderick, twin martyrs in the crusade against wrong; it being reserved however, for the latter to fall by the assassin's bullet, not unacceptably, it is believed, to the Administration.

The recent Medical Convention at New Haven was very interesting to the faculty. Among the cases spoken of by the doctors, was that of a boy in Palmer, Mass., who broke his arm on the ice last winter. The bone was set and all appeared well, when the boy was one day leading with his fractured arm a horse which became frightened and gave a sudden spring which caused a new injury to the injured limb. The occurrence was not noticed upon as serious, but the arm between the shoulder and elbow began to swell and is now as large as his body at the waist. The article appears natural, and the color is not materially changed. The patient complains of a dull pain in the affected part but the forces are movable at will. The malady is wearing away the boy's life.

THE EFFECT OF DEMOCRATIC FREE TRADE POLICY.—The great Montour Rolling Mill and Iron Works in Lycoming County, are advertised to be sold on the 4th of September, by virtue of a deed of trust executed in 1855. The land embraces some 2,000 acres, each of which contains enormous deposits of iron ore. The improvements thereon consist of as complete an apparatus for manufacturing iron of all kinds as can be found on the continent. It has cost, perhaps $1,000,000, and under any other system of laws than ours, might have been made a highly productive investment to the owners, beside doubling the value of all farms within miles of it. But the blight of Democratic Free-Trade has fallen upon it; just as the same incubus has crushed out so many other great establishments in Pennsylvania, and now it passes under the hammer into the hands of new owners. The same insane policy has ruined outright nearly all the large glass-works in New Jersey. More than one half of them are now idle. Labor is one of the great elements in the production of both iron and glass, yet the infatuation has been so great among the laborers in both arts, that they have been deadly deluded into voting into power the only party which systematically knocks even the crust from their lips.

THE CORRUPTIONS OF THE PRESENT DEMOCRATIC ADMINISTRATION.—The majority report from the Covode Committee presented to the House of Representatives on Saturday last, now added to the vote of censure on the President and Secretary of the Navy, passed by the House on the Wednesday previous, stamps the present Administration as the most corrupt that has ever held control of the Federal Government. We have not space to go over the list of items in the report, which go to make up the sum total of this corruption; but it is a startling picture of the Democratic party, from its head, the President of the United States, down through various subordinates. It is idle to get up the cry that the investigation was a partizan affair, and that the conclusions are the mere result of the malice of the enemies of the Administration. Proofs strong and incontrovertible are given, and no sophistry nor cry of partisanship can wipe out the record of shame which they give forever to history, as the record of the Administration of James Buchanan, as the record of the corrupt rule of the Democratic party. The Congress of 1860 will set an instructive lesson for the people of this country to learn—a lesson showing why the Democratic party should be crushed out of existence, and a new and more benign rule inaugurated. The time is now at hand when the people are to prove that they have learned the lesson well, by performing, in the peaceanest manner the work which the lesson teaches them to do. That work is to elect LINCOLN and HAMLIN, and we have faith to believe that it will be thoroughly done. All that is necessary is, for every Republican to step up and at the work earnestly and with a will.

MR. SEWARD AND THE TARIFF.—We were pleased to observe that the distinguished Senator from New York threw the weight of his influence and eloquence for the Tariff, during its recent consideration in the Senate. He wanted the matter considered without postponement. Mr. Seward said that before the adoption of the present salary system, no man would have felt himself bound to put off this question of a Tariff, at this season of the year because of the want of time. He thought that at the present session they had ample time to settle the question, as the next session would be a short one of three months, and because it will be impossible at the next session of Congress to combine the necessary forces to concentrate the necessary attention upon this subject. It was therefore, practically, in regard to this question to consider it, now or never. Mr. Seward concluded his remarks as follows:

It is not my purpose to go into a general discussion of free trade, but I must make a remark on one fact alluded to by the Senator from Pennsylvania, Mr. Cameron. He referred to the town of Phœnixville as one of the largest towns where the manufacture of iron is carried on in the State of Pennsylvania, and he states that this town, which communicates with the market, through the canals and railways, has a population of 6,000 persons who are dependent upon the iron manufactories there. Those who go through Great Britain will be able to go into thirty manufactories in a single town, where the number of mechanics and operatives actually employed in a single iron manufactory, is greater than the whole population of Phœnixville. Whoever goes through Great Britain and sees this great process of manufacturing iron, sees railroads running in all directions from the mines, bringing up coal and iron and running from the forges and fires, and the blaze of chimneys to a hundred factories, at all times of day and night, men, women and children are engaged in the different departments of this branch of industry, and as you see them by the light of their fires at night, it seems as though the whole population was engaged in tearing out the bowels of the earth, and burning them up. And the question all over Europe is, whether there is any fear that the United States will change their system of protection. This system has seemed to me, all my life, to be erroneous, and what I have seen of the world does not change my opinion. It has seemed to me to be injurious, not only as regards the revenue and industry; but as regards the character and development of the country. What do we do? We send our raw material to Europe. What do we bring away from there? We bring back the manufactures. How does this tell upon the emigration from Europe to the United States? Whatever there is of science, of art, and of education, that is employed in these immense manufactories of Europe, and all the benefits of society resulting therefrom, are kept at home, and Europe sends to us her day laborers, and her field laborers, whose only qualification is a capacity to till our fields and dig in our mines, in order to send back to her the raw material. We thus discriminate against art, civilization; and the improvement of civilized life, which we might get from Europe. And we have been persuing this policy when this whole emigration has been a continual cause of heart-burning among the American people, because it is said that the classes whom we bring to our shores are incapable of appreciating the rights of American citizen ship, while we leave in Europe all that class which would be unobjectionable. Thus, also, we import the ignorant and base from China, and the Government of California protests against the introduction of a class so low. It seems to me that is the character of the policy which, it appears, is to be pursued indefinitely.

THE JOHN BROWN RAID.—The Democracy was zealous at the period of this unfortunate affair, to implicate parties outside of John Brown's immediate followers, in it. We have now the majority and minority reports of the Harper's Ferry Investigation Committee, which concur in statements that no evidence exists of complicity in John Brown's incursion, except that of the immediate parties to it. Neither has any testimony been adduced upon which to base even a suspicion that other citizens were knowing to the plot in which Brown was engaged. The whole scheme of the insurrection, which was to involve leading Free State men in Brown's invasion, thus falls to the ground. There seems to have been no connecting link between Brown's band and Northern men anywhere. The isolation seems to have been perfect. Not only are no Republicans implicated, but nobody is implicated. Brown seems to have carried his conceptions in his head, and his instruments of execution in his hands. Outside of the band he headed, he appears to have relied wholly on the slaves themselves. He trusted nobody with his plans, and nobody was possessed of his secrets, as far as the Committee of Investigation have been able to discover, after a long, laborious and sweeping inquiry.

No political capital can be made by the Democracy from this affair. The John Brown raid was the personal act of a man crazed by domestic sufferings experienced at the hands of Missouri border ruffians, and the day that witnessed his execution, also witnessed the casting of a blot on the fair escutcheon of Virginia. It would have been more to the credit of the "Old Dominion," had she in this case, "tempered justice with mercy;" but in her frenzy she saw in the raid of nineteen men, an invasion by the entire North. Poor Virginia! in the affair she resembled Falstaff with his "men in buckram."

"TEN CENT JIMMY."—It will be remembered that the venerable Pecksniff now occupying the Presidential chair, gained this cognomen from his celebrated speech, in which he stated his belief that if this country would reduce its standard of wages to that of other countries, that it would cover itself with blessings and glory. The standard in Cuba being ten cents a day, "J. B." earned the title of "Ten Cent Jimmy." But that it seems, is a high price even in this country, so distinguished by its Pro-Slavery Democracy. In a recent debate on suppressing the Slave trade, Mr. Hammond said in the Senate, he had had experience enough to know that *ten dollars a year* would be amply sufficient to support a negro. We shall be compelled to alter Buchanan's appellation to "Three Cent Jimmy." Of course according to his argument, the ratio of blessings and glory would be greater under three cents a day wages, than under ten. How do you like the theory workingmen, as advocated by James Buchanan, and carried out in practice, by the Democratic party? Yet to such a condition would the Democracy reduce you, to carry out its Free Trade policy, and cover the country with blessings and glory! Rather too much, is it not, Pennsylvanians?

R. J. SCHOONER has just received a prime lot of Extra White Wheat Flour, put up in one hundred pound bags, which he guarantees to be equal to any flour ever sold in this market. It will be sold cheap for cash. He has constantly on hand Groceries, Fruit, and provisions of all kinds; also, a prime lot of Figs and now Dried Pears.—Give them a trial.

THE COAL TRADE.

Pottsville, June 23, 1860.

The quantity sent by Railroad this week is 40,880 03—by Canal 44,213 10—for the week 85,093 18 tons against 79,880 tons for the corresponding week last year.

The trade shows an increase this week of 5,536 tons over last week, and the demand for Coal continues fair, particularly for first quality.

The trade from all the regions sums up this week as follows compared with last year:

	1859.		1860.		
	WEEK.	TOTAL.	WEEK.	TOTAL.	TOTAL INC.
P. & E. R. R.	55,128	170,432	40,880	82,921	112,489
Schuyl. Canal	44,752	455,093	44,214	478,241	22,194
L. Val. R. R.	9,771	285,435	15,821	391,988	106,145
Lehigh Canal	26,970	314,709	36,936	328,070	13,371
Sch'kill R.	14,487	253,174	18,687	344,158	91,014
Do. North	6,498	73,558	5,373	62,455	8,917
Pa. Coal Co.		159,283		116,436	dec'se 42,847
Del. & H. Co.	19,514	152,593	22,346	133,296	703
Wyoming So.		87,596		74,236	decrse 13,360
Do. North		7,982		13,247	5,265
Shamokin	4,624	88,588	4,464	70,164	11,876
Trevorton		80,417		38,795	decrse 41,622
Broad Top	2,740	88,178	4,874	85,328	27,150
Sh. Mt., H. T		21,428		31,083	9,655
Lykens Valley		13,558		20,578	7,020
Cumberland		205,218		198,784	decrse 6,434
Total	164,294	2,939,016	193,618	3,287,012	
			164,294	2,939,046	
			29,324	347,966	

One or two reports occasionally miss us in time for publication. We hope our correspondents will be prompt in forwarding these reports weekly in time for publication.

Notwithstanding the quantity of rain that has fallen this season, we are pleased to learn that the collieries generally, have not suffered as much from "drowning out" as formerly. Past experience had prompted the necessary precautions to be taken to guard against these difficulties.

COAL FOR JAPAN.—We learn that application has been made to this Region to furnish several thousand tons of Anthracite Coal to go to Japan to supply steamers at different stations. The Coal in Japan does not seem to answer as well for steamers as was anticipated. Further particulars can be obtained by applying at our office.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD AND COAL COMPANY.—The Managers of this Company have notified the share and bondholders of their intention to pay off the income convertible bonds issued for the relief of the company in 1857. By official action, the Board of Managers elect to terminate the convertibility of these bonds, and to pay them off in cash whenever presented. They also create a scrip stock additional to their present capital, to one-half the amount of the same, declaring on the existing Capital a half-yearly dividend of 6 per cent., which is to be endorsed on the scrip—being equal to 12 per cent. on the scrip, and leaving it subject to future assessments to the amount of 88 per cent. The capital, after the 18 per cent. dividend for three years, declared some months ago, stood

Capital to January 1, 1860,	$3,360,000
18 per cent dividend in stock,	571,200
Total June 15, 1860,	$3,931,200
50 per cent. scrip to be added,	1,965,900
Total in gross,	$5,896,700
Of which paid in,	4,167,700
Leaving subject to assessment,	$1,729,000
The income bonds outstanding on 1st January last, amounted to	$1,195,400
While this provision amounts to	1,729,000
Leaving subject to other purposes,	$534,600

No intimation is given as to how soon the assessments of the scrip will be made. This we presume will depend upon whether, after the convertibility of the 7 per cent. income bonds ceases, the bonds themselves will be presented for reimbursement before the end of the year, when the interest is made to cease, under the present notice from the company. There is some disposition to complain, on the part of these bondholders, that as soon as the convertible clause is about to become really valuable, it is made to cease, and the bonds paid off before maturity. But such was the original option left to the company, and the managers have simply availed themselves of it.

BROAD MOUNTAIN AND MAHANOY RAILROAD.—A meeting of some of the subscribers to the Auburn and Allentown Railroad was held at the Exchange Hotel on Thursday evening, for the purpose of cancelling the subscriptions to the Auburn and Allentown Railroad made in this Borough, on the ground that no measures have been taken so far, to re-commence this Road, and no assurances have been given that it will be built. The ostensible object of the meeting was to procure these subscriptions to the proposed Road leading to the Mahanoy Region. If this Road is to be built it is important that it should be brought through this Borough, and if that object can be secured by our citizens subscribing to the Road, they ought of course to do so—but before doing so they ought to be fully satisfied that the subscriptions are absolutely *made in such a manner that will secure the completion of the Road* without doubt. Whether any *positive agreement* has been made with the Philadelphia and Reading Railroad Company, binding them to furnish one-half the funds if the other half is furnished by the Landholders and others. What provision has been made for the construction of lateral railroads, after the main branch is built, because it will require nearly as much lateral road as the main branch, before any considerable business can be done on this road. These are considerations which must suggest themselves to every prudent person before he invests, and all this information ought to be given to our citizens before they can be expected to subscribe liberally to the road. Its construction will of course benefit Pottsville by securing to us outlets which are sadly needed, but this information we ought to have, and we now allude to it in order that it may be furnished at the next meeting, which is shortly to be called, not by mere verbal assertion, but in such a tangible manner that there can be no doubt on the subject. The proceedings will be found in another column.

DONALDSON IMPROVEMENT COMPANY.—The coupons for the interest due on the 15th June, on the seven per cent. mortgage bonds of the Donaldson Improvement and Railroad Company, were paid on presentation at their office 276, South 5th street, Washington building. The interest has been regularly paid, and is the first mortgage on their large estate in the western part of the County. These bonds have been recently selling at the Broker's Board, at sixty-six cents on the dollar, which would seem far below their real value, and at the prices would pay ten per cent. or more. The proceeds of the sale of their bonds are applied to make other improvements, sinking slopes, two of which are now in the course of construction, upon their estate, which adds to the security of the bond holder, and secures prompt payment of their interest semi-annually.

The Company has recently cancelled one hundred thousand dollars of their mortgage Bonds.

The Managers of the Schuylkill Navigation Company made their annual trip of inspection of the Canal, in their Barge, during the week.

[COMMUNICATED]

NO. 2.—Ventilation.

In the earlier days of coal mining, no artificial means of ventilating mines would appear to have been in use, at even known. The workings being in general of very limited extent, the whole ventilation was left to natural causes, liable to be baffled by any adverse wind or state of the atmosphere, and resulting too frequently in a frightful catastrophe by an explosion, or in an atmosphere, which if less suddenly fatal, only more insidiously destructive, and which reveals in the haggard cheek its destructive operations on the miner and laborer's health.

This "natural ventilation" is simply ventilation by the laws of nature, and is the result of "artificial warmth," due in a coal mine to the increasing heat of the earth as we descend. This natural heat rarifies the air in the mine, which thus becomes (in winter especially) lighter than the atmosphere without. This warm air finds its way at the bottom of one of the shafts, gradually ascends and draws down the other a slow current of cold air; this latter, on reaching the bottom of the mine, is diffused into both shafts and a slight current is thus established, passing through the gangways and workings, which is, however, liable to be reversed or stopped by the slightest atmospheric disturbance. In Winter, the air in the mine being considerably colder than the air of the mine, this natural ventilation is most regular; but as the season advances and the temperature of the upper strata of the mine, the amount of disturbance produced by the by the inequality of the two, ceases, and the ventilation becomes disarranged, often ceasing altogether. Natural ventilation then brings a foul air, vitiating the ventilation to the caprice of the winds. Notwithstanding this well known fact, many of our mines in this region, even at the present day, continue to work dangerous gases, at the known presence of hydrogen gas,) are totally dependent on this uncertain means for ventilation, and as a consequence, explosions often attended by death, are frequently occurring.

Various contrivances and appliances have from time to time, been employed to increase the supply of atmospheric air and produce a more certain means of ventilation. Among these may be named the "waterfall," the effects of which in producing ventilation is in proportion to the depth of and the quantity of water discharged down the shaft, and though tolerably efficacious, operates projudicially upon timbey and material by the dampness or moisture of the air so produced, added to the heat. The cost of producing the cool air required, the necessity of daily pumping this extra quantity of water to the surface. In cases of sudden emergency, it is still often resorted to, from its simplicity and being always at hand; the "furnace" being a small stream down the shaft, or by returning the water as it is pumped up.

The most simple and ancient, and in the opinion of many eminent engineers, the most efficient is *"ventilation by fire,"* which originally consisted of a fire in the shaft, or grate, placed either at the bottom of the up-cast pit, or suspended by a chain some yards from the top—the former being the most effective. Modifications of them may be successfully resorted to; but in extensive workings, requiring large quantities of air for ventilation, they are found to produce too limited an amount of power. As a substitute, the *furnace*, as now in general use, was adopted; the effect of which is to heat the air passing over it, which ascending the shaft, forms a column of air of much less density than the air in the down-cast. It is the difference between the weight of the two columns of air that produces a continued current of air down the former and up the latter shaft; and this current of air is increased or diminished as the difference between the density of the one and the other is increased or diminished.

In furnace ventilation *the length of the column or depth of the pit has also a very material effect in producing a greater or less velocity of the current*; thus in England where the furnace is the power mainly depended on for ventilating deep and fiery mines, it is found that the deeper the shaft, the greater the power or effect of the furnace, also that its effects are increased or diminished by the change of the season. In Winter the atmosphere being colder than the air of the mine, the rarefaction of itself a natural up-cast and a certain amount of disturbance or power is produced. In Summer when the temperature of the air is the same as that of the mine, this power is found to be wanting, in Winter, the heat of the cold air in the down-cast pit increases the power of the furnace. But in the Spring or Summer this weight, no longer existing, some preparation must be made to meet the change, or ventilation will be lost. It is very desirable under such circumstances that an extra power of ventilation should be applied.

The form or construction of the furnace though extremely simple, yet scarcely any two correspond in their proportions, and irrespective of the depth of shaft; there is an obvious difference to their results. In some cases the *space between the fire bridge and the bank* is found to secure the draught through the bars requisite for a brisk fire, and occasionally admits of a back draught at the bridge. Sometimes a direct passage for air is allowed under the bars to the shaft or stack, or too large a quantity of air is scaled between the arches, or along the dumb drift or other passages communicating with the shaft or stack, or the fire bars are too long to be kept covered with fire at the inner end; hence a dull fire and languid ventilation. *Breadth of a heating surface is found in practice to be more efficacious than length, and a flat arched top than a semicircular one.* Sometimes the effect of the furnace is destroyed by the dropping of water from the fissures of the strata down the "up cast" shafts, which tends to cool them, and to check the velocity of the rarified ascending vapours. For the ventilation of most of the workings at present centred to one "up-cast," in this region a six feet furnace will be found amply sufficient, other conditions being favorable, for which may be pointed out in a future communication. When greater power is required it will in general prove more convenient to use an additional furnace of a similar size, rather than to make any considerable increase in width. Where the furnace is built on the surface, the power if found insufficient may be increased by raising the height of the stack, which in all cases should be at least from 20 to 100 feet, *as the deeper the shafts, the greater the power of the furnace.* Care should be taken not to diminish the area, but rather to increase it near the top. The thickness of the walls, should be such as will prevent the outer air from cooling the inside. In all cases it is best to line the inside, for at least 15 feet above the fire with good fire brick.

ROBT A. MAINGAY, *Mining Engineer.*

To be Continued.

Lorberry Coal.

We, the undersigned, miners of Lorberry Coal, having understood that various Coals are offered to the trade around under the reputation of Lorberry Coal; this is to caution dealers against the same, and inform them that Messrs. Lewis Rothermel & Co., Philadelphia, and Noah Lincoln & Co., Boston, have the exclusive shipment of all our Coal, which we warrant to the trade as very superior in quality, and prepared with every expense and care as a leading Coal for domestic use.

GRAEFF & NUTTING,
KITZ MILLER, STEES, & Co.

Pinegrove, May 4, 1860.

We append the following certificates of a number of dealers and others who have used this Coal in Boston and vicinity:

BOSTON, March 23d, 1859.

We, the undersigned, have purchased Coal from Lewis Rothermel & Co., of Philadelphia, called "Lorberry Coal," and find it a very superior article. Many of our customers prefer it to either the Franklin or Lykens Valley, and Trevorton Coal, it being more profitable to the dealer and consumer.

Signed:

CRAFT & WARD, South Boston,
BOSWORTH & HAMLIN, Boston,
W EWALL & Co., Boston,
JOSEPH TWITCHELL, Boston,
W. FLETCHER & Co., Boston,
WM. C. BROOKS & Co., E. Cambridge,
WM. WYMAN, E. Cambridge,
WM. WOOD, Boston,
TOWN & BRIGHAM, Chelsea,
M. L. SMITH, Cambridgeport,
N. D. PIERCE & Co., Providence,
JAS. H. MUMFORD, Providence.

OFFICE—318 Walnut Street, Philada.
11 Doane Street, Boston.

[19-6m] LEWIS ROTHERMEL & CO.

PINEGROVE, PA., *April 20, 1860.*

MR. BENJ. BANNAN,

Dear Sir.—Our Lorberry Coal, which for the past two years, up to the present time, has been shipped by Messrs. Rothermel & Co., is transferred to Messrs. Sinnickson & Glover, of Philadelphia, who have purchased the whole product of our mines at tide-water.

We make this announcement as the easiest method of informing dealers in this Coal where it may be obtained—namely, of Messrs. Sinnickson & Glover, and of them only.

WHEELER, MILLER & CO.

☞ NOTICE.—N. STURTEVANT & Co., are sole agents for the sale of Carter's Lehigh Coal reshipped at Philadelphia. WM. T. CARTER.
Phila., June 2, '60 22-3m

Coal Freights.

PORT RICHMOND, June 22.—Vessels continue scarce and prices are firm. We quote as follows:

To Boston,	$1 65	Hartford,	1 60
Providence,	1 40	Charleston,	1 90
Manchester,	1 90	Richmond,	1 20@1 25
Quincy Point,	1 65	Portland,	1 65
Saco, Me.,	1 85	New Bedford,	1 40
Portsmouth,	1 75	Salisbury,	1 95
Newport,	1 70	New York,	95@1 00

Arrived during the week, 81 vessels and 36 boats.

ELIZABETHPORT, June 21.—Freights have advanced at this port since our last publication.—We quote as follows:

To Boston,	$1 20	Fall River,	$0 85
Salem,	1 20	Stonington,	85
Cambridge,	1 40	Hartford	1 00
Portsmouth,	1 25	Norwich,	80
New Bedford,	90	Pawtucket,	1 05
Providence,	90	New Haven,	60
Bristol,	90	and all points this side.	
Newport,	85	New York,	35

The rates from Rondout and Port Ewen range from 10 to 15 cents higher than the above quotations.

BALTIMORE, June 21.—Freights to Boston, $2 @ $2 12; to Philadelphia 80 cents.

ALEXANDRIA, June 21.—Freights to Boston $2 @ $2 12.

The Coal Markets.

PHILADELPHIA, June 22, 1860.

Red Ash by the cargo, $3 35 @ $3 50
White Ash do., 3 20 @ 3 35
By Retail, 4 00 @ 4 25
Lehigh Lump by the cargo, 3 45 @ 3 55
Prepared, 3 40 @ 3 55
By Retail, 4 25 @ 4 50

NEW YORK, June 21.—The demand is fair for foreign, and the supply is moderate. Sales of 700 tons Peasly, Cross & Co.'s Cannel at $8 50, cash. Sidney and Pictou are in demand. Domestic is in large supply, but the demand is on the increase. Sales by the cargo at $3 10 @ $4 30, and from yard at $4 @ $5 ₰ ton.—*Tribune.*

BALTIMORE, June 21.—We have no change to note. Cumberland is dull—we continue to quote cargo prices as follows: Lump, $4 @ $4 25; run of mine, $3 50 @ $3 75; and fine, $3 25 @ $3 50 per ton, cash, deliverable on board at Locust Point. For Anthracite there is a fair demand for local consumption at $5 per ton for retail lots from the yards, deliverable.—*Sun.*

BOSTON, June 21.—The demand for Sydney and Pictou Coal has been good, and considerable sales at $4 50 ₰ ton, cash. English Cannel is quiet at $12 ₰ ch., cash. In Anthracite steady sales at $5 50 @ $6 ₰ ton in retail lots. The ship Gen. Taylor is loading Western Cannel Coal at New Orleans for this port.—*Courier.*

Schuylkill Coal Trade for 1860,

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

	RAILROAD.	CANAL.
Port Carbon,	10,385 10	10,938 10
Pottsville,	2,398 00	2,855 10
Schuylkill Haven,	20,941 00	28,903 10
Auburn,	192 00	1,000 00
Port Clinton,	5,697 18	2,070 00
Total for the week,	40,880 03	44,213 10
Previously this year,	542,940 12	435,023 12
Total,	582,920 15	479,243 02
To same time last year,	770,432 09	453,349 05
Increase, tons,	112,488 06	22,193 17

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.,	51,342 13	659,559 10
Mt. Carbon, "	5,477 14	80,510 04
Schuylkill Valley "	5,549 18	80,012 07
Mill Creek "	16,800 12	242,386 13
Little Schuylkill, "	7,805 01	145,187 09

Pinegrove Coal Trade for 1860.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,	16,574 15	41,251 04
Swatara Railroad,	946 10	9,975 13

Lehigh Coal Trade for 1860 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	15,679 01	146,104 08
Lehigh Mountain Mines,	775 14	12,238 15
Coleraine do.	545 03	5,938 13
Beaver Meadow do.	329 11	1,814 03
New York and Lehigh Coal Co.,	507 04	4,181 04
Lehigh Coal Co.,	1,587 18	11,777 09
North Spring Mountain Mines,	1,508 08	10,015 15
South Spring Mountain do.	413 07	727 16
Hazleton and others,	168 15	1,700 03
Hazleton Mines,	4,791 09	41,700 13
East Sugar Loaf Mines,	587 14	4,335 12
Mount Pleasant do.	299 18	1,862 04
Council Ridge, do.	1,253 03	12,039 01
Jeddo, do.	1,123 15	3,925 05
Harleigh Coal,	785 12	8,545 09
Black Mountain Coal Co.,	4,911 07	34,158 08
Franklin Coal Co.,	1,138 06	11,178 15
Audenried Coal Co.,	905 07	10,863 18
Hartford Coal Co.,	785 03	6,482 04
Empire Coal,	231 18	442 10
Total,	36,933 18	328,070 01

Lehigh Valley R. R. for 1860,

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	2,474 19	12,271 04
E. Sugar Loaf, (Packer & Co.,)	2,774 04	60,621 02
Council Ridge, (Sharpe, L. & Co.,)	1,819 04	50,254 17
Mount Pleasant,	0	7,511 01
S. Col. (Charles Hampshire,)	3,172 01	55,853 09
Coleraine, (Ratcliff & Johnson,)	765 00	23,379 17
Beaver Meadow,	349 00	10,177 00
N. York & Lehigh, (Taggart & Son)	530 14	21,217 13
N. Sp. Mt. (J. B. McCreary & Co.,)	1,577 13	44,933 14
" " (Wm. Wilson & Co.,)	97 10	275 00
S. Sp. Mt. (Dolbin & Co.,)	1,585 04	11,514 19
Jeddo Mines,	450 01	17,051 18
Big Black Creek,	621 17	13,517 09
German Penna.,	301 00	3,070 03
Other Shippers,		
Total by Railroad,	15,821 07	391,987 13
Canal,	36,935 18	328,070 01
	52,757 05	720,057 14
	36,741 05	600,641 10
Last year,		
Increase, so far,	16,016 00	119,416 04

Rates of Toll and Transportation

BY RAILROAD UNTIL FURTHER NOTICE.

	From Pt. Carbon.	From Mt. Carbon.	From Haven.	From Auburn.	From Clin.
To Richmond,	1 38	1 37	1 30	1 20	1 15
Philadelphia,	1 48	1 47	1 40	1 30	1 25
Pottsville,	1 08	1 07	1 00	90	85
Reading,	83	82	75	65	60

Rates of Toll by Canal

UNTIL FURTHER NOTICE.

	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.
To Philadelphia,	72	70	68
Manayunk,	62	60	55
Phœnixville,	42	40	38
Reading,	32	30	28

Rates of Freight by Canal.

	From Pt. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	1 55	1 50	1 45
Philadelphia,	60	55	50

Lehigh Valley Railroad.

Rates of Freight from M. Chunk to Elizabethport, 2 00

Coal Stocks,

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D	ASK'D
Railroads			
Philadelphia, Reading & Pottsville	50	29	29½
Mine Hill and Schuylkill Haven	50	61½	61¾
Mount Carbon	50	99	00
Mill Creek	50	00	00
Schuylkill Valley	50	0	0
Coaldorry Creek	50	00	00
Swatara	50	0	0
Lehigh Valley R. R. Co.	50	51½	51¾
New Jersey Central	100	115	115¼
Canals:			
Schuylkill Navigation	50	8¾	8¾
" preferred	50	22¾	23
Union Canal	50	2	2½
" preferred	50	4	4½
Del. & Hud'n Coal & Transportat'n Co.'s	100	90¾	91
Morris Canal Co.,	100	54	55
" preferred	100	114	114½
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	13	13¼
Lehigh Coal & Navigation Co.	50	54¾	54¾
Hazleton Coal Co.	50	48¾	47¾
Buck Mountain Coal Co.	50	00	00
Pennsylvania Coal & R. R. Co.	100	86	86½
Lykens Valley Coal Co.	50	28	30
Beaver Meadows Coal & R. R. Co.	50	63¾	64
Lykens Valley Railroad & Coal Co.	20	10	15
Delaware Lack. & Western R. R. Co.	100	93¾	93
Coal Companies:			
Forest Improvement Co	25	25	25
Cumberland Coal Co.	50	14½	14¾
New Creek Coal Co.	10	½	⅝
Miscellaneous:			
Miners' Bank	50	47	50
Farmers' Bank	50	45	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 ADVERTISEMENTS

New Volume of Bancroft's United States.

THE AMERICAN REVOLUTION,

vol. 2, being the 8th volume of the History of the United States, by George Bancroft; just published and for sale at B. BANNAN'S Bookstore.

MRS. STILL'S
CRYSTALINE LIQUID HAIR COLORER.

THE ATTENTION of the citizens of Pottsville is called to the above valuable preparation for

RESTORING GRAY HAIR TO ITS NATURAL COLOR.

It is extensively used in the city of Philadelphia, and has acquired an enviable reputation; is warranted free from sulphur, which has proved so objectionable in most preparations of the kind, or any other injurious property; does not stain the skin; very easily applied, requiring no washing before or after its application, and is confidently recommended to any person in need of such an article.

Can be had in Pottsville of A. E. WARDLE.
Centre Street, adjoining Speer's Hotel.
and of MRS. J. BERRYMAN.
Third and Market Streets.

For sale Wholesale and Retail by
A. TATEM, *Druggist.*
Fifteenth and Locust Streets, PHILADELPHIA.
June 23, '60 25-2m*

AUSTRALIA PIONEER LINE,
Established in 1852. Carrying the U. S. Mails.
Sailing Positively on the Day Advertised.

THE magnificent A 1 extreme clipper-ship "SAMUEL FALES," 1500 tons burthen, succeeding ship "Joshua Bates," is now at her berth rapidly taking in cargo, and is positively the first vessel to sail from this port for Melbourne.

Her accommodations for First and Second class