Miners' Journal.

POTTSVILLE, PA.

SATURDAY, AUGUST 11, 1860.

THE CONFLICT OF 1860.

ON ONE SIDE.

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

ON THE OTHER.

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.

"THE MINERS' JOURNAL" FOR THE CAMPAIGN.

THE MINERS' JOURNAL will be furnished as follows until after the Presidential Election, to clubs, &c:

Single copy,	50 cents.
Five copies, to one address,	$2 00
Twelve copies do	5 00
Thirty copies do	10 00

Reduction in Price!

"HERALD OF FREEDOM," AND "ADVOCATE OF THE ILLINOIS RAIL SPLITTER."

The Campaign Paper will be furnished at the following rates hereafter:

Single copies,		$ 2 00
Five copies to one address,	20 to one address,	$ 7 00
Twelve copies to one address,	50 do do	10 00
Thirty do	100 do do	17 00
Fifty do		25 00
Single copy of HERALD AND JOURNAL,		$ 75
Five copies,		5 00
Twelve do		10 00
Fifty do		25 00

We hope our friends throughout this and adjoining counties will exert themselves in distributing this cheap paper among the people. We want to beat the rotten Democracy so badly that they will be forced to pass a Protective Tariff in the Senate next winter.

The editions of the three first numbers having been large, we cannot supply the back numbers. We will publish a larger edition, commencing with the next number, in order to supply subscribers hereafter.

Pierce is no postage on the Herald of Freedom in Schuylkill County.

People's County Convention.

In pursuance of a Resolution of the late County Meeting, all those opposed to the measures of the present so called Democracy, and in favor of the elevation of Col. Curtin to the Gubernatorial Chair, and Abrahain Lincoln of Illinois, and Hannibal Hamlin of Maine, to the Presidency, and Vice Presidency, are requested to meet at the usual places of holding their delegate elections in the different Boroughs, Wards and Townships, as changed by the Committee of Vigilance, appointed in their respective districts, on Saturday the 18th of August, between the hours of two and seven o'clock P. M. of said day, and elect the usual number of delegates to which each district was entitled last year, to assemble and to meet in County Convention, on Monday, the 20th of August, at the Washington House, in the borough of Schuylkill Haven, for the purpose of placing in nomination a County Ticket to be supported at the ensuing Election; and also for appointing Congressional Conferees, to meet the Conferees of Northumberland County, to place in nomination a candidate to represent this district in Congress.

The County Convention will be called to order at 11 o'clock, A. M., by the President or other member of the County Standing Committee.

By order of the Standing Committee,

B. BANNAN, *President.*

JOHN C. ZULICK, *Secretaries.*
RUSSELL FISHER,

WELSH DOCUMENTS.

JUST published and for sale at this office, a Life of Lincoln and Hamlin, together with a history of the Tariff Question, Slavery in the Territories, the Homestead Bill 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, 2 cents; per dozen, 20 cents; 50 for $ 67; 500 for $5 00.

☞We hope our friends in the different localities will circulate them freely.

☞Republican Editors will please notice the above.

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

Jacob Koch, to July 1, 1861	$2 00
Daniel Castner, to Jan. 1, 1861	2 00
Morris Davis & Son, to May 1, 1861	2 00
Wm. Sterner, to Feb. 1, 1861	1 00
Henry Reserve, to Jan. 1, 1861	2 00
Peter Eckerd to April 1, 1861	2 00
Ann Steel, to Sept. 26, 1861	2 00
Wm. Williams, to July 1, 1860	1 00
Michael Morris, to July 1, 1861	2 00
Nathan Faust, to Jan. 28, 1861	2 00
Peter Shreffler, to Jan. 1, 1861	2 00
A. J. Dreibelbis, to Jan. 1, 1861	2 00
Daniel Schaadt, to Oct. 29, 1860	2 00
Boyle & Co., to Jan. 1, 1861	2 00
A. M. Morris, to May 12, 1861	2 00
J. H. Yocum, to Jan. 1, 1861	2 00
Joseph Smith, to Jan. 1, 1861	2 00
Jno. Rast, to July 1, 1861	2 00
Peter C. Miller, to Jan. 1, 1861	2 00
Wm. Maynard, to Jan. 1, 1861	2 00
Jacob Long, to July 1, 1860	2 00
Peter Schlinger, to July 1, 1860	2 00
Wm. Seitz, to July 1, 1860	2 00
Jesse Rice, to July 1, 1860	2 00
Jno. Schall, to Jan. 1, 1861	2 00
Wm. Wagner, to Jan. 1, 1861	2 00
Jno. Fisher, to Aug. 12, 1860	2 00
Wm. N. Hanley, to July 1, 1859	1 00
Hamakili Bank, to July 1, 1860	2 00
Saml. Werner, to July 1, 1860	2 00
Jno. Bittenbender, to Jan. 1, 1861	2 00
Jno. Heiliger, to Jan. 1, 1861	2 00
Abe. Mowry, to Oct. 1, 1860	2 00
Morris Robinson, to July 1, 1860	2 00
H. Friend & Co., to July 1, 1860	2 00
Martin Hoffman, to Jan. 1, 1861	2 00
Saml. Beck, to April 1, 1861	2 00
Jacob Lindenmuth, to July 1, 1860	2 00
H. Porter, to July 1, 1860	2 00
Hyde & Son, to July 1, 1860	2 00
Gutterl & Son, to Jan. 1, 1861	2 00
Isaac Seltzer, to Jan. 1, 1861	2 00
Jno. Bast, to Jan. 1, 1861	2 00
D. Evans, to Jan. 1, 1861	2 00
Jno. Oliver, to July 1, 1860	2 00
Jno. Silver, to Jan. 1, 1861	2 00
Jno. Gibson, Sen., to Jan. 1, 1861	2 00
Jno. Leech, to July 1, 1860	2 00
Jno. Mackey, to Jan. 1, 1861	2 00
Revd. A. Sweet, to Oct. 21, 1860	2 00
Submitted & Remitted, to Feb. 28, 1861	
Wm. Tubbs & Co., to May 9, 1861	2 00
Levis Iron Works, to Jan. 1, 1861	2 00
Daniel Reed, to Jan. 1, 1861	2 00
Jno. Cassedy, to Jan. 1, 1861	2 00
Jno. C. Hammitt & Co., to Jan. 1, 1861	2 00
Jno. Bright, to July 1, 1860	2 00
Jno. S. Graham, to July 1, 1860	2 00
Wm. Reiser, to Jan. 1, 1861	2 00
Jno. Gallagher, to Jan. 1, 1861	2 00
D. E. Hance, to Jan. 1, 1861	2 00
W. H. Magehone, to Jan. 1, 1861	2 00
Wm. Gallagher, to Jan. 1, 1861	2 00
Lehigh Coal Co., to Jan. 1, 1861	2 00
Samuel McDonald, to Oct. 16, 1860	2 00
David McCormick, to Jan. 1, 1861	2 00

☞OUR BILLS—PARTICULAR NOTICE TO THOSE INDEBTED TO US.—We have been and are still sending out our bills to those indebted to us, for subscription to the MINERS' JOURNAL. The amount individually, is small; to us the aggregate is considerable, to enable us to meet payments. We trust, therefore, that those indebted to us, will promptly remit upon the reception of their bills, to have the matter at once off of their minds, and off of our books.

THE PENNSYLVANIA COAL COMPANY has declared a dividend of 3½ per cent., for the last six months.

IT is anticipated that Col. Curtin will speak in Schuylkill County, the latter end of this month, or the beginning of September.

THE HON. ROBERT M. PALMER addressed a tremendous mass meeting of the friends of Lincoln, Hamlin and Curtin, in Reading, on Monday last.

THE *Courier* says that the population of Lebanon is much less than it was a year ago, and attributes the fact to the *ad valorem*, free trade Tariff of the Sham Democracy. We are in the same unfortunate condition, from the same cause.

THE New York journals that published a series of unfounded reports in regard to the treatment of passengers on board of the Great Eastern during its Cape May trip, have lost the confidence of many readers in consequence. Several persons who were on board corroborate our statement of last week, that the whole difficulty was caused by a set of drunken rowdies, and that those who behaved themselves, were well treated. The New York papers should be more cautious, and not go off into spasms, without sufficient cause.

THE New York leaders of the Bell and Everett party, having said party up for sale to the highest bidder, the Breckinridge men at their Convention held this week, in a resolution which was adopted, threw out a fusion bait. Whether the Bell party will bite remains to be seen. It is not improbable, as money and sympathy are weighty reasons. One result of this shameless huckstering of the Bell party, to "Tom, Dick, and Harry," is the driving from it of many of its most influential men, who are thoroughly disgusted, and are resolved not to be made tools to serve the sectional purposes of the Sham Democracy.

A PLEASANT DREAM.—Feeling fatigued the other day, after making out a lot of bills, and also annoyed by some duns laying on our table, we fell into a doze, when a guardian angel whispered into our ear that all our subscribers who received bills, would remit the respective amounts immediately. It was a delightful prospect, and we resolved to communicate the dream to our readers, hoping that they too, would partake of the pleasure we enjoyed.

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 25 cents a quarter, a Flour that has given satisfaction to all that have tried it. He has also just received a lot of prime Potatoes, for sale cheap for cash. Give him a trial.

THE COAL TRADE.

Pottsville, August 11, 1860.

The quantity sent by Railroad this week is 47,782 16—by Canal 37,278 02—for the week 85,060 18 tons against 72,538 tons for the corresponding week last year.

The Railroad continues to lead the Canal, since the advance in Tolls, &c., and the increase over last years business is, so far, 8175,982 tons.

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

	1859. WEEK.	1859. TOTAL.	1860. WEEK.	1860. TOTAL.	TOTAL INC.
P. & R. R. R.	35,143	1,027,585	47,783	1,200,567	172,982
Schuyl. Canal	37,295	706,408	37,278	749,233	42,825
L. Val. R. R.	11,481	356,012	13,934	482,200	126,188
Lehigh Canal	31,190	570,868	33,883	66,426	44,558
Scranton S'th		329,965		455,351	125,386
Do. North		112,582		112,613	339
Pa. Coal Co.	25,706	366,283	28,273	326,434	339,849
Del. & H. Co.		258,669		224,711	333,978
Wyoming So.		191,019		193,172	310,840
Do. North		30,251		32,698	2,447
Shamokin	3,196	83,168	4,945	104,053	19,885
Trevorton	3,075	73,362	2,327	66,015	417,347
Broad Top	2,490	73,171	3,235	110,746	36,980
Sh. Mt. H.T.	1,278	29,642	2,880	52,575	22,933
Lykens Valli'y	1,424	23,491	2,247	35,747	12,256
Total,	152,909	4,180,106	176,286	4,687,741	
			152,906	4,180,106	
			23,380	507,641	

The reports from Scranton and also from the Delaware and Hudson Company, failed to reach us this week.

The Schuylkill Region has increased the supply so far this year,

The Lehigh,	218,807 tons.
Scranton South,	170,746 "
	125,496 "

The Pennsylvania Coal Company, the Delaware and Hudson Company, and also the Wyoming Canal, South, have all fallen off since last year.

As our transporting companies intend advancing the rates of toll, &c., on the first of September 15 cents, we would suggest the propriety of collecting the toll of 15 cents, and at the end of the season refund to each operator here 7½ cents a ton—one half—which would place them in sufficient funds at the end of the season, to prepare their collieries for next year's business. Make the refunding conditional, so as to prevent a reduction in the price of Coal, and secure it to the operator here, and not to the buyer of Coal below. This can easily be ascertained by the bills of Coal sold after the first of September. The Scranton Company, we learn, always divide their advances with the producers, which is fair and equitable.—The Schuylkill Navigation Company allow the boatmen a drawback of 5 and 10 cents a ton on the advance made on the 15th of July last—and as the producers are the only class in the trade, who are suffering from low prices, we hope this suggestion will be carried out when the next advance is made, conditionally, of course. It would unquestionably be to the interest of our carrying Companies to do so, because the stronger they make the producers, the greater will be the tonnage created.

The Lehigh Valley Railroad is doing a fine business this season—the increase in Coal tonnage this year, so far, is 126,188 tons, which is a large increase, in proportion to the tonnage, than any of the other avenues leading from the Coal Regions.

THE PHILADELPHIA AND READING RAILROAD.—We find the following interesting article in the New York *Tribune* of Thursday. It is a full statement of the affairs of this Company, and if *reliable*, is valuable to all those interested:

The following are the leading characteristics of the Reading Road, from 1855 to 1858 inclusive, with an estimate for 1860:

Fiscal years ending Nov. 30,	1855.	1856.	1857.
Receipts from coal,	$3,994,696	3,242,858	2,412,925
Receipts from passengers,	391,952	322,812	322,812
Receipts from freight, &c.,	325,851	348,009	329,986
Total Receipts,	$4,201,893	3,879,584	3,065,521
Expenses and Repairs,	1,727,889	1,531,456	1,241,467
Net Earnings,	$2,564,009	2,055,228	1,824,055
Interest,	1,414,000	999,000	685,000
Renewal Fund,	40,943	43,755	56,344
Dividend on Pref'd Stock,	245,005	265,547	210,027
Leaving for old stock,	124,144	124,144	66,254
Five cent. for old Stock,	10,45	10,69	8,15
Amount of common stock,	9,054,267	9,931,329	9,823,741
Amount of pref'd stock,	1,157,800	1,551,800	1,551,800
Total capital Stock,	10,696,067	11,183,429	11,375,541
Dividends on old Stock,	905,426	870,530	447,497
Per centage of old stock,	10	8	4
Sinking Fund,	125,000	100,000	100,000
Cost of road, &c,	18,469,103	18,628,080	19,282,720
Funded debt,	7,438,800	7,149,150	7,097,350
Floating debt,	1,750,247	2,379,924	3,150,912
Coal transported, tons,	2,213,292	2,088,963	1,709,952
Freight per ton,	159	155	141
Cost of transportation,	84	83	86
Profit on each ton,	125	120	105
Market value of shares,	96	81	66

Fiscal years ending Nov. 30,	1858.	1859.	1860.
Receipts from coal,	$1,865,692	1,863,585	2,215,000
Receipts from passengers,	300,147	318,816	345,000
Receipts from freight, &c,	353,915	536,763	609,000
Total Receipts,	$2,519,750	2,719,253	3,269,000
Expenses and Repairs,	1,199,798	1,276,180	1,533,000
Net Earnings,	$1,319,952	1,448,113	1,736,000
Interest,	739,101	747,075	750,000
Taxes,	18,349	16,828	17,000
Renewal Fund,	182,922	202,227	255,000
Dividend on Pref'd stock,	168,025	168,026	168,026
Leaving for old stock,	261,316	372,957	599,974
Five per cent. for old stock,	7,58	5,73	
Amount of common stock,	10,185,241	9,997,129	9,997,129
Amount of pref'd stock,	1,551,800	1,551,800	1,551,800
Total capital stock,	11,737,041	11,548,921	11,548,929
Sinking Fund,	150,000	150,000	250,000
Cost of road, &c,	23,811,240	24,165,060	24,200,000
Funded debt,	11,079,500	12,195,950	12,500,000
Floating debt,	955,903	1,125,112	1,000,000
Coal transported, tons,	1,642,846	1,632,951	1,916,000
Freight per ton,	121	115	12
Cost of transportation,	78	80	101
Profit on each ton,	43	35	19
Market value of shares,	52	42	48

The earnings of 1860 are based upon an enlarged tonnage, of 200,000 tons; as well as an increase of 15 cents per ton in tolls from and after July 15, which will swell the revenue from coal $450,000. The same per centage of increase from passengers and merchandise in 1860 over 1859, that was derived from the same source in 1859 over 1858, would yield upwards of $100,000.

Advantages of a Reciprocating Trade between the Anthracite and Bituminous Coal Fields, and the best means of Economizing the waste of the Anthracite Mines.

NUMBER ONE.

DEAR JOURNAL.—I ask a small space in your columns, for a few short articles, on the best means of economizing the present waste of Coal in the various regions. I cannot expect much attention during so warm a political campaign as the present. But that there is a deep interest felt in the subject of which I write, is evinced by the numerous letters called forth by my communication in the *Journal* a few weeks ago; the only mode of economizing which, is by imparting such information as I have, through the *Journal*.

The most economical means of producing an effective and available fuel from the *waste* of the Anthracite mines, is by a combination of this waste with certain proportions of a rich, "fatty" or "caking," Bituminous Coal; as an admixture in the *raw state*, by *coking* them in connection, or by pressing them by mechanical means, in such a condition that the *tar* naturally existing in the soft or "fatty Coal," shall form, with or without other ingredients, a cement, that shall stand the wear and tear of handling, and the intense action of the fire on its instant application. The fine or waste Coal of many of the European mines, are economized in various ways; but generally, by pressure with powerful machinery, and in combinations with a variety of substances, such as tar, saw-dust, clay, peat, &c., &c. Large quantities of such fuel were shipped to Canada, during the early period of the gold mania, and even to the present time, since it is the best fuel for long voyages, even when Anthracite can be had, as five hundred tons of pressed fuel can be stowed away where four hundred tons of raw Coal from the mines would scarcely find room. We understand the Great Eastern was fired on her outward trip, partly with pressed or patent fuel.

The Anthracite Coal dirt can be used raw, when mixed with certain proportions of rich Bituminous, and may be applied in the common way, or much the same as we would use our fine or small Bituminous Coal. The *coking* or "caking" qualities of the "fatty" Coal, take up, or cement the Anthracite with which it is mixed, and thus forms a kind of coke or lumpy substance, through which the air finds free way, and supports combustion the more easily, since the soft Coal is naturally free burning, and yields its calorie under less draft than the harder Anthracite.

The plan of coking, or carbonizing the Bituminous Coal in combination with the fine, a waste of the Anthracite, is feasible, and may be available in some localities and for some purposes; but either of the former modes is generally much more economical and better adapted as a fuel than this. But even the mode of using the two Coals raw, is inapplicable generally, and could only be used to a limited extent. The only proper and general plan then, is to combine them by pressure, and thus adapt this fine or waste Coal to the various purposes for which fuel is required, and we shall therefore, confine ourselves principally, to the best means of producing such a result, and the best sources of supply, since this fuel must be produced at a low figure, and with special reference to economy in all its movements and manipulations.

As far as Anthracite dust is concerned, the supply is inexhaustible, and may be conveniently obtained by cheap transportation at Baltimore, Philadelphia and New York. At these points the Bituminous Coal can be obtained with the most economy: and since the Coals meet at tide-water, as the most available point on the score of economy, and as the same time are in market, the points indicated are those where pressed fuel can be manufactured with the greatest economy and profit.

There are many points from whence Bituminous Coal might be obtained; but on the score of economy and availability, to which we are held, the Maryland coals is preeminent. While the Coals Richmond fuel is preeminent. While the Coals of "Broad Top" and Cumberland, are superior for some purposes; in the present instance, they are not to be compared with those of Richmond. Both of the first mentioned Coals are destitute of the required amount of Bituminous qualities, or "fatty matter" (tar), for the purpose of cementing or combining the Anthracite. It would require two tons of "Broad Top" to produce the effect of one ton of Richmond Coal. But those Coals are not only destitute of the proper qualities, but are less available on account of cost.—Richmond fine Coal may, and can be delivered in Baltimore or Philadelphia for $2 50 per ton actual cost, while the mere transportation of either of the other Coals, would much exceed that amount.

In order to throw light on this subject, and to give evidence that my figures are correct, I will, in my next, give such information of the Richmond field as may be new, useful and interesting to your readers. But before concluding this article, let me say, that in addition to the two reasons given in favor of Richmond Coal over others, for the proposed admixture, there is another, and that is, the advantages that would arise from a reciprocating trade between the Anthracite ports and the waters of the Chesapeake, of which I shall say more by-and-by.

S. H. D. B.

Richmond, Va.

Lorberry Coal.

We, the undersigned, miners of Lorberry Coal, having understood that various Coals are offered to 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 Lippincolo & 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,
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, and "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,
ROSWORTH & HAMLIN, South Boston,
WISWALL & Co., Boston,
JOSEPH TWITCHELL, Boston,
W. FLETCHER & Co., Boston,
WM. C. HOOER & Co., Cambridge,
WM. WYMAN, E. Cambridge,
WM. WOOD, Boston,
TOWER & BRIGHAM, Chelsea,
M. L. SMITH, Cambridgeport.
N. D. PIERCE & Co., Providence,
JAS. H. SUMFORD, Providence.

OFFICES—314 Atlantic Avenue, Boston.
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 & Co., 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.

[17-6m]

NOTICE.—N. STURTEVANT & Co., are sole agents for the sale of Carter's Lehigh Coal reshipped at Philadelphia. WM. T. CARTER.

Philla, June 2, '60 23-3m

East Franklin Coal.

THIS superior Coal from the Lorberry Region, mined by H. Heil, is sold exclusively by the undersigned, at

203 *Walnut St., Philadelphia, and 5 Doane St., Boston.* S. BONNELL, Jr.

37 *Trinity Building, New York.* 30-

July 28, '60 3m

Coal Freights.

PHILADELPHIA, August 10.—Vessels are not so plenty as they were last week, and the rates have advanced to the Eastern markets; We quote:

To Boston,	$1 40	Stonington,	1 25
Portland,	1 40	Hartford,	1 50
Portsmouth,	1 50	New Haven,	1 25
Newburyport,	1 50	Bridgeport,	1 25
New Bedford,	1 30	New York,	90
Bristol,	1 25	Newark,	1 15
Taunton,	1 60	Albany,	1 15
Providence,	1 25	Troy,	1 15
Newport,	1 25	Philadelphia,	2 25
Fall River,	1 25	Charleston,	2 25
New London,	1 20	Savannah,	2 25
Norwich,	1 30	Mobile,	4 00
Pawtucket,	1 40	Cuba,	2 50

90 vessels and 42 boats arrived during the week.

ELIZABETHPORT, Aug. 9.—We quote:

To Boston,	$1 10	Providence,	85
Newburyport,	1 10	Fall River,	85
Portland,	1 10	Newport,	85
Portsmouth,	1 00	Norwich,	80
Derby,	75	Pawtucket,	90
Cambridge,	1 30	New Haven and all ports	
New Bedford,	1 40	this side,	85
Portsmouth,	1 20	New York,	35

The rates from Rondout and Port Ewen range from 10 to 15 cents per ton higher.

FROM BALTIMORE,			
To Boston,	$1 50	Providence,	$1 65
Philadelphia,	90	Newburyport,	1 90
Fall River,	1 65	New York,	1 60
			1 75
FROM ALEXANDRIA,			
To Boston,	$2 00	Providence,	$1 80
New York,	1 50	New Haven,	1 75

The Coal Markets.

PHILADELPHIA, August 10, 1860.

The shipments are pretty brisk to the East at the present prices of freight. We have however no change to note in prices on board vessels. We continue to quote as follows, which is a fair average of prices:

Red Ash by the cargo,	$3 45 @ $3 60
White Ash do,	3 25 @ 3 50
By Retail,	4 25 @ 4 50
Lehigh Lump by the cargo,	3,50 @ 3 60
Prepared,	3 50 @ 3 75
By Retail,	4 50

NEW YORK, August 9.—The inquiry for domestic is good, and the market is without essential change. The business done is largely in excess of last year, and the supply is about equal to the demand. The foreign trade is confined chiefly to gas companies. A cargo of Sydney realized $4 50 @ 5 00 cash, and one to arrive at about the same price.—*Tribune.*

BALTIMORE, Aug. 9.—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.*

BOSTON, August 9.—The demand for Pieton and Sydney Coal has been active, and considerable sales at $4 40 @ $4 50 for the former, and $4 50 for the latter. English Coal is quiet and prices are nominally the same. In Anthracite, retail sales at $5 50 @ $6 per ton.—*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,	12,425 15	8,043 10
Pottsville,	3,388 16	2,714 02
Schuylkill Haven,	23,636 08	24,468 10
Auburn,	2,337 15	2,000 00
Fort Clinton,	5,990 03	2,052 00
Total for the week,	47,782 16	37,278 02
Previously this year,	1,153,784 01	711,954 01
Total,	1,200,566 18	749,232 10
To same time last year,	1,024,484 15	700,408 03
Increase, tons,	175,982 03	42,824 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.	13,453 02	1,033,829 06
Mt. Carbon,	5,521 13	119,932 07
Schuylkill Valley	6,788 09	131,293 18
Mill Creek,	16,407 07	352,271 14
Little Schuylkill,	7,972 12	249,554 18

Pinegrove Coal Trade for 1860.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,	68,991 13	68,991 13
Swatara Railroad,	13,437 11	13,437 11

Lehigh Coal Trade for 1860 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	14,561 02	247,233 06
Spring Mountain Mines,	1,610 19	23,290 05
Coleraine do.	630 03	10,097 03
Beaver Meadow do.	144 04	2,662 07
New York and Lehigh Coal Co.,	556 05	7,664 09
German Penna. Coal Co.,	1,620 11	21,513 18
North Spring Mountain Mines,	1,148 18	19,202 13
South Spring Mountain do.	164 04	2,620 17
D. Mumma and others,	241 03	2,817 15
Hazleton Mines,	4,319 12	74,404 04
East Sugar Loaf Mines,	254 19	7,483 10
Mount Pleasant do.		1,990 02
Council Ridge,	1,102 16	18,918 18
Jeddo do.	391 03	9,183 17
Hazleigh Coal,	1,115 07	15,596 10
Buck Mountain Coal Co.,	2,345 10	55,559 01
Franklin Coal Co.,	1,335 04	17,936 00
Audenried Coal Co.,	1,255 09	15,498 01
Do. No. 2,	124 04	124 04
Hartford Coal Co.,	907 08	14,144 02
Empire Coal,		615 12
Stafford Brook Coal,		63 15
Total,	38,383 03	665,425 09

Lehigh Valley R. R. for 1860.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Pardee & Co.,)	2,563 07	87,891 09
E. Sugar Loaf, (Packer & Co.,)	3,246 06	81,569 19
Council Ridge, (Sharpe, L. & Co.,)	1,465 16	40,946 17
Hazleton Mines,		7,347 03
S. Mt., (Charles Hampshire,)	594 04	64,858 19
Coleraine, (Ratcliff & Johnson,)	161 01	27,249 13
Beaver Meadow,	392 18	11,324 14
N. York & Lehigh, (Taggart & Son)	642 15	25,596 04
N. Sp. St., (J. B. McCreary & Co.,	1,256 04	54,900 02
S. Sp. Mt., (Dolbin & Co.,)	779 15	29,559 17
Jeddo Mines,	1,288 12	15,936 05
Big Black Creek,	674 14	21,387 14
German Penna.,	816 02	17,589 09
Other Shippers,	764 13	5,000 00
Total by Railroad,	13,833 11	482,200 00
Canal,	33,383 03	665,425 09
Last year,	47,216 14	1,047,625 09
Increase, so far,	4,070 00	170,746 04

Rates of Toll and Transportation on Railroads upon western routes.

	From Pt. Carbon.	From Mt. Carbon.	From Schuylkill Haven.	From Auburn.	From Pt. Clinton.
To Richmond,	1 50	1 55	1 45	1 55	1 30
Philadelphia,	1 65	1 65	1 55	1 45	1 40
Pottsville,	1 65	1 70	1 60	1 50	1 35
Reading,	85	85	75	65	50

Rates of Toll by Canal with further notice.

	From Pt. Carbon.	From Mt. Carbon.	From Haven.	From Auburn.	From Clinton.
To Philadelphia,	85	87	85	75	60
Manayunk,	83	82	80	68	55
Phœnixville,	85	85	80	85	60
Reading,	85	82	75	65	50

Rates of Toll by Canal with further notice.

	From Pt. Carbon.	From Mt. Carbon.	From Haven.	From Auburn.	From Clinton.
To Philadelphia,	85	87	85	75	60
Manayunk,	83	82	80	68	55
Phœnixville,	85	85	80	85	60
Reading,	85	82	75	65	50

Rates of Freight by Canal.

	From Pt. C. & m. C.	U. S. Haven.	Pt. Clinton.
To New York,	1 55	1 50	1 45
Philadelphia,	90	85	80

Lehigh Valley Railroad.

Rates of Freight from M. Chunk to Elizabethport, 2 60

Coal Stocks.

AND OTHER SCHUYLKILL CO. STOCKS.

CORRECTED WEEKLY BY WILLIAM THOMPSON, BANKER.

	PAR.	OFF'D'ASK'D
Railroads:		
Philadelphia, Reading & Pottsville	50	24½ 24⅝
Mine Hill and Schuylkill Haven	50	65½ 66
Mount Carbon	50	25 26
Mill Creek	50	00 00
Schuylkill Valley		
Lorberry Creek	50	00 00
Swatara	50	0 0
Lehigh Valley R. R. Co.	50	55 55½
New Jersey Central	100	117 117½
Canals:		
Schuylkill Navigation	50	9⅝ 10¼
" preferred	50	23½ 23⅝
Union Canal	50	½ 1
" preferred	50	4½ 5
Del. & Hud'n Coal & Transportat'n Co.'s	100	96½ 96⅝
Morris Canal Co.,	100	56 56½
" preferred	100	113 114
Railroad & Coal Companies:		
Little Schuyl. Nav. R. R. & Coal Co.	50	11 11½
Lehigh Coal & Navigation Co.	50	55 56
Hazleton Coal Co.,		48 48¼
Buck Mountain Coal Co.,	50	00 00
Pennsylvania Coal & R. R. Co.,	100	85½ 86
Lykens Valley Coal Co.,	50	28 28½
Beaver Meadow Coal & R. R. Co.,	50	61 61½
Lykens Valley Railroad & Coal Co.,	20	10 15
Delaware Lack. & Western R. R. Co.,	100	98 98½
Coal Companies:		
Forest Improvement Co.,	25	25 25
Cumberland Coal Co., pref.	50	15 15½
New Creek Coal Co.,	10	⅝ ⅝
Miscellaneous:		
Miners' Bank,	50	47 50
Farmers' Bank,	50	47 50
Pottsville Gas Co.,	50	22½ 22¾
Pottsville Water Co.,	50	22 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

**New Supplement to Pur