Miners' Journal.

POTTSVILLE, PA.

SATURDAY, SEPTEMBER 27, 1862.

COUNTY UNION TICKET.

President Judge,
EDWARD OWEN PARRY.

Associate Judge,
JEREMIAH REED.

Congress,
JAMES H. CAMPBELL.

Assembly,
SAMUEL H. MADDEN.
JEROME K. BOYER.
MENDON F. LUDWIG.

District Attorney,
HOWELL FISHER.

County Commissioners,
EVAN J. THOMAS, for 3 years.
JACOB G. GENSEL, " 2 "

Coroner,
Dr. JOHN C. MCWILLIAMS.

County Surveyor,
FRANK CARTER.

Director of the Poor,
Dr. AUGUSTUS SCHULTZ.

Auditor,
CHARLES W. DENGLER.

COUNTY PRO-SLAVERY TICKET.

President Judge,
JAMES RYON.

Associate Judge,
JACOB KLINE.

Congress,
MYER STROUSE.

Assembly,
ADAM WOLF.
CONRAD GRABER.
EDWARD KERNS.

District Attorney,
F. B. GOWEN.

County Commissioners,
CHARLES SPRINGLE, for 3 years.
DAVID FOLEY, " 2 "

Coroner,
WILLIAM G. JOHNSON.

Director of the Poor,
EDWARD LEBENGOOD.

County Surveyor,
BENJAMIN DELONG.

Auditor,
ISRAEL APPLEGATE.

WANTED.—At this office, an active boy to sell the MINERS' JOURNAL in Pottsville and vicinity on Saturday.

OUR edition of the JOURNAL run short about fifty copies last week. We have struck off an extra edition this week.

THE Corn Exchange Association of Philadelphia has resolved to fill up its regiment at once, and repair the losses suffered at Shepardstown.

GEN. WADSWORTH, a gallant democratic soldier, now in service, has been nominated by the New York Republican State Convention for Governor.

WE invite the particular attention of the citizens of Cass Township, and the rebel leaders generally, to the Proclamation of President Lincoln against those who interfere with volunteering and drafting.

ANDERSON TROOP.—A few more active, intelligent young men will be accepted in the Anderson Troop, to fill it up to the maximum number of a full Regiment, by applying at this office.

THE Governors of the loyal States met on Wednesday, in Convention, at Altoona, at the call of the Governors of Ohio, Virginia and Pennsylvania. Business of great importance, connected with the war was the cause.

PRESIDENT LINCOLN was serenaded at Washington on Wednesday night, in honor of his Emancipation Proclamation. The President said,—"What I did I did after very full deliberation and under a very heavy and solemn sense of responsibility."

READ the letter from a prominent French Republican, on the manner of conducting the war with the Southern rebels, which will be found on our First Page. The French are accustomed to rebellions, and they know from experience, the best means that ought to be made use of in quelling them effectually, and in the shortest time.

A CORRESPONDENT writes from Ashland as follows, in a postscript:

P. S.—How is that flag with "Democratic Headquarters" on managed now? Do they still take it in when "glorious" news arrives?

Have not paid any attention to it, but think that the "able-bodied" men who congregate there with their feet sticking up at the windows, would be found too lazy to take it in, except on extraordinary occasions.

CROWDED OUT.—Several muster rolls, and a copy of the official report of Gen. Nagle, of the killed and wounded of his command, in the battle of South Mountain and Antietam Bridge. A correct copy however, of the casualties of the 48th Reg. in the late battles, will be found in another column. We will be indebted to officers of companies in the service, from this County, who have not already done so, to furnish us copies of their muster rolls, for publication.

BRECKINRIDGE EDITORS HEARKEN.—F. W. Hughes, the great Tycoon, has issued an edict to all the editors of Breckinridge papers in this State, commanding them to publish all the articles he sends them, under a penalty of having an assessment made upon them, to pay all expenses. Frank must have been installed as chief of the Knights of the Golden Circle, in place of Gen. Bickley. It only such high dignitaries that issue such commands to the faithful.

GEN. BUELL'S ARMY.—We have seen a number of letters recently, from soldiers in Gen. Buell's army, which complain bitterly of their commanding officers. They declare that they are not permitted to do anything but guard rebel property, while the soldiers are on half allowance. Unless a change takes place soon, the men, he believes, will mutiny. This statement, which is corroborated from other sources, accounts for the reverses in Gen. Buell's department.

RIGHT.—The Secretary of the Navy has promptly dismissed Com. Preble from the Navy roll for permitting a vessel to enter the blockade at Mobile, through carelessness, or something worse.

If some of our Colonels and Generals, who pick rum and neglect their duties, were as promptly dismissed, there would not be so many surrenders and failures. The great curse of our army is drunken officers, whose example is followed by the soldiers. Two-thirds of our calamities since the war commenced can be traced to drunkenness.

MELANCHOLY PICTURES.—It is worth while to watch the countenances of the rebel sympathisers whenever the loyal soldiers of the Union either arrive or depart from our Borough. While the men, women and children are rejoicing, mingled with weeping, and urging them on in defence of their country, or welcoming them home, with bursts of enthusiasm, the rebel sympathisers feel bad and look savage; their countenances are suffused with a kind of ghastly smile, or an expression which would be produced by administering a dose of gall and wormwood. The poor, miserable devils can't help it. So marked has it become, that even the women and children are beginning to point the finger of shame at them. They had better keep out of the public thoroughfares, and sneak through the by-lanes and alleys, and thus hide their faces from the public indignation. The honest masses are beginning to get their eyes opened to the real character of the rebel sympathisers, and they are openly declaring that they will support them no longer, particularly those who recently rallied to defend the State from invasion. No wonder they tried so hard to keep them at home. What honest, loyal patriot can sustain *such* leaders.

OUR NAVY.

Last week we gave a synopsis of the vessels built and building for the Navy. Since then we have received from a friend a copy of the Naval Register for 1860. At that time the American Navy consisted of the following number of vessels:

Our Navy in 1860.

	Guns.	Tonnage.
10 Ships of the Line,	872	27,051
7 Screw Frigates,	282	24,680
10 Frigates,	500	17,063
21 Sloops of War,	426	10,454
10 First Class Steam Sloops,	185	19,956
9 Second Class Steam Sloops,	45	8,291
9 Third Class Steamers,	36	4,255
3 Brigs,		763
3 Store Vessels,	167	1,245
5 Pennant, Store & Receiving Ships,		5,637
2 Steam Tenders,	4	509
89	2323	129 054

We republish the synopsis we gave last week of the vessels now in the Navy and building, all of which we believe, will be completed during this year:

Our Navy in 1862.

No.	Guns.	Tonnage.
13 Iron-clad Steamers,	125	11,701
40 Iron-clad Steamers building,	136	51,478
1 Steam War Steamer,	6	4,683
54	267	67,863
103 Side Wheel Steamers,	559	72,611
80 Screw Steamers,	340	41,793
6 Ships of Line,	504	16,199
4 Steam Frigates,	176	13,256
6 Frigates,	292	18,848
21 Sloops,	228	17,744
25 Screw Sloops,	282	33,728
18 Sloops,	220	13,868
16 Barks,	105	9,457
20 Mortar Schooners,	56	4,685
12 Rums and Gunboats,	21	3,000
4 Brigs,	20	1,939
8 Schooners,	14	1,164
381 Vessels, carrying	3,098	375,070
89	2,323	129,054
292	775	246,016

The extraordinary increase in the Navy since the Rebellion has broken out, will astonish our readers. Such a remarkable increase of power in so short a period, is unexampled in the history of Nations.

The New Ironsides is, we believe, the most powerful Iron-clad War Steamer, now built, in the world. She is 1600 horse power, and her engines can be run up to 2000 horse power. Her armament is 14 guns, 11 inch bore, carrying 170 to 200 lbs. balls, including the rifled Parrot guns with several Dahlgren deck guns. The largest English Iron-clad steamer is only 1350 horse power, as the following extract will show. The extract will also show that she has but 5 Iron-clad Steamers afloat and 3 Floating Batteries, with 14 Steamers and 4 Floating Batteries building:

England's Iron-Clad Navy.

The following is a list of all the iron-cased ships and floating batteries, building or afloat:

IRON BUILT—(BUILDING.)

	Horse Power.	Speed in Knots.
Achilles,	1,250	14.3 estimated.
Agincourt,	1,350	14.3 "
Minotaur,	1,350	14.3 "
Northumberland,	1,250	14.3 "
Hector,	800	11.75 "
Valiant,	800	11.75 "
Prince Alb. d,	600	11.4 "
AFLOAT.		
Black Prince,	1,250	14.3 estimated.
Warrior,	1,250	14.354 by trial.
Defence,	600	11.356 "
Resistance,	600	12.233 do. with
		out stores

FLOATING BATTERIES.

Erebus,	200	about 5.5
Terror,	200	"
Thunderbolt,	200	"
WOOD BUILT—(BUILDING.)		
Caledonia,	1,000	12.4 "
Ocean,	1,000	12.4 "
Royal Alfred,	800	11.5 "
Royal Oak,	800	11.5 "
Favorite,	400	12.57 "
Enterprise,	100	9.50 "
CONVERTING.		
Royal Sovereign,	800	10.25 "
AFLOAT.		
Prince Consort,	1000	12.4 "
FLOATING BATTERIES.		
Rinaldo,	2	about 6.0.
Glatton,	150	about 5.5.
Thunder,	150	"
Trusty,	150	"

Of the iron-built vessels, the Prince Albert and the three floating batteries are, or are to be, wholly cased with armor plating, the rest partially; of the wood-built vessels the Ajax and Enterprise are to be partially cased, the rest wholly. Only the Prince Albert and the Royal Sovereign are to be fitted with Coles' cupolas; the rest with masts.

The following extract from the *Scientific American* will give our readers some idea of the power and capacity of the Iron-clads now building in New York city and vicinity:

IRON-CLAD VESSELS BUILDING AT NEW YORK.

An immense iron-clad fleet is now in the course of construction in this port, and the most intense activity is being displayed to complete some of these vessels at an early date. At the Continental works of T. F. Rowland, Green Point, five turret ships are in progress, and one of these has been launched, and will soon be finished. They are called the *Passaic, Montauk, Katahdin, Onondaga,* and *Puritan*. The latter will be 320 feet in length, with a beam of fifty feet. At Colwell and Co.'s, Jersey City, the turret ship *Weehawken* is being rapidly pushed forward; and at the Delamater Iron Works, the *Dictator*—a double turret Ericsson 350 feet in length, with a beam exceeding 50 feet—is also being urged forward with great energy, there being about 1,000 men employed upon her.

Besides the seven armor turret vessels, ranging from 200 to 350 feet in length, now in different stages of progress, W. H. Webb is also about to commence the largest iron-clad war vessel yet designed. Her length will be 360 feet, beam 78 feet. She will be 7,000 tons, and have engines of 5,000-horse power. In addition to being furnished with two turrets, she will have a common gun deck, and her accommodations will be as ample for her crew as those of a wooden frigate. Her plates are to be 4½ inches thick, and she will be of light draft in proportion to her size, owing to her great breadth of beam. A small iron clad is also being built at Jersey City for the defence of San Francisco harbor as a floating battery. She is being built in sections, which will be put together when they reach their destination.

These vessels are all of the revolving turret class, designed, we understand, by Captain Ericsson. The *Roanoke*, one of our wooden steam frigates, is now at the Novelty Works, having the remainder of her plates put on. She is of the *La Gloire* class, and will be a very efficient vessel, we believe. At the Dry Dock Iron Works, foot of Houston street, Whitney's novel armor gunboat, the *Monadnock*, is in a forward state. She will have two stationary gun turrets, and be propelled by two screws, driven by two pairs of powerful engines.

We have thus briefly enumerated no less than eleven armor war vessels now being built at this port for our navy. The smallest of these vessels will be a formidable war ship to encounter, but the three largest will be perfect leviathans, especially as they are to be armed with 15-inch Dahlgren guns—the largest in the world. They will all be capable of acting as rams also, but in this respect their efficiency will depend chiefly on their speed.

WHERE IS JOHN HUGHES?—This question is often asked. People are curious to know where the late Democratic candidate for Congress in this District, is—where abideth the "nephew of my uncle." A rebel prisoner belonging to North Carolina, who was taken in the recent battles, and who is now in Harrisburg, says he knows the entire family, and that all the male members are in the rebel army. He says that John Hughes has command of some artillery, and was in the late battles in Maryland. This settles the question as to the whereabouts of the late Democratic candidate for Congress in this District. It would be well for the country if the men here who sympathise with John Hughes had their *headquarters* with him, and not in Centre street.

THE NEW YORK HERALD.—Why don't the Government suppress this infamous sheet?—It is really doing the Union cause more injury than any dozen of the rebel sheets published South. It is notorious that its principal editor is a Virginian, and the rebel papers declare that this editor goes as far as he dare do in their favor. These papers also boast that if they conquer the North, there is at least *one* newspaper establishment in New York City that will not be destroyed.

HUGHES' CONSTITUTIONAL CELEBRATION.—The Constitutional meeting to be held in Philadelphia last week, at the call of Mr. Hughes, did not come off. A meeting was also called in Reading, but it was postponed, and of course, will not be held. Some of the people of this County who first supported him, are beginning to get their eyes open as to what Frank is at, and they often state that they are beginning to believe that he is half a traitor.

PUBLIC SENTIMENT RAPIDLY CHANGING.—We have heard a number of persons who, but a short time ago, were opposed to arming the blacks as soldiers, now openly declare themselves in favor of arming all the blacks that will enrol themselves, forming them in regiments under white officers, marching them into the rebel States, and calling upon all the States who will then be free, to join them. When the public is educated up to this policy the Rebellion will soon be ended. There are plenty of white officers who will take command of the black regiments.

LEBANON COUNTY.—The best and most prominent Democrats of Lebanon County, we understand, are opposed to taking up any but a Union ticket in that County. The mass are totally opposed to all partizan tickets; a few would-be-traitors, who have but little influence, only are in favor of doing so. The consequence is that no partizan meeting or convention has been held in that County so far, and no conferees were appointed to meet the conferees appointed by the partizan Convention held in this County. Under these circumstances, it is stated that Myer Strouse was compelled to select three persons from that County to meet the conferees from this County to place him in nomination during the week. Of course he is *self-nominated*, and has received no nomination from authorized conferees from Lebanon County. This is rather a bad beginning for Mr. Strouse.

GEN. GEO. A. MCCALL having permitted himself to be nominated by the Breckinridge party of the Seventh Penna. Congressional District, as its candidate for Congress, a number of the citizens of the District, who were instrumental in presenting to General McCall, a sword in testimony of his military service, have published a manifesto, setting forth that while participating in the late demonstration, they do not endorse him as a politician or party man, or as the organ of the political leaders who have labored to break down the Administration. That there may be no mistake as to their intent, they declare that they will not support him as a candidate for Congress, and urge and advise all loyal citizens of Chester county to stand firm to their principles, and to vote for the regularly nominated candidate of the Union Party.

They have done well. In these times none but unconditional Union men, no matter who they are, should be supported for public office.

GEN. BUELL.—We are glad to learn that the removal of Gen. Buell is now under consideration at Washington. Both officers and men are loud in their complaints of his inefficiency—all confidence seems to be lost, and of course, success under such circumstances can hardly be expected. The loyal people demand the prompt removal of all slow and incompetent commanders, who fail to perform their duty, and particularly those who have lost the confidence of the men whom they command. It is better that a dozen generals should fall, than that the country and the lives of our soldiers should be needlessly imperilled by incompetency. We are aware that we have scarcely any experienced Generals to take command of large forces, because there has been no occasion heretofore to enable them to obtain such experience, but we know from all past experience in the history of our country, that we have the men capable to meet any emergency, and as soon as one fails, remove him and try another, and it will not be long before the right man is found for the right place.

THE BATTLE OF ANTIETAM.

This battle fought on Wednesday of last week, at Antietam Creek, Maryland, was one of the greatest of modern conflicts. About two hundred thousand men were engaged, and the battle raged from 5 o'clock in the morning, until dark. The roar of artillery and musketry was the most terrible ever heard on this continent. As yet the losses can only be estimated. Surgeon-Gen. Hammond thinks the whole number of the Union killed will be within 1,200, and judging from a careful inspection of lists of casualties and hospitals, he estimates the wounded at about 6,000. Maj. Davis, Assistant Inspector-Gen. says that he himself had caused to be buried 3,000 dead rebels, left on the field by their comrades. From this, he concludes that their wounded must have reached fully 10,000.—All our own dead are buried, and all the wounded brought away. Seven standards, and from 20,000 to 30,000 stand of small arms fell into our hands. The rebels lost by their invasion of Maryland, 30,000 men. Rebel officers say that not less than 300,000 had marched under Lee and Jackson upon Washington.

ANOTHER DRAFT.—It is believed at Washington, that another draft will immediately follow the other, no doubt to fill up old regiments. The Government is determined to have one million men in the field, and crush out the rebellion,

navigation on the Chesapeake and Ohio Canal by damaging the works for a distance of 25 miles. This cuts off the whole Coal trade from the Cumberland Region again.

We publish the following communication at the request of the author. Mr. Buckman has been connected with the Coal trade from 20 to 25 years, and his opinions are valuable:

A Direct Coal Route from the Schuylkill Region to the great Coal Market on the New York waters.

To the Editors of the United States Railroad and Mining Register, and Miners' Journal—GENTLEMEN:—It is rather entertaining to read your ingenious arguments—each trying to make out a case without touching the facts, which *facts* are very simple and easy understood. In the first place, the extreme low rate of freight and toll heretofore charged by the several carrying companies, is played out *entire*. All the companies admit the loss and folly, while none claim a gain thereby. And it is now very safe to calculate on dividend-paying rates by all the avenues concerned. If this be so, then suppose the distance from Schuylkill Haven to Bergen Point, via. Lisnard Creek, to be 136 miles, freight and toll at 1½ cents per ton per mile, is $2.61 per ton. Then again, suppose the Reading Railroad to average 92 miles to Richmond, freight and toll at 1½ cents per ton per mile, is $1.38 per ton. Bergen Point, in location, being at least 60 cents per ton better than Richmond, for reaching all the eastern ports, (including New York,) which added to $1.38 makes $1.98 per ton by the Reading Railroad route, against $2 04 by the Lizzard Creek route, a nominal advantage of six cents per ton in favor of the Reading. To offset this nominal advantage, Bergen Point is located in the vicinity of New York, as at the great coal market—where all the large operators in coal are now concentrating their head quarters or place of business; and will naturally give great preference to the route that has it's place of transfer or shipment nearest their place of business; besides all this, a very large portion of deliveries now subject to heavy charges after reaching New York, can be made direct from Bergen Point without said charges, and even admitting eastern ports other than New York, are frozen up whenever the Delaware is. Still, the Lizzard Creek route can have the advantage of the Reading equal to two months each year, because so soon as it is known that New York and vicinity can be supplied from Bergen Point during the winter, they will so receive a large portion of their coal, instead of securing it as heretofore, before the close of canal navigation, thus giving full employment to the new route during the winter. The advantage in location of Bergen Point for the supply of some places, may be less than 60 cents per ton, and for the supply of other places more. The average will be full sixty, and will increase with the growth of tonnage built up. The greatest amount of tonnage to be shipped from a given point, bring the greatest number of vessels as competitors for that tonnage, and already the shipments at Elizabethport are but little short of those at Richmond, and whenever Bergen Point is made the place of transfer, the shipments at that place will soon double those at Richmond. And whether the Lizzard Creek road is made or not made, it is certain the New York waters will be the great outlet for coal. Philadelphia interest may control and cripple the Reading region a while longer, while all other coal regions are free to find the best market. The quotations of current rates of freight in the United States Railroad and Mining Register of September 6th, give an average of 80 cents per ton in favor of Elizabeth port, over Richmond, and Bergen Point is to be a great improvement on Elizabethport. Still we do not claim but sixty cents, but whenever freight from Richmond to New York is over 95 cents, and to Boston over $1.50, it is in favor of Bergen Point. Then as to the ability of the Lizzard Creek route after completion to compete with the Reading route. It is folly to suppose it's Reading Railroad can or will allow *dumpage, draw-backs* or *other reductions from professed* rates, that cannot or will not be borne by the companies forming the Lizzard Creek route, with only half the capital of the Reading to provide interest for. The Reading will be in need of, and as anxious to receive dividend paying rates as any of her rivals are; besides this, the tonnage of almost any one single track road has got to be built up at a rate not exceeding 200,000 tons a year. (The Lehigh Valley, the most prosperous on record, was built up at a less rate,) which makes it impossible for the Reading to sacrifice a third of her charge on two millions of tons for the sake of reducing the two hundred thousand tons of increase each year to a rival road, and which forms part and parcel of the great increase required, without losing present tonnage from present routes—that is, the increase of consumption within the next five years will be four times as much as the new route can accommodate during the same time. Then as to the large transports that are to reduce sea going freights so much. They will follow the tonnage. If they can do better running from Bergen Point than from Richmond; they will run from Bergen point, unless owned exclusively by the Reading Railroad, which is not likely to be the case. While the Reading Railroad may be able to control the Schuylkill coal region, she will find the ocean too wide a field for her control. I have not counted the Schuylkill canal as being in the contest; for the reason, that so long as she cannot secure a more equal share of tonnage with the Reading Ra lroad, her influence will not be felt against the Lizzard Creek project. Now a word of advice to the expectants of this new outlet. Do not get too much elated at the prospect of being let out by the shortest and best route to the great coal market—the parties promising to let you out, may intend to do so, or they may want to bring about some arrangement wi h the Reading Railroad, said party being so selfish in their notions about Philadelphia interest. I would sooner expect to see the coal roll to its ground, than to see it let out by any other route than those passing said city. Philadelphia interests have always opposed the coal of Pennsylvania, finding a market by any route that did not lead to Philadelphia, instead of letting it take a natural and direct route to the best market. The city record is loaded with resolves to that effect, which has built up rival tonnage from rival coal fields by rival routes. But even now, if this Schuylkill coal and railroad is free, so largely represented by Philadelphia, does consent to tap the Schuylkill region as proposed, the coal is a sure to run at the tap, as water is to run down stream. Once provide the shortest route and best facilities to the great market, that route and best facilities are able and sure to get their share of tonnage, and protect their interest in the face of all rivals.

The great advantage of Bergen Point over Elizabethport, is the ease of access and great depth of water to admit the largest class vessels that are now excluded from Elizabethport for want of such depth.

Yours Truly,
MORRIS BUCKMAN.

Philadelphia Sept. 8th, 1862

We learn that the New Jersey Central Railroad has commenced extending their road to Bergen Point, and they will also extend it to the City of New York as rapidly as possible.—Part of the contracts have already been given out.

The Lehigh Valley Railroad will also commence doubling their track from Lizzard Creek to Easton, preparatory to the completion of the Schuylkill Haven and Lehigh Railroad.

The Coal Markets.

PHILADELPHIA, September 26, 1862.

Schuylkill White Ash Lump Steamboat and Broken at	$4 95@5 00
Egg and Stove, "	4 90@5 00
Red Ash, "	5 00@5 10
Lehigh Coal, all kinds,	5 00@5 10
By retail—Schuylkill, "	5 50@6 00
" Lehigh, "	5 50@6 00

NEW YORK, September 25.—Domestic has been advanced and is retailing from vessels and yard at $6 50@$7 for range and grate sizes, which has checked the consumption materially. Foreign is more plenty and is dull and heavy at the close; Mr. George only reports sales as follows: 250 tons New Polton Gas at $5 50; 800 do. $5; 600 tons Canal Gas at $6 50; 100 tons P. C. House Cannel Gas at $8 50; 400 tons Liverpool steam at $6 45 from yard: 100 do. ex-ship at $5, and 100 tons "Kirkless Hall" House Cannel at $8; cash.—*Tribune.*

BOSTON, September 25.—The arrivals of Pictou and Sydney have been considerable, but were mostly contracted for previously. Cargo sales have been made at $5 50@$6 ₱ ton. Anthracite has been in steady retail demand at $8 ₱ ton.—*Courier.*

THE COAL TRADE.

Pottsville, September 27, 1862.

The quantity sent by Railroad this week is, 50,982 03—by Canal, 33,113 10—for the week, 84,095 13 tons against 47,664 for the corresponding week last year. Increase, 36,421 tons.

Our County keeps up the Coal trade admirably, notwithstanding that we have 3,637 volunteers in the service, principally from the Coal region and vicinity. It only shows what we can do whenever we have a fair chance for the markets with a demand for Coal.

The trade sums up this week compared with last year as follows:

	1861. WEEK.	1861. TOTAL.	1862. WEEK.	1862. TOTAL.	INC. & DEC.
P. & R. R. R.	20,727	1,178,802	50,982	1,504 06	325,200
Schuyl. Canal	26,907	818,114	33,113	198,09	2119,418
L. Val. R. R.	15,412	583,930	26,015	657,26	73,432
Lehigh Canal	29,575	687,395		216,25	471,139
Scranton & Sh.	16,540	624,62	16,982	552 08	72,015
Do. North	4,998	179,671	6,619	235 05	55,383
Penn. Coal Co.	20,736	453,363	22,454	354,943	98,420
Del & Hud Co.	24,876	535,329	24,995	362,098	173,230
Wyoming Sc.		138,003		74,051	136,948
" North		33,136		3,427	1,291
Broad Top		175,080		228,176	51,096
Shamokin	5,713	183,947	5,149	168,813	14,866
Tuscarora		23,474		46,401	13,007
Sh. Mt. H. T.	1,513	56,012	2,122	68,491	12,479
Lykens Val'y	1,522	57,549	2,453	81,6 9	5,910
	167,141	5,701,42	191,885	465,001	
		5,445,00	167,141		
		256,426	24,744		

The trade shows an increase of 24,744 tons this week over the corresponding week of last year. All of this increase and more too, comes from Schuylkill County.

Freights to the East have advanced largely during the last two weeks. We now quote from Philadelphia to Boston $2 35; from Elizabethport to Boston, $1 75 per ton.

The raid made by the Rebels into Maryland, enabled them again to destroy Coal transportation on the Baltimore and Ohio Railroad by the destruction of the bridges at Harper's Ferry and on the Monocacy. They have also destroyed

Coal Freights from Port Richmond.

To Portland	$2 35	Bridgeport,	1 85
Boston,	2 35	Rhode Island	2 00
Salem,	2 35	New York,	1 25
Portsmouth,	2 50	Alexandria,	2 00
N. Bedford	2 05	Ft. Monroe,	2 25
Newport	2 00	Norwich,	2 00
N Haven	1 85	Newark,	1 20
Washington,	2 40	Norfolk,	2 00
Hartford,	2 40	New London,	2 00
Pensacola,	5 51	Taunton,	2 05
Troy,	1 45	Newburyport,	2 50
Pawtucket,	2 25	Albany,	1 70
Kev West,	4 75	Philadelphia,	1 20
Dighton,	2 05	Hilton Head,	5 00
Stonington,	2 00	Roxbury,	2 50
Derby,	1 85	Aynsaburrypoint,	2 70
Port Royal,	5 00	Fall River,	2 00
Newbern	4 00	Charlestown,	2 25
Hampton Roads	2 25	Gloucester,	2 45
Seabrook,	1 85	Medford,	2 53
Thomastown,	2 55	Cambridgeport,	2 53

154 vessels and boats Arrived for the week.

Freights from Elizabethport.

To Boston,	1 75	Derby,	1 15
Salem	1 75	New London,	95
Newburyport,	1 75	Bridgeport,	85
Portland,	1 75	Albany,	70
Providence,	1 15	Troy,	75
Fall River,	1 05	Hudson,	70
Newport,	1 05	Poughkeepsie,	65
Taunton,	1 30	Yonkers,	60
Pawtucket,	1 25	New Haven,	85
Norwich,	1 05	Hartford,	1 10
New York,	40	Middleton,	1 25

Tare or Wastage to be allowed on Coal when Re-weighed at the place of Delivery.

When re-weighed on the Dock, ONE PER CENT.
When re-weighed away from the Dock, TWO " "

On Bill Lading Weight.

When the Coal falls short over the above *wastage*, the rebel to be *responsible* for the deficit in the cargo.

The expense of re-weighing is to be paid, in all cases, by the *consignee*.

April 5, '62. 14-1y*

Schuylkill Coal Trade for 1862.

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

	RAILROAD.	CANAL.
From Port Carbon,	16,041 17	9,773 10
Pottsville,	1,522 14	2,101 00
Schuylkill Haven,	22,546 03	20,238 00
Auburn,	4,727 15	701 00
Port Clinton,	1,070 14	
Total for week,	50,982 03	33,113 10
Previously this year,	1,513,099 08	965,982 08
Total,	1,564,081 11	998,995 18
To same time last year,	1,178,892 06	818,114 09
Increase so far,	385,189 05	180,881 09
Decrease,		119,418 10

Schuylkill County Railroads, 1862.

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 & S. Haven R. R.,	23,154 19	1,191,247 15
Mt. Carbon "	2,262 16	66,286 15
Schuylkill Valley "	1,103 19	153,569 03
Mill Creek "	13,823 09	670,959 15
Little Schuylkill "		169,155 19
Mahanoy & Broad Mt., "	5,555 08	21,372 00

Pinegrove Coal Trade for 1862.

Amount transported during the last month:

	TONS.	TOTAL.
Union Canal Railroad,	25,122 06	121,677 00
Western Railroad,	2,899 13	10,054 06

Lehigh Valley R. R. for 1862.

For week ending on Saturday last:

	WEEK.	TOTAL.
Hazleton (A. Parlee & Co.)	3,329 00	113,137 09
E. Sutter Leaf, (Packer & Co.)	3,568 03	85,798 03
Conner'll Ridge, (Sharpe, L. & Co.)	1,913 03	57,629 04
Mount Pleasant,	1,393 14	43,858 10
Swing Mt., (Chas. Hampshire.)	2,917 02	71,623 11
Coleraine, (Ratcliff & Johnson.)	1,008 08	25,854 17
Beaver Meadow,	1,144 14	178 00
N. Y. & Lehigh, (Taggart & Son.)	1,144 14	24,028 04
N. Sp. Mt., (J. B. McCreary & Co)	3,171 10	86,043 04
S. Sp. Mt., (Bolton & Co.		845 17
Jeddo Mines,	2,214 08	66,222 09
Harleigh,	1,037 16	42,31 00
Gowen Penna.,	1,264 16	27,393 10
Fox Mts.,	961 07	22,804 05
Milnesville,	1,910 07	23,109 04
Other Shippers,		753 05
Total,	26,014 13	657,361 12
Same time last year,	15,411 16	363,929 14
Increase,	10,597 17	293,431 18

NEW ADVERTISEMENTS

RAGS! RAGS!!

THE Highest Price will be paid for RAGS, in quantities. Apply to
Sept. 27, '62. B. BANNAN.

DANIEL M. KARCHER,
City Cabinet Ware Rooms and Manufactory,
226 South Second Street,
PHILADELPHIA.

N. B.—Persons going to the City will find it to their advantage to call and examine the stock. D. M. K.
Sept. 27, '62 39.

ABSTRACT OF STAMP DUTIES.

TO GO into effect on October 1st, 1862, published on a card, for the convenience of Merchants, Brokers, Attorneys, and the public generally, whereby a person can see at a glance the duty on any Instrument of Writing, &c. Price 10 cents. For sale at E. BANNAN'S
Book and Stationery Store.

☞ All kinds of STAMPS will also be for sale to those who are required to use them, under the tax law. at BANNAN'S Book Store, as soon as issued by the Government.
Sept. 27, '62.

MECCA, LUBRICATING OIL.
HIGHEST PREMIUM.

MR. F. M. BACKUS took the First and Highest Premium for his Mecca Lubricating Oil, at the great State Fair in Ohio, which closed last week.

☞ *THE CELEBRATED MECCA OIL* is sold only by the subscriber, who resides in Pottsville. He has the sole agency, and all other Oil purporting to be sold as Mecca Oil, is spurious. E. BANNAN,
Sole Wholesale Agent for the Manufacturer.
Sept. 27, '62.

LIST OF LETTERS

REMAINING in the Post Office at Schuylkill Haven, Sept. 19, 1862:

Berger John H	Hirbein Miller	Mihan Edmund
Backer Danl	Hallman Alfred	Reed Henry
Christ Thos	Heitz Jacob	Renard Mrs T N
Dietzen Bridget	Hoefler Capt Levi	Ritter David R
Duffy Bernard	Hoffman Jas S 2	Reidler Susannah 2
Fahin Jas.	Ley J	Snyder Danl S
Houghs Elvs B	Moyer Harriet	Singer Peter
Hassell Benj	Major Wm	Thomas Henry 2
Hughes Michael	McCallin P G	

Persons calling for any of the above letters will please say they are advertised. One cent additional will be charged for any of the above letters taken from this office.
Sept. 27, '62 39. ABRAM SAYLOR, *P. M.*

PHILADELPHIA & READING R. R.

OFFICE of the Philad'a & Reading R. R. CO.,
PHILADELPHIA, June 28th 1862.

The rates of Freight and Tolls on Anthracite Coal on and after September 1, 1862, will be as follows:

From	To Richmond.	To Port Side
Port Carbon,	$2 14	$1 88
Mount Carbon,	2 17	1 87
Schuylkill Haven,	2 10	1 80
Port Clinton,	2 00	1 70
Port Carbon,	1 95	1 65

By order of the Board of Managers,
W. H. WEBB, Secretary.

TO CONSUMPTIVES.

THE ADVERTISER having been restored to health in a few weeks, by a very simple remedy, after having suffered several years with a severe lung affection, and that dreadful disease, Consumption—is anxious to make known to his fellow sufferers the means of cure.

To all who desire it, he will send a copy of the prescription used (free of charge), with the directions for preparing and using the same, which they will find a SURE CURE for CONSUMPTION, ASTHMA, BRONCHITIS, &c. The only object of the advertiser in sending the Prescription is to benefit the afflicted, and spread information which he considers to be invaluable, and he hopes every sufferer will try his remedy, as it will cost them nothing, and may prove a blessing.

Parties wishing the prescription will please address Rev. EDWARD A. WILSON,
Williamsburgh, Kings County, New York.
Sept. 27, '62. 39-2m

PERUVIAN GUANO.

We have reduced the price of our
NO. 1 GOVT. PERUVIAN
GUANO,
From $75 to $65 per 2000 lbs.

A liberal discount allowed to Dealers.

ALLEN & NEEDLES,
42 South Wharves and 41 South Water St.,
PHILADELPHIA.
Sept. 27, '62. 39-1m

LIST OF LETTERS

REMAINING in the POTTSVILLE POST OFFICE, on Sept. 20, 1862:

Bealer Henry	Edwards J ship	McDonnell Thos C
Boas Geo	Flinn Francis	Murphy Mrs L A
Bohan Patrick	Farr George	Mulligan Miss W
Brennan Patrick	Hinnen Michael	Norean Miss Lizzie
Bell C	Girdi Mrs	Orr John
Byrns Danl ship	Geis Catharine	O'Connor John
Bohen Jno do	Guest Rachael	Quinn Jas R
Bensinger Geo	Hillegas Mrs	Reynolds G I A M
Bensinger