Miners' Journal.

POTTSVILLE, PA.

SATURDAY, NOVEMBER 1, 1862.

☞ Copies of the Miners' Journal can be obtained every Saturday, of the following places:
HENRY BAKER, Minersville;
WM. HOMISS, 81 Chline;
CHAS. H. KOCH, do;
HENRY SCHNEIL, do;
G. S. SCHNEIDER, Ashland;
WM. B. RENSHNER, Tamaqua;
PETER MOURR, Port Carbon.

TO OUR VOLUNTEERS.

Soldiers of the 48th, 96th, 50th, 55th, 7th Pa. Cavalry, and of every Regiment of Pennsylvania in the service, in which there are men from Schuylkill County, we ask in justice to your sentiments, which have been disregarded by the Breckinridge Democracy, that you take a legal vote on the leading candidates run at the recent election here, and transmit to us your election tally papers, that the result may be published. We claim that if the legal voters of this County, now in the service of their country, had been allowed to vote, that Mr. Campbell would have been triumphantly elected to Congress, and that the rest of the ticket would have been successful. Soldiers, send us your votes, that we may have the real sentiment of this County.

If as we believe, Myer Strouse is the military candidate of the voters of this District, and he goes to Congress and misrepresents a majority of the people, it will be an act little less discreditable than kicking one's mother.

GEN. WM. O. BUTLER, "Democratic" candidate for Vice-President on the Cass ticket in 1848, has joined the Rebels in Kentucky.

SCHOOL teachers are notified that on presentation of their certificates as such, they will be exempted from the draft in Pennsylvania.

GOV. CURTIN is doing all that he can to make the drafted men comfortable. It is like him. Kind and considerate in all that he does.

GEN. BUELL.—*The Cincinnati Enquirer*, in noticing Gen. Buell's supersedure, says: "The axe of proscription has at last fallen." It probably would say pretty much the same thing if Jeff. Davis were hanged.

THE NEW YORK WIRE RAILING COMPANY, vs. HENRY L. CAKE & CO.—In the United States Circuit Court at Philadelphia, lately, in this case, a verdict was rendered in favor of plaintiffs. Last week a motion for a new trial was argued and refused. The verdict in favor of plaintiff, therefore, stands.

WHAT DOES IT MEAN?—The Harrisburg *Patriot and Union* is very much disturbed at how about *traitors*—not traitors to the Union, but *traitors* to the Democratic party. It is always used when speaking of U. S. Senator and the *one* Democratic majority on joint ballot. What can it mean?

READ on our First Page, a letter from Robert Dale Owen of Indiana, to the President of the United States. This eloquent and forcible appeal for a Proclamation of Emancipation as a war measure, was received by the President a few days before the Proclamation was issued. It is regarded in the highest official quarters as a succinct and admirable statement of the whole question.

A NEW SCHEME.—The Lancaster *Union* states that a caucus of Breckinridge politicians was lately held at Wheatland, at which it was resolved that JAMES BUCHANAN should be sent to the United States Senate, *provided* there were enough Secession sympathizers in the Legislature to effect the object. The caucus was composed of such worthies as J. GLANCY JONES, ANCONA, W. B. REED, and some half dozen others of the same sort. But the thing *won't be tried*—an entirely different sort of man will be selected. *No Breckinridger can be elected to the U. S. Senate next winter.* That's settled!

STILL RUNNING OUT.—We regret that we could not supply all the JOURNALS required last week. For the last six weeks we have been printing extra editions of the JOURNAL, but they have all gone, and for the information of those who are writing for extra copies, we will state that subsequent to Sept. 13, we cannot furnish a single copy of the JOURNAL, in two or three Saturdays, we could have disposed of a considerable number more than we printed. We will try and keep up with the demand hereafter, by working off a sufficient number to supply all.

The *Express* and *Herald*, of New York, that notoriously unreliable, are running a race in which can invent the most improbable stories, with which to test the credulity of the public. For instance this week the *Herald* reports a Secret meeting of the Governors of the loyal States, of course, a fabrication; while the *Express* has a yarn that England and France will demand an armistice of four or six months in our war, under penalty if refused, of recognizing the Southern Confederacy. France and England wish to recognize the rebels let them do it. It will not make a farther weight difference in the position. Personally, indeed, its effect would be beneficial to the Union cause.

WHAT ARE "TURNY PIECES?"—The Breckinridgers here are about presenting F. W. Hughes with a service of silver, for valuable services in their cause. To have the thing appropriate in all its details, the presentation should be made by Ancona and Shoelds, who, combined and champagned here last week, are the leading Breckinridgers of Schuylkill. Frank can now speak his sentiments as he says, he has close the festivities with a relish of the wrongs "our dear Southern brethren are receiving at the hands of the North, that he can expatiate on the advantages which would accrue to Pennsylvania if she became a member of a Southern Slave Confederacy. Come, Messrs. Breckinridgers, let the "turny pieces" be presented in truly aristocratic style, consistent with the principles you advocate. Probably a few "mud-sills" or white Republicans, whom you so thoroughly despise, will be found to hold your hats during the ceremony.

PENNSYLVANIA ELECTION.

The official vote of the State for Auditor General and Surveyor General, with the majorities of Elk, Cameron and Forest yet to hear from, sums up as follows:

AUDITOR GENERAL.	
Cochran	214,731
Slenker	218,201
Slenker's majority	3,469
SURVEYOR GENERAL.	
Hoge	213,334
Barr	214,494
Barr's majority	1,160

Curtin's majority in 1861, 32,092; Slenker's a majority in 1862, 3,469. Republican vote falls off about 50,000; the Democratic vote falls off nearly 14,000, and that is what they brag over as an immense Democratic gain.

The delegation in the Thirty-Eighth Congress from Pennsylvania, will stand twelve Republicans, ten Breckinridgers, and two War Democrats, as follows:

Philadelphia,	*Samuel J. Randall.*
Philadelphia,	CHARLES O'NEILL.
Philadelphia,	LEONARD MYERS.
Philadelphia,	WILLIAM D. KELLY.
Bucks and Montg'y,	M. RUSSEL THAYER.
Chester, &c.,	*John D. Siter*
Lancaster,	JOHN M. BROOMALL.
Schuylkill, &c.,	*Scott Ancona.*
Northampton, &c.,	THAD. STEVENS.
Luzerne and Lackawanna,	*Myer Strouse.*
Bradford, &c.,	*Philip Johnson.*
Susquehanna, &c.,	Charles Denison.
Tioga, &c.,	H. W. TRAFY.
Mifflin, &c.,	*William H. Miller.*
Clarion, &c.,	Joseph Bailey.
Huntingdon, &c.,	*A. H. Coffroth.*
Bedford, &c.,	*Archibald McAllister.*
Franklin, &c.,	JAMES T. HALE.
Allegheny, &c.,	G. W. SCOFIELD.
Westmoreland, &c.,	AMOS MYERS.
Armstrong, &c.,	*John L. Dawson.*
Indiana, &c.,	JOHN ALLISON.
Washington, &c.,	J. K. MORRISHEAD.
Greene, &c.,	THOS. WILLIAMS.

Democrats in *Italics*.
War Democrats.

From the Boston Traveller, 24th.

The British Pirate "290," alias the Alabama, and her Victims.

Arrival of Crews of Captured Whalers.

The bark Ann Astor, Captain Jones, from Fayal, Oct. 8, arrived here this morning with the captains and crews of most of the whalers which had been burned by the British pirate Alabama. We were particular in our inquiries among the captains whether the "290" and the Alabama were identical, and from them all the answers received agreed, that the "290" is the Alabama, and no other vessel; the states, therefore, that the "290" had run the blockade at Mobile are incorrect.

She is a British vessel, with a British register, is manned by a British crew, and is commanded by the famous Semmes. Three of the officers of the "290" are said to be rebels, but of this there was no proof. The vessel is 220 feet long, 32 wide, has two decks, and rebbles 1,170 tons British measurement. She is a full rigged bark, and her propeller is arranged to be hoisted out of water when she is not under steam.

Her armament consists of two 68s, four 32s and two rifled pivot guns, one forward and the other aft, but she has not a 1000 pounder, as has been reported in the New York papers. Under steam she will go about 12 knots and with a fair wind and a moderate gale free, she might make about the same rate under canvas alone.

She is a wooden vessel, apparently built in a hurry, and is not remarkably well found. Her crew all told numbered 73 men, but did not appear to be under much restraint. Any of our gunboats, if properly handled, would blow her out of water. Such is the opinion of the men who have been on board of her.

Captain Barnes of the ship Conquiego, informs us that his ship was 6 miles west of Pico, on Sept. 6, lying to, cutting in a large whale, when the Alabama, under British colors, ranged alongside and took possession of her. Capt. Semmes said that he respected private property, but the thief, notwithstanding this statement, stole all the watches, nautical instruments, and everything of value, whether personal or belonging to the ship.

The crew were transferred to the Alabama, and the captain and officers were placed in irons 52 hours. During this time the plunder, under canvas alone, stored in long sea Pirogues, and when sufficiently sent all hands in the Semmes's boats to find their way ashore. As he left he ripped the ship was plundered of nine provisions, &c., and then set on fire. She had 270 bbls. of sperm oil on board when she was captured.

The boats reached the shore in safety, and reported subsequently some of the operations of the pirate to the British ship Cairngorm, so that our Government might hear of them as soon as possible.

On the 9th of September, the pirate fell in with the schooner Starlight, Capt. Doane, within five miles of Flores. She was under canvas, and fired three times before the schooner hove to. Capt. Doane had $350 in specie on board, which, with his watch and nautical instruments, were appropriated by Semmes. Capt. Doane was put in irons, where he remained 18 hours. The schooner had 27 passengers on board, who, with himself and crew, were all landed at Flores.

The bark Ocean Rover, Captain Clark, was captured Sept. 9, and had 500 bbls. sperm oil on board at the time. Like all the others, she was set on fire, and the flames at night attracted the notice of the schooner Weather Guage, Captain Small, of Providencetown, who ran down to her assistance, supposing, of course, that she was in distress.

The arch pirate Semmes, if he had possessed any of that chivalry which the Secessionists attribute to gentlemen of the South, would have appreciated the motive which brought the schooner to the relief of the burning wreck, and would not only have let her go free, but would have given her noble captain three cheers for his humanity.

But too, the same cruelty, the want of sentiment which burns negroes, has but little conception of noble deeds. She was plundered and burned like the others. She had 30 oil on board at the time.

The bark Alert of New-London, Captain Church, was captured and burned Sept. 9, about 15 miles west of Flores. She had about twenty barrels of oil on board, and her boats were in pursuit of whales when the pirate took her.

Ship Benj. Tucker, Capt. Childs, was captured and burned Sept. 13, about 35 miles west of Flores. She had 450 barrels of sperm oil on board. The Alabama ran back to Flores and landed her vic ims.

Brig Altamaha, Capt. Gray, was destroyed 400 miles west of Flores, and the schr. Courier, Capt. Young, shared the same fate.

Such is a brief record of the damage done by this British pirate. When Mr. Dabney, our Consul at Fayal, learned the facts, he brought the men to Fayal, and provided for them well.

Ten mates belonging to the whalers sailed from Fayal October 5, for New-Bedford, in the Portuguese vessel Ecaso and will probably arrive there in a day or two.

All the captains and officers with whom we have conversed speak in high terms of the promptness and kindness of our Consul, Mr. Dabney.

The pirate is supposed to be working down in the track of our homeward bound Indiamen; but nothing can be known of her destination, for Semmes, like other pirates, is not responsible to any one except the British Government, for his vessel is British.

PEN, PASTE AND SCISSORS.

☞ Thanksgiving in Maryland, November 27.

☞ Godlieb Orth, formerly of Lebanon county, Pa., has been elected to Congress from Indiana.

☞ A violent snow storm occurred at Cincinnati on Saturday night.

☞ A locomotive exploded on Saturday night at Jersey City, and five men were killed.

☞ It is probable that Secretary Chase will discontinue receiving deposits of gold.

☞ The public debt on the 1st instant, was $620,000,000.

☞ The draft in Philadelphia has been postponed until Tuesday next.

☞ The Ind ran Cavalry is under marching orders to join Gen. Rosecrans.

☞ A fire has occurred at Charles city, Iowa, doing damage to the amount of $30,000.

☞ A destructive fire has occurred at St. Louis, by which five river steamers were burned.

☞ Gen. Jeff. C. Davis has been indicted for manslaughter.

☞ Through mail communication with Nashville is now established.

☞ Walter Kuntley, of Company F, and Jno. Parker, of Company E, Anderson Cavalry, died in the hospital at Carlisle last week.

☞ The population of the Russian Empire in 1722 was 14,000,000; in 1803, 36,000,000; and at present it amounts to 65,000,000.

☞ Edward A. Penniman, editor of the Honesdale *Democrat*, and William H. Jacoby, of the Bloomsburg *Star of the North*, have been drafted.

☞ Mr. Story, the American sculptor, has sold his statutes of "Cleopatra" and "The African Sibyl" for 3,000 guineas.

☞ Hon. Mr. Russel Thayer, just elected to Congress from the Fifth District of this State, is a Virginian by birth.

☞ The election of a Democratic Legislature in Indiana, is thought will secure the election of Jesse D. Bright to the United States Senate.

☞ Hon. Simon Cameron, late Secretary of War, and now Minister to Russia, it is said is about to return home.

☞ John C. Whittier, "the Quaker Poet," has been nominated by the Republicans of the IVth Senatorial District in Massachusetts for State Senator.

☞ Capt. Wm. Sherman, an Englishman, has been committed to Fort Delaware, charged with violation of American law, and the proclamation of the British Queen.

☞ Madame Anna Bishop, the celebrated singer, was accidentally burned to death last week, at St. Paul, Minnesota, by her clothes taking fire.

☞ A Cincinnati dispatch states that the official vote of Ohio shows a Democratic majority of 5,743. The vote of Ohio State is 78,000 less than at the Presidential election.

☞ Mr. Charles Kean is said to have had an offer of £10,000 for a three months' engagement in Australia, for the purpose of giving readings, &c., in that colony.

☞ The mint in Philadelphia coins daily about $2,000 of nickle cents, all of which are distributed as soon as made; but still they are scarce. Where do they go?

☞ A tunnel is now being made under the river Indus, to form a link in the great chain of railroad between Calcutta and Peshawur. Native soldiers are employed upon the work.

☞ The *Sycamore Sentinel* (Ill.) says: "Barley is our most profitable crop this season; it is even higher than wheat, having reached $1 per bushel in Chicago."

☞ Gen. Burnside has been recently promoted to an important position. His command now embraces his former (the Ninth) army corps, together with those of General Williams (late Banks') and Sumner. Gen. Wilcox, lately commanding the first division, now commands the Ninth Army Corps.

☞ Nick Biddle's partner, Baron Steinberger, died in St. Louis on the 11th inst., in reduced circumstances. With Biddle he once divided three millions of dollars in a cotton speculation. He used to give dinners which cost $10,000.—Finally, however, he took to speculating, lost his money, began to drink, and at last threw up his hand, poor and friendless.

☞ The shameless lies of *The N. Y. Herald* about the Governors at Altoona, and especially about Gov. Andrew of Massachusetts, are disposed of by Gov. A. in a letter just printed. He says: "I did not, either formally, or informally, directly or indirectly, at any time, move or suggest that the Government should interfere with the position of Maj.-Gen. McClellan, or of any other officer of the Army or Navy. Nor do I believe that any such motion was proposed by any one else. I heard none whatever concerning that or any other General." That is rather explicit.

☞ Rev. J. J. Stein, of Perry County, has been arrested, and sent to Fort Delaware. The charges against him are, betraying Captain Palmer of the Anderson Troop, into rebel captivity, and perfecting a plan to betray Gov. Curtin to the rebels. He has the credit of being a Lutheran minister but has no regular station to preach the gospel. Some time since he volunteered his services to the Government of the United States as a scout, and was accepted, because of his familiarity with the local divisions, streams, roads and mountain passes of Virginia, Maryland and Pennsylvania. After the rebels were repulsed at Antietam Creek, Capt. Palmer had occasion to cross the Potomac. He was accompanied by Stein, who conducted him to a farm house near Dam No. Four, where they had crossed. Shortly after arriving at the house, Stein absented himself, and remained away about an hour. Not long after Stein departed, the rebels entered the house, and at once captured Captain Palmer, since which time he has not been heard from. Thus the affair stood. Nothing was seen or heard of Stein until the rebel raid was made on Chambersburg. He arrived there in advance of them, and remained during their stay. He was recognized by a number who knew him, and who closely watched his movements. He was frequently seen in conversation with some of Stewart's officers. On this point the evidence of respectable men and women is positive.

THE COAL TRADE.

Pottsville, November 1, 1862.

The quantity sent by Railroad this week is 51,082 09—by Canal 28,968 00—for the week 80,050 09 tons against 62,525 for the corresponding week last year.

The demand for Coal continues brisk and the prices are firm with an upward tendency.

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.	28,226	1,377,465	51,082	1,828,850	521,198
Schuyl. Canal	34,220	985,335	28,908	832,554	d153,479
L. Val. R. R.	18,876	661,180	25,075	771,411	110,230
Lehigh Canal	34,757	823,501	16,018	377,095	d446,406
Scranton Sth	15,393	702,604	15,438	635,964	d 66,640
Do. North	5,551	208,627	7,684	271,591	62,964
Penn. Coal Co	19,864	549,535	6,762	472,801	d 76,731
Del & Hud Co	29,256	645,596	26,735	492,141	d153,459
Wyoming Sth		172,565		242,543	169,985
" North		40,961		47,705	6,744
Broad Top &	8,090	222,135	554	253,138	41,000
Shamokin	5,884	190,416	5,561	201,925	11,410
Treverton	1,728	40,619	914	51,734	11,095
Sh. Mt., H. T	2,870	69,738	1,447	79,732	9,994
Lykens Val	2,599	65,677	2,942	66,019	342
	208,829	6,680,548	190,228	6,625,456	
	190,228	6,621,860			
	18,401	53,725			

Notwithstanding the increase of 17,525 tons over the corresponding week last year from Schuylkill County, the trade shows a loss of 18,401 tons for the week compared with last year.—It is now pretty evident that there will be no increase over the supply of last year, thrown into the market, and prices will rule unusually high until next Spring.

Freights on Coal to New York have advanced to $2 25 from Port Carbon and $1 25 from Schuylkill Haven. Coastwise freights remain without much change from last week.

THE SCHUYLKILL HAVEN AND LEHIGH VALLEY RAILROAD.—"COPPERHEAD" Paper filled nearly two of his ponderous columns again last week, against the Schuylkill Haven and Lehigh Railroad and in favor of the Reading Road. The consequence was that Mine Hill Shares advanced in the market, and Reading declined a shade. Such is always the effect of this copperhead's efforts. He has been opposing and assailing the Northern Pennsylvania Railroad ever since they turned him out of the concern, and that property advances in value just in proportion as his opposition to it increases. We would therefore advise the Managers of the Reading Railroad Company to sell Tom, or his praise will be sure to use them up also. And besides, that species of property is not considered of much value now-a-days.

But *Tom* is a great *genius*. To prove it we quote the following from his long article of last week to show the character of the trash with which he regales his readers:

"In the Mine Hill and Schuylkill Haven Railroad Company's report to the Auditor General, before alluded to, for 1861, Messrs. Dresson and Mason affirm that the "Length of road laid" is "130 miles."
"Length of main line road from Schuylkill Haven to Locust Gap Junction, 28 6-10 miles."
"Length of branch roads and sidings, 101 4-10 "
"The 130 miles of "road laid," includes main road, branches and sidings, all counted as single track, a mode of computation which would elongate the Philadelphia and Reading Railroad to 220½ miles, the Company's report of single track, including sidings. The fact is the Schuylkill, Haven and Mine Hill R. R. is a big spider, its legs greatly outmeasuring its body, the main road being only 28½ miles long, its branches (23 in number) being 101½ miles long."

The 28 miles of main road divided into $3,250,000 of capital shares, makes the cost of each mile of main road, $116,000; while 28 miles of Philadelphia and Reading Railroad, divided into $23,000,000, makes the cost of each mile only $79,000, including all its immense equipment and estate.

It is a cheat to count the sidings and twenty-three petty branches of the Mine Hill road in its mileage, for the purpose of making its capital seem to represent a small sum per mile. Precisely as the debt and capital of the Philadelphia and Reading Railroad are charged against the 93 miles of double track between Philadelphia and Pottsville, so should the whole cost of the Mine Hill and Schuylkill Haven Railroad be charged against the 28 miles of main road (part single track) between Schuylkill Haven and Locust Gap. "About 178 miles," forsooth, instead of an actual track length of 28 miles!

How could any one but a wonderful *genius* pen such paragraphs as the above. He ignores entirely upwards of one hundred miles of branches made and owned by the Mine Hill Railroad Company—and one of these branches leading to the Swatara is nearly as long as the main track. We might with the same propriety say that the trunk of the Reading Railroad extends only from Philadelphia to Reading, a distance of about 53 miles, with branches leading to Pottsville and Harrisburg, and divide the whole cost of $24,000,000 into the 53 miles, which would make it cost about $461,538 per mile, against the $116,000, which would still be about four times as much as the Mine Hill Railroad cost, according to Tom's *ingenious* and wonderful mode of calculation. But *Tom*, as everybody knows, is like all others of the *copperhead* tribe,—they write as if all their readers were a set of *ignoramuses* and capable of swallowing such miserable trash as the above.

Tom says the Mahanoy and Broad Mountain Railroad is carrying about 1000 tons a day from the Mahanoy Region. This is about as near the truth as *Tom* can get, and it will continue to increase its tonnage as the Mahanoy Region is developed,—but the tonnage of the other roads will increase also. The tonnage of the Mine Hill Road is now greater than it was last year at this time, notwithstanding the Mahanoy Road has been built. It is drawing more tonnage from the Shamokin Region than it has lost by the diversion of Coal by the Mahanoy Road, and this trade will increase every year under the low rates of tolls. The Broad Mountain and Mahanoy Railroad will also be a feeder to the 30 or 33 miles of the Mine Hill extension; so that if it loses transportation on the 20 miles leading to Schuylkill Haven, it will regain a large portion of it on the 30 miles leading from S. Haven to New York. The policies of all the Companies after this will be to make dividends from increased quantities at low rates, instead of charging high rates on diminished quantities. This is a feature of the trade which such a *great genius* as *Copperhead, Tom* cannot understand.

The system of leasing the lateral roads introduced by the Reading Road, has effected a reduction of tolls on all the laterals, and that Company deserves the thanks of the Region for accomplishing so desirable an object—but it was soon discovered that if they obtained control of *all* the laterals, that the Region would be placed at the mercy of one mammoth corporation, with all the power to crush out and destroy everything that stood in its way. The Mine Hill Company resisted these encroachments on their property, and have resolved to build the 30 mile link leading to the Lehigh, thus connecting us with New York direct. This link will place their property on a permanent footing, defying competition from any quarter, and the value of all the property in this region may be considered worth at least one-third more than it would have been if the Reading Road had succeeded in obtaining the control of all the roads.

In consequence of the supply of Coal being short, caused by the great freshet last June, the charges on the Reading Railroad are now two cents per ton per mile; on the laterals roads the charges are only 1½ cents per ton per mile. This will not continue so another year. The Reading will have to come down to corresponding rates from other regions next Spring—and we fearlessly assert that the Mine Hill Railroad, with their branch leading from Schuylkill Haven to the Lehigh, in connection with the roads leading to New York, if necessary, can carry Coal at 1½ cents per ton per mile, and pay better dividends to its stockholders than the Reading Railroad can in carrying Coal at 1½ cents per ton per mile. It is the ar at difference in capital, and the greatly increased facilities for the trade at New York, that will give the Mine Hill Road this great advantage. This everybody understands fully—but that *great genius, copperhead Tom*, does not seem to comprehend it.

It is not our desire to say one word against the Reading Railroad, or any other improvement in this Region or leading from it. We labored harder for procuring the construction of the Reading Road than all those persons ever did now engaged in managing it—but if they still permit *their Tom* to attack so basely the Mine Hill Railroad, because they have thought proper to build a short road, giving this Region another outlet to market, to protect their property, and which will greatly benefit the trade of this County and enhance the value of all the property within its borders, they must expect that we will not be backward in defending our interests. We believe that the building of this new link will give such an impetus to the productions of our Region that the trade, instead of diminishing, as it has done since 1857, will increase hereafter at the rate of half a million of tons annually, and that not only the old, but the new avenues to market, will be filled with this increased trade, as fast as facilities for its transportation is provided.

Heretofore operators and landholders were afraid to invest money in improvements, because when the Coal business paid a little profit on the investment, up went the tolls on the transportation routes leading from this Region, which absorbed all the profits, and more too. Prudent persons of course, would not make any investments or improvements under such circumstances. But now they will have a security in the new outlet that rates of transportation will not be forced up to too high figures to pay full dividends on enormous capitals, and all can go to work and develop the Region with perfect safety, which many are already doing.

We predict that from this time forward the developements and business prosperity of Schuylkill County will increase to an extent which but few can realize at present.

The Coal Markets.

PHILADELPHIA, October 31, 1862.

Schuylkill White Ash Lump, Steam boat and Broken at	$5 30@5 45
Egg and Stove,	5 30@5 40
Red Ash,	5 40@5 50
Lehigh Coal, all kinds,	5 40@5 50
By retail—Schuylkill,	6 25@6 75
" Lehigh,	6 50@7 00

NEW YORK, Oct. 30.—The market is quite active for Domestic and prices are well sustained, the arrivals are liberal, but the stock is light and the consumpt on large; we quote from yard at $5 50 @ $7.75; in Foreign very little has been done, but prices tend upward; we note sales of 400 tons New Castle Gap, and 200 tons Liverpool Cannel on private terms, and 300 tons Lancaster Gap, at $5 50, cash.—*Tribune.*

BOSTON, Oct. 30.—Pictou and Sydney Coal are steady at $5 75@$6 per ton, and in fair demand at these prices, but most of the receipts were previously disposed of. Anthracite has been in good retail demand at $8 ⅌ ton.—*Courier.*

Coal Freights from Port Richmond.

To Portland	$1 40	Norfolk	2 00
Boston,	2 40	Albany,	2 00
Salem,	2 40	Philadelphia,	20
Portsmouth,	2 55	Charlestown,	2 40
Newburyport,	2 55	Port Royal,	4 50
Taunton,	2 35	Newbern,	4 00
New London,	2 05	Hilton Head,	4 50
Norwich,	2 05	Sangatuck,	2 00
N. Bedford	2 10	Middleton,	2 00
Newport	2 05	Chelsea,	2 40
N. Haven	2 00	Saugus,	2 80
Washington,	2 00	Ft. Chester,	2 00
Troy,	2 00	Warren,	1 95
Bridgeport,	2 00	Cahmset Narrows,	2 20
Rhode Island	2 05	Poughkeepsie,	1 65
New York,	1 70	New Rochelle,	1 75
Ed. Monroe,	2 00	Tarrytown,	1 80
Ft. Monroe,	2 25	Fort Schuyler,	1 75
Newark,	1 75	West Farms,	1 75

110 vessels and boats 132 arrived for the week.

Freights From Elizabethport.

To Boston,	1 75	Dover,	1 25
Salem	1 75	New London,	1 00
Newburyport,	1 75	Bridgeport,	80
Portland,	1 75	Albany,	80
Providence,	1 50	Troy,	80
Fall River,	1 75	Hudson,	80
Newport,	1 75	Poughkeepsie,	70
Taunton,	1 25	Yonkers,	60
Portsmouth,	1 60	New Haven,	60
Norwich,	1 10	Hartford,	1 70
New York,	40	Middletown,	1 25

Tare or Weatage 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 P. C.

On Bill Lading Weight.

When the Coal falls short over the above weatage, the same to be responsible for the deficit by the carrier.

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,	18,701 12	9,323 10
Pottsville,	1,145 08	2,748 13
Schuylkill Haven,	24,148 07	16,655 00
Auburn,	3,883 03	430 00
Port Clinton,	3,422 17	
Total for week,	51,082 09	28,968 00
Previously this year,	1,777,767 08	803,946 08
Total,	1,828,849 17	832,854 08
To same time last year,	1,307,651 17	968,332 19
Increase on the,	521,198 00	
Decrease,		135,478 11

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.	20,237 02	1,391,477 16
" Cattle "	4,172 15	84,559 19
Schuylkill Valley "	1,323 02	216,588 00
Mill Creek "	12,681 10	548,998 13
Little Schuylkill "		206,154 18
Mahanoy & Broad Mt. "	7,729 12	50,257 03

Pinegrove Coal Trade for 1862.

Amount transported during the last month:

	MONTH.	TOTAL.
Union Canal Railroad,	21,843 00	146,319 00
Swatara Railroad,	2,237 07	12,891 15

Lehigh Coal Trade for 1862.

For week ending on Saturday last:

	RAILROAD. WEEK.	RAILROAD. TOTAL.	CANAL. WEEK.	CANAL. TOTAL.
Lehigh Coal Co.,			10,244	133,338
A. Pardee & Co.,	4,388	135,392	2,533	32,340
Packer & Co.,	3,786	105,178		6,150
Thomas, L. & Co.,	2,416	67,168		8,152
Mt. Pleasant,	549	2,540		495
Chas. Hampshire,	2,445	60,715	339	7,974
Ratcliff & Johnson,	1,141	30,482		5,403
Beaver Meadow,	276	1,984		
Tangart & Son,	1,101	32,531		3,172
J. S. McCrary & Co.,	2,443	27,092	710	11,309
Dellis & Co.,		846		
Jeddo,	1,792	73,401	653	6,270
Fulton Coal,	581	25,631	325	3,708
Harleigh,	1,316	48,569		4,156
German Penna.,	1,052	33,507	1,014	12,431
Buck Mountain,				1,236
Franklin Coal Co.,				20,298
Audenried Coal Co.,				12,529
Hazleton Coal Co.,				8,542
Philad'a Coal Co.,				1,267
Milnesville,	669	27,287		2,724
Baltimore Coal Co.				2,456
Total,	21,294	769,600	16,025	277,093
			24,294	769,600
Total by R. R. & Canal			40,319	1,046,693
Same time last year,			50,525	1,485,979
Decrease,			10,206	439,286

NEW ADVERTMENTS

FINE CABBAGE FOR SALE AT GREENWOOD.
Nov. 1, '62.

DIARIES FOR 1863.
NOW READY, Diaries for 1863, and Pocket Memorandums, of all sizes and styles, for sale at
B. BANNAN'S Book Store.
Nov. 1, '62.

HOT AIR REGISTERS AND VENTILATORS, all sizes and styles, at factory's lowest prices. Large stock just received and for sale by
GEO. BRIGHT & CO'S
Hardware and Iron Store.
Nov. 1, '62.

PHOTOGRAPHIC ALBUMS.
JUST RECEIVED, from late Trade Sale, a large and elegant assortment of Photographic Albums, containing from 20 to 150 Portraits. Various styles of binding and prices. For sale at
B. BANNAN'S Book Store.
Nov. 1, '62.

CHEAP AND ENTERTAINING BOOKS FOR WINTER READING.
A VARIETY of interesting and useful Books, purchased from the Trade Sales at very low rates, and will be sold at a small advance, at
B. BANNAN'S
Book and Stationery Store, Centre street.
Nov. 1, '62.

WINTERING MULES.
THE SUBSCRIBER is prepared to take about 150 MULES TO WINTER, at the Farm known as Fisher's Farm, about one-quarter of a mile above Auburn, Schuylkill County. He will guarantee that they will be wintered to the entire satisfaction of the owners, at the rate of Three Dollars a head, or address him at Auburn Post Office, Schuylkill County, Pa.
CHARLES FISHER.
Nov. 1, '62. 44-3t

PROPOSALS FOR BUILDING SCHOOL HOUSE.
SEALED PROPOSALS will be received by the Board of Directors of the School District of the Borough of Pottsville, until TUESDAY, the 9th day of December next, for the erection and construction of a PUBLIC SCHOOL HOUSE, on the School lot on Centre street, Pottsville. Plans and specifications of the building may be seen at the office of C. LITTLE, Esq., Pottsville.
By order of the Board of Directors.
J. W. ROSEBERRY, President.
Pottsville, Nov. 1, '62. 44-3t

U. S. INTERNAL REVENUE.
COLLECTOR'S OFFICE, TENTH DISTRICT, PENN'A.
Centre Street, opposite American Hotel.
LICENSES under the Excise Laws are now ready to be issued at this office to such as have made written applications for the same.
All persons who have applied, are requested to take out their licenses forthwith, and those who have not applied, are required to call on the Assistant Assessors at once, in accordance with the law.
JAMES A. INNESS,
Collector 10th Dist., Penna.
Pottsville, Nov. 1, '62. 44-3t

SALE AT THE FRANKLIN IRON WORKS, PHILADELPHIA.
VALUABLE MACHINERY, STEAM ENGINE, &c., &c.
ON MONDAY MORNING, November 10th, at 10 o'clock, by catalogue, at the Works, Girard Avenue, between Front and Second streets, Kensington,
VALUABLE MACHINERY, &c.,
Including a Steam Engine, 20 horse power; Large Boring Mills, Planing Machine, Large Slotting Machine, Lathes, Screw Cutters, Steam Hammer, Large Drill Presses, Flasks, Core Carriages, Belting, Bar Iron, Bolts and Nuts, Valuable Tools, &c.
Full particulars in Catalogue ten days previous to sale.
M. THOMAS & SONS, Auctioneers,
Nos. 139 and 141 South FOURTH Street,
PHILADELPHIA.
Nov. 1, '62. 44-2t

LIST OF LETTERS
REMAINING in the POTTSVILLE POST OFFICE, on Oct. 30, 1862:

Allen L E	Griffin D	Moyer Julia A
Auchenbach E	Heffner Peter	Moreen Lizzie
Aden Wm	Hopkins John	Neff Mary Ann
Bechtel Geo K	Jones L	Neiffer Catharine
Beream Chas	Kline Capt Wm	O'Donnel Mrs J
Burns Mrs Ellen	Kane John	O'Neil John
Dan Mrs Fanny	Keller Mary 2	Osler Wm Rip
Cassey Laurens	Lafferty Margaret	Province Eliza J 2
Custer Geo	McNeal Thos	Rice Miss Ellen
Comfort C	Mackenzie Thos	Smith Mrs Anna
Colt Mrs Ellen	Moyer Mr	Swavely Mrs M
Caffie Miss R	McMonagle M	Thomas Mrs Ann
Dorran John	Morris James	Thompson Carrie
Dougherty John	Meehan John	Velcott Wm
Duffy Anthony	McGuire Jno Wm	Weiss Sally
Dawert Mrs E S	McDonough M	Winterstreen Mrs C
Frizzle W	McIlwain Cath'ne	Wasner Mrs A
Green Stephen W	McCready Jas	Wagner Ann S

☞ Persons inquiring for letters on the above list will please say advertised, *and give the date of the list.* One cent additional will be charged for each letter advertised.
M. SILLYMAN, P. M.
Nov. 1, '62. 44-1t

PUBLIC SALE OF TWO FARMS.
Late the Property of SAMUEL R. BUKWALTER, dec'd, situate in Schuylkill Township, Chester County, Pa.
PURSUANT to an order of the Orphans' Court of Chester County, will be sold at Public Sale, on the premises, on
Tuesday, the 18th of November, 1862,
A very valuable and productive Farm, bounded by lands of David R. Buckwalter; Isaac Ch