Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JULY 21, 1860.

THE CONFLICT OF 1860.

ON ONE SIDE,

The 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.

RECEIPTS

From Subscriptions to the Miners' Journal since last publication.

Short Mt. Coal Co., to Jan. 1, 1860	$1 00
L. Matson, to July 1, 1860	2 00
Wm. Shelley, to July 1, 1860	2 00
John Phillips, to July 1, 1861	2 00
Rev. J. A. Stone, to July 1, 1860	1 00
James Gillingham, to July 1, 1860	2 00
J. J. Dovey, to July 1, 1860	2 00
Silver Creek Literary Association, to March 6, 1861	1 00
Henry Lumsden, to Jan. 1, 1861	2 00
M. A. Wingate, to June 3, 1861	1 00
Jas. Stephens, to December 29, 1860	2 00
Mr. Stillman, to July 1, 1860	2 00
Fellows & VanHorn, to March 21, 1861	3 00
Levi Adams, to July 1, 1860	4 00
A. Mortimer, to July 25, 1861	3 00
H. Hubn, Esq., to Jan. 7, 1862	2 00
George Yost, to June 14, 1861	2 00
Isaac Rupp, to Jan. 1, 1861	2 00
Levi Miller, to July 1, 1860	2 00
E. Tibbetts, to Jan. 1, 1861	2 00
A. L. Randall, to March 3, 1861	2 00
Jacob S. Faust, to July 1, 1860	3 00
W. D. Kline, to July 1, 1860	3 00
T. A. Reilly, to May 7, 1861	2 00
Henry Tyson, to Jan. 12, 1861	1 00
F. Burden, to Jan. 1, 1861	2 00
Jos. H. Hoskings, to June 1, 1860	4 00
Geo. J. Hehr, to Jan. 1, 1861	2 00
Jos. L. Oeler, to Jan. 1, 1861	2 00
Edward Wernert, to July 1, 1860	2 00
J. S. Lawrence, to July 1, 1860	2 00
Jos. C. Wright, to Jan. 1, 1860	2 00
John Trezise, to Jan. 1, 1861	2 00
Hugh Allen, to July 1, 1860	4 00
Thos. Burkert, to Jan. 29, 1861	2 00
John Sterner, to July 1, 1860	2 00
John Weightman, to Jan. 1, 1861	2 00
Daniel Koch, to Jan. 1, 1861	2 00
L. J. Klotz, to Aug. 25, 1860	2 00
F. Rolb, to Jan. 1, 1861	2 00
Joshua Paul, to Oct. 8, 1859	2 00
W. D. Shomo, to Jan. 1, 1861	2 00
Rev. A. W. E. Schollenberger, to Jan. 1, 1860	2 00
C. Louchman, to Jan. 1, 1860	2 00
John Bailey, to Jan. 1, 18 -1	4 00

WELSH DOCUMENTS.

JUST published and for sale at this Office, a Life of Lincoln and Hamlin, together with a History of the Anti-Slavery Struggle, Slavery in the Territories, and Free Homes for Freemen, in the Welsh language. It is a pamphlet of 16 double column pages, and will be sold at the following rates:

Single copies, 3 cents; per dozen, 20 cents; 45 for $1 00; 90 for $2 00; 540 for $7 00; 1000 for $12 00.

Friends of Hope our friends in the different locations where Cymbrians reside will please have documents and circulars distributed.

*** Republican Editors will please notice the above.

☞ NEW YORK SUBSCRIBERS.—We have forwarded bills to our New York Subscribers this week in the paper. They will particularly oblige us by remitting the respective amounts by mail:

THE wheat fields of Bucks county, average this season, twenty-five bushels to the acre.

THE New York *Tribune* estimates that Breckinridge will receive one half of the Democratic vote in that City.

"THE PEOPLE" published at Tamaqua, strongly recommends Mr. Christopher Lewis as a candidate for the Legislature.

LAUER'S artesian well, at Reading, has attained a depth of over 1940 feet. The prospect for a full supply of water at an early day is quite encouraging.

A NEW Post Office has been established at White Springs, Union County, Pa., and J. S. Raudenbush formerly of Port Carbon, has been appointed Postmaster.

MINNESOTA.—A letter from that State says that Lincoln and Hamlin will receive 10,000 majority in this State, since the President's veto of the Homestead Bill. "J. B." helps along the cause wonderfully.

GLAD TO HEAR IT.—"*The People,*" published at Tamaqua, will be issued not only during the campaign, but after. We make the statement with pleasure, for friend Parker wields a trenchant quill, and will do good service in the cause in which we are mutually engaged.

THE New York and Philadelphia papers are considerably exercised in regard to the depth of water at their respective ports. As a compromise we would suggest bringing the Great Eastern to Pottsville, via the Schuylkill Canal. There is no doubt about the depth of water in that useful work.

BROOKS and Hunt of New York, ostensibly for Bell and Everett, have now got things so fixed that they can trade with either Breckenridge or Douglas. Surely the people will not tolerate political jugglers. The Bell party in New York State, as in this, is kept up only for business purposes. Shameful.

THE Germantown *Telegraph* complains of inattention at the Philadelphia Post Office.—For twenty years it remembers no such negligence in the office. Probably, Mr. Browne is too busily engaged in saving the Union, by assisting Breckinridge's chances, to attend to the public wants in connection with his office.

NEW SOUTHERN MOVEMENT.—General Bickley has published an address to the Knights of the Golden Circle, in Virginia and other Southern States. They are ordered to repair to their encampment in Texas, by the 15th of September. The address says that Texas, through her citizens, has raised money and material to the amount of $498,000, and appeals to her sister Southern States for contributions. The object is declared to be to Americanize and Southernize Mexico, looking to the establishment of a Southern confederacy. Such a course is to be taken as will not violate the neutrality laws, the Knights going into Mexico as emigrants, and becoming *bona fide* citizens, under, it is said, the Mexican sanction. The order is represented to number 50,000 members.

WILLIAM H. WELSH, Esq., Chairman of the Democratic State Committee, has written and published a letter in reply to the "Hon. Richard Vaux, Elector at Large." Mr. Welsh thinks it better to unite and defeat the Republicans, than to throw the State into their hands, by remaining apart, because of a difference about men. There are none so blind as those who will not see. Mr. Welsh should know if he does not, that the "irrepressible conflict" in his party, springs from a difference about principles, not men. These principles are irreconcilable, and if the Democratic State Committee, backed by the mass of Electors, should decide on union, the masses of either faction would not sanction it. It is a contest for future not present supremacy, and we tell Mr. Welsh that there are thousands of Democrats in this State, who repudiate, and will not listen to such terms as he proposes. If he doubts it, he should penetrate a little farther into the interior.

PERMANENT DEMOCRATIC HARMONY.—Every day seems to make it more certain that the breach in the Democratic camp is not to be repaired, at least during the present campaign. Even in Illinois, Senator Douglas's own State, the Breckinridge Democrats have held a State Convention and nominated a straight ticket for State Officers and Presidential Electors; and it is understood that the Breckinridge Democracy in New York city have readily raised the funds they require, and have made arrangements for a vigorous prosecution of the campaign as against Mr. Douglas, and are in fact extending their operations in New Jersey and this State. The fight is undoubtedly to be a severe and bitter one between these "bands of brothers." There is a moral certainty that as a result of the quarrel, the honest Republicans will attain that supremacy in the administration of the federal government that is their due.

HARRISBURG FEMALE SEMINARY.—The ability and attention of the Principal of this Seminary, Mrs. S. E. Dixon, has secured for it as an educational Institution, not only an enviable State, but National reputation. It was incorporated in 1853. The Fall session of the Seminary will commence on Tuesday, September 4, 1860. Among the patrons of the Seminary, are some of the most distinguished and honored citizens of the State.—We refer our readers to a Card of the Institution, in our advertising columns.

DURING the heated term, it is delightful to plunge into the surf, at Atlantic City, and we know no hotel more pleasant to sojourn at than Col. Thayer's Mansion House. Those paying Atlantic City a visit, should stop with the Colonel, and enjoy his entertainment. As a quiet, home-like sort of place, in the hotel line, the Mansion House has not a superior

JOHN C. HEENAN, whose recent fight with Sayers, gave him a world-wide notoriety, has reached New York.

R. J. SCHOENER has just received a fine lot of Mackerel and Shad; also a fine lot of Cakes, Crackers, &c., from one of the best Bakeries in Philadelphia; also another another lot White Wheat Flour, at 85 cents a quarter, a Flour that has given satisfaction to all that have tried it. He has just received a lot of prime Potatoes for sale cheap for cash. Give him a trial.

THE COAL TRADE.

Pottsville, July 21, 1860.

The quantity sent by Railroad this week is 49,633 05—by Canal 40,924 16—for the week 90,558 01 tons against 75,134 tons for the corresponding week last year.

There was a perfect rush for sending Coal on Friday and Saturday last, the two days included in this week, before the rise in freights took place, and the quantity sent exceeds that of the previous week 4,769 tons. On Saturday about 16,000 tons were permitted by Canal, and the Railroad sent 9000,—making 25,000 tons for a single day. The quantity sent during the two days was not less than 45,000 tons, about half the week's supply. The trade by Canal has slacked off some 7 or 800 cars per day, and it is rumored that in a few instances a reduction in price, from 5 to 10 cents a ton, has taken place by Canal for New York, but it is confined only to a few parties, and in these cases, we presume, it will be only temporary, as the heaviest shippers prefer stopping to reducing prices, and some have curtailed their productions from one fourth to one-third already, sooner than submit to a reduction.

Freights to the East have declined a shade from Port Richmond, and the trade to that point is as active as ever in consequence, and all the cars of the Railroad Co. are in use. We have heard of no deduction having been made for Coal sent to Port Richmond so far, although efforts are making to effect it. The activity of trade at that point will, in all probability, prevent it, as another advance of 15 cents per ton is advertised to take place on the first of September.

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

	1859. WEEK.	1859. TOTAL.	1860. WEEK.	1860. TOTAL.	TOTAL INC.
P. & R. R. R.	30,583	908,671	49,631	1,045,650	136,979
Schuyl. Canal	38,551	600,393	40,925	643,527	43,134
L. Val. R. R.	11,020	322,074	12,443	442,846	120,772
Lehigh Canal	30,383	450,298	34,429	466,690	30,392
Scranton Sch.	33,236	294,656	19,042	414,292	119,636
Do. North	5,072	99,848	5,071	103,185	3,337 decr'se
Pa. Coal Co.	23,611	290,247	27,911	279,870	decr'se
Del. & H. Co.	49,913	219,945	14,818	191,761	decr'se
Wyoming Sc.		144,668		129,541	decr'se
Do. North		7,382		13,247	5,865
Shamokin	4,211	72,754	4,867	88,013	15,259
Treverton	2,887	64,328	1,784	49,290	decr'se
Broad Top	2,220	65,840	4,114	99,435	33,595
Sh. Mt., H.T.	1,038	24,340	2,847	44,147	19,807
Lykens Val'y	1,442	19,438	2,307	29,288	9,850
Total,	190,473	3,570,322	220,188	4,004,966	
			190,473	3,570,322	
			29,715	434,644	

All our advices from abroad agree that the Coal market will take an increase of from 700 to 800,000 tons over last year's supply. The increase so far from all the regions is only 434,644 tons, and only 19 or 20 weeks of the season remain for Canal navigation.

CUMBERLAND COAL TRADE BY CANAL.—The *National Intelligencer* states that the Chesapeake and Ohio Canal during the past week was quite busy. One hundred and twenty boats arrived from Cumberland, laden with Coal for discharge at Georgetown and Alexandria.

BROAD MOUNTAIN AND MAHANOY RAILROAD.—We learn that Mr. G. B. Roberts has been appointed Engineer to locate this Road.

THE Mauch Chunk *Gazette* says that the Engineers commenced on the Penn Haven and White Haven Railroad on Monday last. This road in a distance of 16 miles connects the Lehigh Valley Road with Wilkesbarre.

The following are the new rates of toll, by Canal until September next.

OFFICE OF THE SCHUYL. NAVIGATION CO.,
July 14th, 1860.

On and after July 16th, 1860, the charge for the use of Cars and for Toll on Anthracite Coal, carried on the Schuylkill Navigation, will be as follows, and so continue until September 1st, 1860:

FROM	Port Carbon.	Mount Carbon.	Schuyl. Haven.	Port Clinton.
	cts.	cts.	cts.	cts.
To Philadelphia,	88	87	85	73
" Manayunk,	63	62	60	48
" Spring Mill,	55	54	52	45
" Conshohocken,	55	54	52	45
" Plymouth Dam,	55	54	52	45
" Bridgeport,	50	49	47	40
" Norristown,	50	49	47	40
" Port Kennedy,	45	44	42	35
" Valley Forge,	45	44	42	35
" Pawling's Dam,	45	44	42	35
" Port Providence,	45	44	42	35
" Phœnixville,	43	42	40	33
" Royer's Ford,	43	42	40	33
" Pottstown Landing,	43	42	40	33
" Port Union,	40	39	37	30
" Birdsborough,	36	35	33	30
" Reading,	33	32	30	28
" Lebanon,	33	32	30	28
" Mohrsville,	33	32	30	28
" Hamburg,	33	32	30	28
" Owegsburg Landing,	33	32	30	28

The charge will be per ton of 2240 lbs., less five per cent., allowance for waste, as usual, and no charge less than twenty-five cents per ton will be made for any distance. By order of the Managers,

F. FRALEY, *President.*

[COMMUNICATED.]

MESSRS. EDITORS:—Wishing to attract the attention of both coal producers and coal consumers, to some new and interesting developments, tending to economize fuel and enhance the value of the products of the mines, I again request the aid of your columns, since they are the only proper medium through which to impart such information.

I may say, without egotism, that no one can be better informed than myself on the great and continued waste of coal in the Anthracite Regions, or has had more opportunity for personal investigation of the matter. By waste we mean, the small coal, or coal dust, *rejected* as valueless, which we see piled up in enormous heaps, in the vicinity of almost every colliery established in Pennsylvania. The actual waste too, being greater than the apparent waste, since large quantities of this small coal is left in the mines wherever such a course is available. We may safely estimate the annual waste in the Anthracite Regions, as not less than 1,000,000 tons per annum, embracing generally, the best quality of coal, exclusive of the bone and slate. This waste does not rest less than $1 00 per ton to mine and remove, or not less than the best established rate, and to the miner is an endless source of trouble and annoyance —is endless accumulations on the most available grounds of the colliery, always in the way of other important operations; constantly in danger of fire; filling up water courses from the mines, obstructing the streams and even the navigation, and generally, is one of the most fruitful causes of difficulties, damage and expenses met with, by mining communities in the Anthracite Regions. The annual loss to the Miner and Landowner is enormous. The question I wish to present is, *How to assert, or the best means of accomplishing this waste.*

After a long series of experiments and with general observations on this subject, I can confidently state that the thing is practicable; that a great economy can be effected, and that this waste of coal can be converted into an available fuel, equal perhaps, to the lump or prepared coal now in use.

It would occupy too much time and space to recount all the experiments made, or the various themes and abortions, which led to practical results. I will state briefly my modes:

First. A simple, cheap and powerful press, capable of effecting a pressure of from 100 to 300 tons is made use of, and in connection with the press, are pulverizers, for the purpose of reducing the coal to a fine powder.

Second. Superheated steam and a simple and cheap cement is made use of, which with the powerful pressure applied, forms a block as hard as the original lump.

Each full sized machine, costing from one to two thousand dollars, is calculated to produce from 30 to 50 tons of pressed blocks per day, at a cost of 25 to 30 cents per ton.

The blocks varying from 2 to 6 inches square. The most effective and simple means of forming a good and lasting fuel, is the admixture of a certain quantity of rich Bituminous coal with the Anthracite. This could only be done with much success at Baltimore, Philadelphia or some of the southern cities, where the price of coal is high, and where Bituminous coal is accessible. Still both New York, and Boston might be supplied with profit, since the cost of transporting the coal could not be greater than the cost of lump or prepared coal. A large amount of refuse or coal dust is made in all great coal markets, which could be manufactured with much profit at such places. In all cities this admixture of Anthracite and Bituminous would not be advisable, but when desirable to manufacture this coal at the mines, another cement quite as available for the end. This fuel however, might be manufactured with more profit, we think, at Port Richmond or Philadelphia, than at any other point, for an extensive trade.

The facilities for obtaining Bituminous coal there are quite available, and a very profitable trade might be established between Port Richmond and Richmond, Va. Large quantities of Anthracite coal are annually consumed in Norfolk, Petersburg, Richmond, Lynchburg and other places in Virginia; and as Bituminous coal may be put on board here, cheaper than at any other point, future success could not be in doubt.

The Richmond coal field, where crossed by the James river and Kanawha canal is but 13 miles from the shipping on tide-water, and some of the most valuable parts of it lying immediately on the banks of the canal, is still in an undeveloped state; and this fuel, which would be worth $1000 per acre near Pottsville, can be had for less than $100 here. With such capital and experience as are employed in the Anthracite Regions, mining operations might be conducted there on a consistent circumstances with enormous profits compared with the business there. Mr. Salathiel Harries, well known to many prominent operators, as a man of experience, sound judgment, and who has had ample opportunities to examine this coal field, thinks that coal can be mined and put on board at the mines, as cheap here, as at Pittsburg, from equal depths and correspondent veins. That is, not to exceed, $1 25 per ton. And Mr. Beadle, a name well and favorably known in that Region, with others of equal experience, state that it can be done for one dollar per ton, which we think, on a large scale, would be about the mark. The cost thus of mining and shipping Bituminous coal from this Region to Philadelphia or New York, would stand about thus:

	Per Ton.
For mining, and putting on boats at mines,	$1 00
For transporting 13 to 17 miles, canal toll,	2 50
Transporting to Philadelphia (reciprocating trade,)	1 00
	$2 50

To New York, on a regular business, it could be shipped for the same price; but, even if we add twenty-five cents more for mining, and the same for freight—$1 25 to New York—it is evident we can undersell New York for $3 00 per ton, and of course it could be put in Philadelphia for less.

The only difficulty ever experienced with the Richmond coal in market, has been the unequal amount of small coal, usually produced. This, however, has generally been produced from shallow pits, along the outcrops, from which most of the coal has been originally mined, and in consequence of very improper mining and repeated and careless handling. Our deep mines produce over two-thirds lump coal, and the quality is good. We have given the foregoing statement to show the opportunities to establish a reciprocative trade and the accessibility of bituminous coal for the purpose of admixture with the Anthracite coal dust. For Bituminous lump there is a large and ready demand at good prices, both at home and abroad; but for the small coal the demand is comparatively limited. Bringing this small coal into market with the same freight upon Anthracites, great economy would be produced in both. Estimating the value of "steel dirt" at the mines at 50 cents per ton, as a fair price to the miner, the cost of manufacturing would be thus:

	Per ton.
Cost of coal, at the mines,	$0 50
Rent (in-ducing nothing now) to landowners,	10
From mines to head of R. R. or canal,	15
To Philadelphia,	50
Manufacturing,	30
	$2 45

The cost of small Bituminous coals would be but little more, therefore we may say this fuel could be produced at $2 50 per ton cash to the manufacturer after paying fair prices for material, &c. It would bring in market at much as the best prepared coal, which would leave a very handsome profit. This subject is one of great importance to both producers and consumers, and we hope it will receive the attention it should.

Any information in possession of the writer will be freely given on application to

S. H. D. B.

July 12, 1860. *Box 34, Richmond, Va.*

MAINGAY'S

Combination Mine and Mineral Water Purifying and Filtering Apparatus.

POTTSVILLE, Schuylkill Co.

THE Mine Water of Coal Regions is found by analysis, to be strongly impregnated with carbonic acid, sulphuric acid, large quantities of alum and sulphate of iron. These properties as may be well known, render it very destructive to Steam Boilers, and other apparatus used about Mines. The object of the invention is to deprive the water of those destructive properties and at same time filter it so that it will be useful for mechanical and domestic purposes.

The nature of the improvement consists in a peculiar arrangement of a series of purifying and filtering troughbends, a hopper, a large tank or reservoir, a series of turbines, the centrifugal motion of which is the power employed in the whole, and assists in commincling the neutralizing chemicals whereby the above named results are accomplished in a speedy, perfect and economical manner. A small mill water wheel, by the water to be purified, gives motion to the whole machinery.

This apparatus it is also intended for and is valuable on large or small scales in *Limestone Districts*, for separating the lime from the water, rendering it soft and less destructive to the human system when used as a beverage. Also in preventing *incrustation* in steam boilers and other machinery. It can be economically employed in the South to purify *muddy and impure water* and thereby greatly improve the health of cities. This process making the water soft and well adapted into steam with less fuel, can be advantageously used by Railroad Companies for supplying their locomotives.

July 7, '60 27-

Lorberry Coal.

We, the undersigned, miners of Lorberry Coal, having understood that various Coals are offered in the trade abroad 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 attention and care as a leading Coal for domestic use.

GRAEFF & NUTTING,
KITZMILLER, 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 the "Lorberry Coal," and find it a very superior article. Many of our customers prefer it to either the Franklin or Lykens Valley, and Treverton Coal, it being more profitable to the dealer and consumer.

Signed:

CRAFT & WARD, South Boston,
BOSWORTH & HAMLIN, Boston,
WINSWALL & Co., Boston.
JOSEPH TWITCHELL, Boston,
W. F. 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. SHUMFORD, Providence.

OFFICES.—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.

[17-6m] WHEELER, MILLER & Co.

NOTICE.—N. STURTEVANT & Co., are sole agents for the sale of Carter's Lehigh Coal reshipped at Philadelphia.

Phila., June 2, '60 WM. T. CARTER.

☞ 3m

Coal Freights.

PORT RICHMOND, July 20.—Vessels are more plenty than they were two weeks ago, and freights have declined a shade to some points. We quote

To Boston,	$1 50	Portland,	1 50
Portsmouth,	1 60	Newburyport,	1 60
Cohasset Narrows,	1 45	New Bedford,	1 40
Bristol,	1 35	Dighton,	1 60
Taunton,	1 60	Providence,	1 35
Newport,	1 35	Fall River,	1 35
New London,	1 30	Norwich,	1 25
Stonington,	1 30	Stonington,	1 30
Hartford,	1 60	New Haven,	1 25
Bridgeport,	1 25	Derby,	1 30
Albany,	1 18	Troy,	1 20
Charleston,	2 25	Newark,	95
Cuba,	2 50	Philadelphia,	15
Aspinwall,	5 00	New-York,	95

Arrived during the week, 105 vessels and 78 boats.

ELIZABETHPORT, July 19.—Freights remain without change. We quote

To Boston,	$1 15 @ $1 20	Fall River,	$0 85 @ $0 90
Salem,	1 20	Stonington,	85 @ 0 90
Cambridge,	1 35 @ 1 40	Hartford,	1 00
Portsmouth,	1 25	Norwich,	80
New Bedford,	90	Pawtucket,	1 00 @ 1 05
Providence,	85 @ 90	New Haven,	60
Bristol,	85 @ 90	All parts this side,	1
Newport,	85 @ 90	New York,	35

The rates from Rondout and Port Ewen range from 10 to 15 cents higher than from Elizabethport.

FROM BALTIMORE.

To Boston	$2 00@2 12	Providence,	$1 75@1 80
Philadelphia,	80@85	New York,	$1 65@1 70
FROM ALEXANDRIA.			
To Boston,	$2 12@2 20	Providence,	$1 90@1 95
New York,	1 70@1 75	Philada.,	1 00

The Coal Markets.

PHILADELPHIA, July 20.—The prices of Coal have advanced at this point to correspond with the advance of freights. Vessels have been more plenty, and notwithstanding the large supplies, Coal has not accumulated on the wharves. Although orders are not so plenty as they were last week, still they are sufficient to cover the supply. We quote as follows on board vessels by the cargo:

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

NEW YORK, July 19.—Domestic has been in fair request; the arrivals are large, and prices are unchanged; the inquiry is active for the East, and our stock is ample; we quote at $3 10 @ $4 25, and from vessel and yard at $4 @ $5 ₱ ton. Foreign is in moderate request; sales of 156 tons Liverpool Gas Canal at $5 50 from vessel and 356 tons Picton and Sidney, in part to arrive, on private terms.—*Tribune.*

BOSTON, July 19.—The demand for Picton and Sydney Coal continues active, and further considerable cargo sales at $4 50 ₱ ton. In English Cannel nothing has been done. Anthracite, in retail lots, is selling at $5 50 @ $6 ₱ ton.—*Courier.*

BALTIMORE, July 19.—There is a fair business doing in Coal, but we have no special activity to note. Prices remain unchanged. We quote Anthracite at $4 75 per ton delivered. There is no change in quotations for Cumberland and we continue them, viz: $3 25 for fine, $3 50 for run of mine, and $4 for lump.—*Sun.*

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,	11,209 16	10,559 00
Pottsville,	4,142 02	1,849 05
Schuylkill Haven,	24,335 04	26,228 10
Auburn,	2,878 08	200 00
Port Clinton,	6,228 06	2,288 00
Total for the week,	49,633 05	40,924 16
Previously this year,	1,606,016 12	803,202 02
Total,	1,655,649 17	843,126 18
To same time last year,	998,670 14	650,392 11
Increase, tons,	145,979 03	43,134 07

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.,	24,335 02	583,606 03
Mt. Carbon, "	5,777 17	102,810 04
Schuylkill Valley "	6,601 04	112,264 16
Mill Creek, "	16,528 19	285,492 14
Little Schuylkill, "	6,216 02	174,217 10

Pinegrove Coal Trade for 1860.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,	7,094 11	48,345 15
Swatara Railroad,	716 14	10,692 07

Lehigh Coal Trade for 1860 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	14,463 01	293,162 12
Spring Mountain Mines,	1,160 07	18,098 15
Coleraine do.	576 03	9,063 06
Beaver Meadow do.	78 00	2,221 16
New York and Lehigh Coal Co.,	396 03	5,528 18
German Penna. Coal Co.,	1,409 09	16,890 07
Penn'a. Mining Mines,	1,531 07	14,401 08
South Spring Mountain do.	287 11	1,923 04
D. Mummy and others,	199 04	2,220 13
Hazleton Mines,	1,196 10	11,812 19
Hazel Dyke Coal Mines,	834 13	6,332 13
Mount Pleasant do.		1,990 02
Council Ridge, do.	1,173 14	15,823 16
Harleigh Coal,	1,048 04	7,530 06
Buck Mountain Coal Co.,	1,055 05	12,460 14
Franklin Coal Co.,	2,758 00	46,116 18
Andenried Coal Co.,	1,462 00	14,076 19
Hartford Co-l Co.,	634 06	13,214 03
Empire Coal,	667 13	8,926 17
Stafford Brook Coal,		815 12
		63 15
Total,	34,428 14	460,690 04

Lehigh Valley R. R. for 1860.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.),	2,161 03	30,809 02
E. Sugar Loaf, (Packer & Co.)	2,858 17	72,440 00
Beaver Meadow (Sharpe, L. & Co.,)	1,648 03	55,707 12
Mount Pleasant,		7,347 03
S. Mt., (Charles Hampshire,)	1,655 07	62,427 01
Coleraine, (Ratcliff & Johnson,)	2,766 14	22,729 12
Beaver Meadow,	126 01	10,352 11
N. York & Lehigh, (Taggart & Son)	661 12	24,278 06
N. Sp. st. (J. B. McCreary & Co.,)	1,206,016 12	30,809 02
Spring Mountain,	19 00	362 19
Jeddo Mines,	331 18	13,004 04
Big Black Creek,	448 06	19,277 17
German Penna.,	431 11	12,788 14
Other Shippers,	281 01	4,485 16
Total by Railroad,	12,442 12	442,845 13
Canal,	34,428 14	490,690 04
Last year,	46,871 06	933,535 17
	41,638 19	752,371 10
Increase, so far,	5,262 16	181,164 07

Rates of Toll and Transportation

BY RAILROAD UNTIL FURTHER NOTICE.

To	From Port Carbon.	From Mt. Carbon.	From Haven.	From Auburn.	From Clin.
To Richmond,	1 53	1 52	1 45	1 35	1 30
Philad-lphia,	1 03	1 02	1 15	1 45	1 40
Harrisburg,	1 08	1 07	1 00	90	85
Reading,	83	82	75	65	60

Rates of Toll by Canal UNTIL FURTHER NOTICE.

To	From Port Carbon.	From Mt. Carbon.	From Schuyl. Haven.	From Ft. Clinton.
To Philadelphia,	88	87	85	73
Manayunk,	63	62	60	48
Phœnixville,	43	42	40	33
Reading,	33	32	30	28

Rates of Freight by Canal.

From Pt. C. & Mt. C. S. Haven. Pt. Clinton.

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

Lehigh Valley Railroad.

Rates of Freight from M. Chuck 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 and Pottsville	50	21¾	21¾
Mine Hill and Schuylkill Haven	50	64½	64¾
Mount Carbon	50	00	00
Mill Creek	50	00	00
Schuylkill Valley	50	00	00
Lorberry Creek	50	00	00
Swatara	50	00	00
Lehigh Valley R. R. Co.	50	51½	51¾
New Jersey Central	100	116	116½
Canals:			
Schuylkill Navigation	50	10	10¼
" preferred	50	23½	23¾
Union Canal	50	½	1
" preferred	50	1	1½
Del. & Hud'n Coal & Transportat'n Co.'s	100	96¾	96¾
Morris Canal Co.,	100	56	56½
" preferred	100	117	118
Railroad & Coal Companies:			
Little Schuyl. Nav. R. R. & Coal Co.	50	13	13½
Lehigh Coal & Navigation Co.	50	55	56
Hazleton Coal Co.,	50	40	40½
Buck Mountain Coal Co.,	50	00	00
Pennsylvania Coal & R. R. Co.,	100	83½	86
Lykens Valley Coal Co.,	50	58	60
Beaver Meadows Coal & R. R. Co.,	50	60½	60¾
Lykens Valley Railroad & Coal Co.,	20	10	15
Delaware Lack. & Western R. R. Co.,	100	95	95½
Coal Companies:			
Forest Improvement Co.,	25	25	25
Cumberland Coal Co., pref.,	50	15	15½
New Creek Coal Co.,	10	⅝	¾
Miscellaneous:			
Miners' Bank,	50	47	50
Farmers' 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 ADVERTISMENTS

TURNIP SEED.

FRESH Turnip Seed, of this year's growth, White Flat Dutch, and Purple Top, last crop; by the pound or small quantity. For sale at

July 21, '60 29- B. BANNAN'S Seed and Book Store.

MUSIC, TIME AND HARMONY.

N. J. Rehr's Quadrille Band.

THIS old established organization,