## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, MAY 4, 1870.

## BEPORT OF THE LEHIGH COAL AND NAVIGATION COMPANY. The Board of Managers respectfully submit their report for the year 1869 as follows: The profits of the year from all sources were: Net profits on railroads, including car \$907,895 36 166,250 29 Net profits on Lehigh Canal, -Net profits on coal-Summit Mines, \$436,951 64

Newport M	ines,	09,82	172	491,776	-
Net profits on rea Net profits from r Miscellaneous rec	ents, -	old,	1	95,968 55,120 80,432	86 86
Less general expe Taxes chargeable to Bailroad, fi Taxes chargeable		<b>\$116,33</b>	S 07 S	1,797,453	81
to Lefigh Canal, Taxeschargeable to Delaware Di-	8,710 17	16 Ib	000	erdt.	4
vision Canal.	6.211 55				

	56,523 5	amoral
Taxes on interest. and capital		
stock, Istanded	04,182 9	18
property and improvements,	6,100 8	
Balance of interest	accoun	- 218,654 91 t

for 1869, -	The state of	984,071 48	
Loss on Delaware Canal,	Division	143,692 81	
		the second se	1.4

Surplus to credit of profit and loss

account, \$334,701 54 The coal tonnage on the Lehigh and Susque-anna Bailroad and Lehigh Canal, compared with \$334,701 54

462,752 27

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	that of 1868, was as 101	lows:		
		1869 Tons. C		1868. Tons. C
	From the Wyoming Region,	841,719	18	519,279
	From the Upper Le-			a ve faite
1	high Region, - From the Hazleton	77,261	17	141,499
	Region,	120,938	02	332,817
	Meadow Region, -	98,113	17	117,086
	From the Mahanoy Region,	2,705	07	4,711
	From the L. C. & N.			
	Co.'s Lehigh Mines,	450,350		427,017
	Other shippers, -	6,562	65	9,750
	Total, Distributed as follow	1,597,651	15	1,552,163
	Distributed as follow	1869.		1868.
	Delivered cast of Mauch Chunk by	Tons. C	wt.	Tons. C
	railroad. Delivered east of Mauch Chunk by	933,569	06	493,774
	canal, Consumed along the	605,143	16	989,947
	line above Mauch Chunk,	33,901	02	26,605
	ing lines in Wyo- ming Valley,	25,037	11	41,836
	Total,	1,597,651		1,552,163
	There was an increase road tonnage of -			430,292
	There was a decrease tonnage of -	on the car	al -	384,803
	Showing a net incre	ase of	-	45,488
	The production of the follows:	e Compa	ny's : 1869.	
	the second s			

A TALL AND A DESCRIPTION OF A DESCRIPTIO		1000.	1000.
and a second		Tons.	Tons.
Shipped by railroad,		204,872	7,535
Shipped by canal, -		189,079	363,346
Sold at Mauch Chunk,		5,938	6,273
Sold at Summit Hill,		1,028	759
Used at planes for engines	, &c.,	11,692	9,307
Total from Summit mine	8.	412,609	387,220
Room Run mines,		56,401	57,620
Newport mines, -		26,502	
Sugar Notch mines,		65,002	-
Greenwood mines, under	lease.	3,400	22,286

Total, 563,914 467,126 The details of the business of the year will be found in the accompanying reports of the heads of departments. The net result is very gratifying, commidering the extreme irregularity of the business throughout the year. During the winter the only source of profit was the railroad, as the canal was not in operation and the demand for coal light and

substantially during the winter, and when com-pleted they ought, with the increased water-way under them and their very substantial masonry and superstructure, to resist future floods. As no through business could be done on this canal dur-ing the remainder of the year, economy rather than expedition was consulted in the repairs to the Lehigh Canal, and it was not opened until Novem-ber 15, at which date the portions of the Delaware Division above and below the aqueducts were also repaired.

453 81

ber 15, at which date the portions of the Delaware bivision above and below the aqueducts were also repaired. The extraordinary repairs to the Lehigh Canal during the year amounted to about \$70,000, and these to the Delaware Division to about \$50,000. The additional amount required beyond the cost of ordinary repairs to restore the Delaware Division will be not far from \$75,000, which will properly be chargeable to the revenue of 1869, having been made necessary by the freshet of that year. The connection with the subject of the freshet the Board desire to express their obligations to their associate, Mr. John Leisenring, for his efficient aid during the height of the storm in preserving the data at Mauch Chunk from destruction. Also, for his assistance and advice thereafter in both rail-road and canal repairs. All of the Company's officers and employes labored earnestly in restoring our works, and they derived great benefit from Mr. Leisenring's large experience in the freshets of the previous thirty years. A reference to the reports of this Company for foctore last, while making evident the fachiet that the last thirty years will show that the Lehigh Canal was seriously damaged in 1841, 1850 and 1862, and that the injury done by freshets in the intermediate years was trilling. The freshet of October last, while making evident the fact that the eneroachments on the river by the iron fur-naces, with their cinder banks, increase from year the danger to the canal, by narrowing and increasing the depth and rapidity of the river dur-ing seasons of high water, also shows that where the greatest damage was done in 1862, a change of location saved the canal at those points from any injury, and that similar changes can be made at oncher points, which suffered severely in this freshet, with a like result. Much has aiready been done to improve the De-

with a like result. Much has already been done to improve the Delaware Division and to protect it from high water by raising the banks, building stop-gates and re-newing locks, and with the completion of the new aqueducts and other works now in progress, that canal may be regarded as less liable to injury than at any previous period. The expenditures in thus improving that canal have always been charged to maintenance for the current year. It is proposed to continue these im-provements and to strengthen all weak points on the Lehigh Canal developed by the last freshet.

the Lehigh Canal developed by the last freshet. COAL INTERESTS. In the supplementary report submitted last year reference was made to indications of an approach-ing suspension of labor in the coal regions. The miners demanded that their wages should be gov-erned by the price of coal, and after a suspension of six weeks they carried their point in the Schuyl-kill and Wyoming regions. After eight weeks'sus-pension the Lehigh operators also yielded. The terms of settlement were so unsatisfactory to the operators in the latter region that, after a trial of a few weeks, they generally notified the men that operators in the latter region that, after a trial of a few weeks, they generally notified the men that they could no longer pay the prices, and a second suspension for over two months resulted. This Company having arranged with its men on more favorable terms than others in July, did not join in the second suspension, which resulted to those who participated in a considerable saving from their provinge contract and lower rates than we were previous contract, and lower rates than we were paying. Even with this gain the prices of labor are very much higher throughout the Lehigh than in either the Schuylkill or Wyoming region, thus taking, to a certain extent, from these operators their advantages of nearness to market and superior quality of coal.

advantages of nearness to market and superior quality of coal. The greater portion of our Lehigh coal was sent to market by the canal until navigation was inter-rupted by the freshet. Arrangements for the ship-ment of our whole product by rail during the winter were in progress at the time, and were com-pleted as speedily as possible, but the production during October. November and December was much less than if no change of mode of transporta-tion had been necessary. This cause, added to the strike of eight weeks from May 10 to July 6, pre-vented the realization of our expectations of a large increase over 1868. The total increase amounted to but 24,170 tons. During the last few months of the year coal sold at high prices, but the cost of mining was increased in a much greater proportion over previous years than the increase of moderate prices but greater -gularity. The coal agency established in New York, re-ferred to in the last annual report, has worked satisfactorily, and promises to be of 'ncreasing ad-vantage to the Company. There is a considerable demand in this city for four coal for family use, and, not having succeeded in other Hampensen to open a yard from which to sell and deliver the product of our various mines. With this view we have purchased a property on the North Pennsylvania Raiiroad, between Diamond and Susquehanna streets, and are fitting it up with

oming lands the coming year depends in a great measure upon the price of coal, and the condition of the labor question. The building c a third breaker next fall will give us a capacity f.r 1871 of from 300,000 to 400,000 tons; and these are three other points offering, at least, equally favorable opportunities for the cheap mining of coal of very superior quality.

opportunities for the cheap mining of coal of very superior quality. We sent to market 63,846 tons from our Summit mines in September, and this may be regarded as nearly the monthly capacity of our present open-ings in Panther Creek Valley. Further develop-ments would be unwise before the completion of the Nesquehoning tunnel, as the gravity road and planes cannot transport any considerable increase, without expensive additions to the machinery. The tunnel will, no doubt, be completed before the close of 1871; and after that we can readily increase our production to 80,000 or 90,000 tons per month.

tomber with, no doubt, be completed before the close of 1871; and after that we can readily increase our production to 80,000 or 90,000 tons per month. **PERANCES.** The floating debt incurred in 1868, in the purchase of rolling stock and in adding sidings, &c., to the railroad, was increased during 1869, by expendi-tures of the same character rendered necessary by the amount of business pressing upon us. The five-year loan issued in 1868 was regarded as a temporary expedient, and was used almost ex-clusively as collateral security for loans to the Company. When the sale of the Wilkeebarre Coal and Iron Company stock was made it became ne-cessary to retire a considerable portion of this loan, and for the purpose of funding the floating debt and providing means for permanent improvements on our railroad and coal lands, it was decided to issue a new loan of two millions of doilars, secured by a first lien on the newly acquired coal lands and on real estate in Philadelphia, the value of the properties being at least three millions of doilars. properties being at least three millions of dollars. The loan matures in 1894, bears 6 per cent. interest, The loan matures in 1824, bears 6 per cent. interest, clear of taxes, payable, principal and interest, in gold. A sinking fund of ten cents for five years, and fifteen cents thereafter, on every ton of coal mined and carried away from the property, is pay-able monthly to the Trustees, and will provide for the loan before maturity. The payments on this account were, for October, \$1414 02; November, \$1209 44; December, \$1253 92, and will increase to \$3500, or perhaps \$4000 a month before the close of 1870.

S3500, or perhaps \$4000 a month before the close of 1870. The loan is convertible into the stock of the Com-pany until 1879. The Board entertained the hope that the business of the year would show such satis-factory results to the stockholders as to create a demand for the new bonds by reason of this privi-lege of conversion. The freshet in October not only reduced our receipts, and rendered necessary heavy expenditures in repairs, but delayed the negotiation of the loan. The loss of receipts and increased expenditures amounted to fully \$500,000, which sum and the proceeds of the loan would have relieved the Company of floating liabilities. The Board look forward with confidence to the funding of this indebtedmess at an early period. In October, 1867, the stockholders were invited to subscribe to a six per cent. ten-year convertible loan of the Company, to the aggregate amount of \$3,300,000. The subscriptions received amounted to about \$1,200,000. During 1868 a small portion of the remainder was issued in payment for equipment and for other purposes. A further issue was made in 1869 in payment for equipment and purchases of coal lands, and there remains of the amount originally authorized about \$1,800,000 available for future us. 1870. future use.

NESQUERONING VALLEY RAILROAD.

future use. NESQUEHONING VALLEY RAILBOAD. The completion of this road has been delayed be-yond the period named in the last report. Work was not pressed vigorously early in the year, and the weather during the fall was very unfavorable, rendering it almost impossible to make any consid-erable progress for weeks at a time. An early period in the spring is named for the connection of the main line with the Catawissa Railroad, and it is hoped in time for spring lumber trade. The road will beyond question earn, as soon as its trade is developed, the dividends of ten per cent, per an-num, free from taxation, which this Company has undertaken to pay on its stock, besides adding largely to the profits of our main line. — Sales have been made from time to time of stock at par, and as means beyond the proceeds of these sales have been needed for prosecuting the work, this Company has subscribed and paid for stock to the extent of 2140 shares, which form a portion of the contingent fund. It is proposed to sell this when-ever purchasers can he found at par and accrued dividends. Work on the tunnel is progressing satisfactorily.

Work on the tunnel is progressing satisfactorily. By order of the Board of Managers of the Lehigh Coal and Navigation Company. E. W. CLARK, President. Philadelphia, January 1, 1870.

## Supplementary Report.

Supprementary Report. The annual report refers only to the business of the Company for the year ending Decomber 31, 1869. The repairs to the Delaware Division Canal, at that time in progress, were completed on the 14th of April. and boats were massed into the canal on the 16th of the same month. The delay in completing the aqueducts was due to the frequent and heavy rains during the fall and winter, which drove us away from work on the piers by raising the streams

SOMETIMES & COLD WILL NOT VIELD TO OBDINART. REMEDIES, because of the severe inflammation of the delicate lining of the tubes through which the air we breathe is distributed to the lungs. This obstruction produces pain and soreness, hoarseness, compt, difficulty of breathing, hectic fever, and a spitting of blood, matter or phlegm, finally exhausting the strength of the patient, and developing very serious disease. Dr. Jaynes' Expec torant seldom fails to remove these symptoms by relieving the lungs of all obstructing matter, and healing all sore

ness. Pleurisy, Asthma, and Bronchitis are likewise cured by this standard remody, and the reputation it has maintained for over thirty years affords the best guaranty of its merit. Sold everywhere.

THE THREE DYSPEPTICS .- Here is an extract from a letter received by Measrs. Drake & Co., November 2, 1869 :- "Three friends met one day in the latter part of last September in the rotunds of the Astor House, Your correspondent was one of the three. We were all suffer-ing from the 'national disease'-indigestion; and all agreed on one point, viz., that nothing agreed with us. We discussed medicines. One had tried blue pills, an-other extract of dandelion, another almost every variety of purgatives. In fact, we had made apothecaries' shops of our insides; but nothing had done us any good. I said I wondered if your PLANTATION BITTERS would help us any. After some talk we concluded to try it, and meet again at the same place that day month, to compare notes. We did so. It was a jovial meeting, I can tell you. We scarcely knew one another. Each had gained fleah; each reported a good appetite, sound sleep, an easy stomach, and a regular habit of body. The change was marvellous. It was agreed to report the facts to you, and I was appointed to make this communication. You can publish it if you choose, and refer all skeptics for particulars to yours truly.

"ALBERT W. SHAW, "No. 549 Downing Street, New York."

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Oreams, etc. etc. The cheapest, healthiest, and most delicious food in the THE BLIND CAN OPERATE THEM WITH EASE .- Permit

me to add my testimony to the superior qualities of the "Grover & Baker" Sewing Machine. I am totally blind, and have been from childhood. Sometime since I concluded to purchase a sewing machine. In making my selection it was necessary for me to procure the simplest as well as the lightest running and

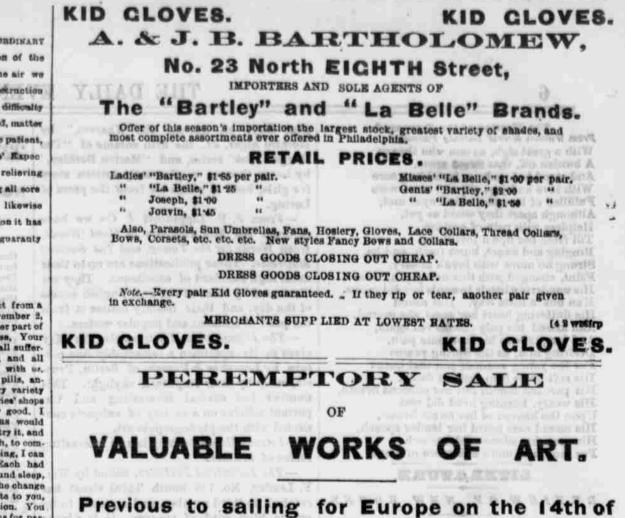
After testing the various machines, I was fully con-vinced that the Grover & Baker had all these required qualities combined. I purchased one, and in a very short time could hem, fell, tuck, and do all kinds of sewing with the greatest case. One of the many great advantages I find that the Grover & Baker has over all other machines is, you can now from the finest to the coarsest fabric without change of tension. I cheerfully recommend it to all who desire a first-class machine.

No. 803 S. Ni

A NEW AND SPLENDID HOTEL .-... the advertisement in another columnew and splendid hotel and restan Broad and Thompson streets, which to-day and to-morrow for the inspect hotel has been fitted up with man frescoed walls and ceilings, massive bars, counters, and lace and damask rors, massive silver ware in the dini cost of over \$12,000, and is decided) most recherche establishment of the

TO SAVE MONEY and avoid delay for uphoistery work, such as puttin holstering and covering furniture, ding, curtains, shades, etc., in the Co., Fifteenth and Ohesnut, who m of theirs to insure full and entire

MR. WILLIAM W. CASSIDT, the Second street, has one of the large stocks of all kinds of Jewelry and I He has also on manu a large assortin Western Watches. This entire being sold out below cost, preparate who purchase at this store at the pr



May, Mr. CHARLES F. HASELTINE will sell at auction all his Valuable Collection of Oil Paintings and Water Colors, WITHOUT RESERVE OR LIMITATION TO THE HIGHEST BIDDER. on the evenings of THURSDAY and FRIDAY. May 5 and 6. They will be sold at his Galleries. No. 1125 CHESNUT Street, where they are now on Exhibition Free.

The most valuable collection of Paintings perhaps ever offered in Philadelphia. 4 28 thamtu wthat B. SCOTT, Jr., Auctioneer.

cheerfully recommend					
RS. RACHEL WOOD,	DRY GOODS.	FOR SALE.			
inth street, Philada. -Attention is called ito nn of Mr. J. Grawford's mrant, at the corner of ch is to be thrown open	E. R. LEE, No. 43 North EIGHTH Street,	FOR SALE, ON BASY TERMS, FIRST- class DWELLING, Race street, opposite Logan Square, Also, one House No. 137 Minetennth street, above Cherry. Inquire of H. WIREMAN, No. 725 WAL- NUT Street, or at buildings, of 425mwf 6t* J. WIREMAN.			
tion of the public. The trble floors, splendidiy we mirrors, solid walnut k hangings to the mir-	HAS NOW OPEN THE MARQUISE KID GLOVE,	GERMANTOWN-FOR SALE, A Modern Vills, 14 rooms. Near Depot. Terms casy. CHARLES B. STOKES, 53 16t <sup>a</sup> No. 4829 MAIN Street, Germantown.			
ing room, etc. etc., at a ily the handsomest and	2-buttons, comprising exquisite shades.	TO RENT.			
kind in the country. y, place all your orders ting down carpets, up- , furniture slips, bed- hands of Albertson & make it a main feature e satisfaction to every	Also, 200 dozen KID GLOVES at \$1. LADIES' FINE GAUZE LISLE AND SILK GLOVES, GENTT' SUMMER UNDERWEAR, Cartwright & Warner's, at nearly half price. LADIES do. do. LADIES' AND GENTS' FULL REGULAR HOSE. HANDSOME REAL POINTE COLLARS, very cheap.	BIRABLE MEDIUM-SIZED HOUSE; central loca tion; modern conveniences. Address "W. H. C.," Box 1669 Philadelphia Post			
is jeweller at No. 8 S. set and most attractive Bilverware in the city. measure or me American valuable stock is now corp to removal. Those present time are certain	NEW SHAPE POINTE COLLARS. Job lot of BLACK THREAD LACE BARBES. Another lot elegant New Hamburg Edgings Theoretings NEW DRESS MOMAIRS for Suits, 25c. JOB LOTS OF DRESS GOODS OPENING DAILY.	TO LET-THE STORE PROPERTY NO. The Unesant street, twenty five feet front, one hundred and forty five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Ad dress THOMAS 8, FLETOHER, 19 10tf Delargo, N.J.			

BLACK SILKS, from auction. TUCKED NAINSOOKS for Short Skirts. HEAVY CORDED PIQUE.

PONGE PARASOLS, new styles. SILK PARASOLS, new styles.

W0 pieces of MATTING, at ale. Sat ing in carpet stores for 50c. MATTING, cheapest ever offered. BLACK MOBAIKS AND ALPACAS. NEW SHAPE HOOP-SKIRTS. PLAID SUISSES FOR DRESSES. PLAID NAINSOOKS. 8-4 FRENCH MUSLINS. 4

SILKS.

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STRIPE AND PLAID SILKS in all colors.

BLACK SILKS in all qualities.

PLAIN AND FIGURED SILKS.

prices low. Early in May business was almost en-tirely suspended by the general strike of the miners, and only partially resumed late in June, and fully when our own and other Lehigh men went to work

early in July. A second suspension occurred in the Hazleton, Beaver Meadow and Upper Lehigh regions soon after, and the coal from our own mines and the Wyoming region gave only partial employment to our canal and railroad equipment for several weeks before the freshet of 4th of October, which not only cost the Company largely for repairs to railroad and cost the Company largely for repairs to railroad and canal, but interrupted business on the railroad, and almost entirely cut off the revenues of the canal for the season. On the 27th of October the coal-breaker of the Upper Lehigh Company was de-stroyed by fire, which deprived us of the transpor-tation of an average of over 3000 tons per week for the remainder of the year. The rates of transportation charged on coal were high during the last four months of the year, but the irregularity of business was so great as to neutralize to a considerable extent the benefit of these rates, and the net result on the railroad was less than a fair profit on the same amount of trade at lower rates, but distributed with more regularity

less than a fair profit on the same amount of trade at lower rates, but distributed with more regularity through the year. The business of the canal shows a very unsatisfactory result, instead of the antici-pated profit of over \$350,000, based on the average of the twenty years previous of nearly that amount, and the profits on our coal product were no more than we ought to realize in an ordinary season. The aggregate net result of the year's business, while satisfactory under the circumstances, was less by over \$500,000 than the estimates made early in September, which would have been realized but for the strikes and flood. RAILBOAD.

for the strikes and hood. BAILBOAD. The reports of income for the year indicate the increasing importance of the railroad, and that the Company must in the future regard this as its most certain source of revenue. The canal is more liable to injury from freshets, and, while a valuable auxlliary, its entire destruction would still leave the Company the means of transporting to market all of its own coal and a large amount for other par-ties, with ability to increase only limited by its financial resources for extending track and increas-

inancial resources for extending track and increas-ing equipment and its necessary adjuncts. The stockholders may therefore now, as they could never before, feel that a freshet, no matter how severe, cannot deprive the Company of the means of earning interest and dividends. The Wilkesbarre planes were completed and commenced raising coal September 25th, and they promise to meet our expectations fully. Such addi-tions have been made to the road and equipment as our means would permit; not sufficient, however, to meet fully the requirements of our customers. The details of these extensions and purchases will to meet fully the requirements of our customers. The details of these extensions and purchases will be found in the report of the President's assistant. The Railroad Car Trust Association, referred to in the last annual report, has invested its capital of \$750,000 in \$ locomotives, 50 flat cars, and 2220 coal cars. The urgent demand for more cars and motive power, and the satisfactory working of the first trust association, induced the organization in Octo-ber of the Lehigh Equipment Trust, with a capital of one million of dollars. There have been ordered by the managers of this trust 10 locomotives, 150 itst cars and 2000 coal cars. With this addition, our available equipment for present need, being pro-bably an aggregate much greater in proportion to length of road than ever before controlled by one company so soon after the opening of its line, and probably sufficient to move all the coal we can handle without important additions to our tracks, and shops and other buildings. CANAL.

NUMBER OF TOTAL STREET, STREET

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North Pennsylvania Railroad, between Diamon

North Pennsylvania Railroad, between Diamond and Susquehanna streets, and are fitting it up with a capacity to meet a large demand. The 17,144 snares of Wilkesbarre Coal and Iron Company stock purchased in 1867, was sold in June last, and the Company received in exchange a tract of 2000 acres of land near the foot of our Wilkesbarre planes, and a considerable sum of money in addition. Valuing the land at the very low price of \$245 per acre, we realized the par value of our own stock given in exchange for the Wilkesbarre stock in September, 1867. Whatever the low is not be process of the \$245 per acre may

value of our own stock given in exchange for the Wilkesbarre stock in September, 1867. Whatever the land is worth in excess of the \$245 per acre may be regarded as profit on the transaction. The purchase of stock was made for the purpose of ensuring tonnage for our railroads and canals, and was induced by the policy of some of the large companies operating in the Wyoming region of con-trolling large bodies of coal lands. That policy is still continued, and at this time all of the railroad and canal companies leading from that region own and lease extensive tracts of land. It was not re-garded as prudent to dispose of the Company's ingarded as prudent to dispose of the Company's in-terest in the Wilkesbarre Coal and Iron Company stock, possibly resulting in the withdrawal of their business, without making other arrangements for

The lands received from the Wilkesbarre Coal The lands received from the wilkesbarre Coal and Iron Company in Hanover township adjoin the Biddle lands, and the two tracts amount to over 2800 acres, nearly all within the coal field. The Cook tract near this body of land has about 100 acres of coal. In addition purchases have been made to the extent of 3580 acres located in Newport township, five miles distant from the western limit of the Hanover township tract. The reasons that led to the sale of the stock and

The reasons that led to the sale of the slock and the purchase of these lands were various. The price offered was considered higher, relatively, than the lands could be purchased at. Large expenditures would be necessary during the next two or three years to continue the coal product of the Wilkesbarre Coal and Iron Compa-ny at the rate of 1860, and further expenditures were deemed judicions to increase the product and diminish the cost of mining. While we owned a majority of the stock, the remaining stockholders were indisposed to advance any portion of the money necessary for these developments. It was money necessary for these developments. It was estimated that no larger expenditure during 1869 and the two following years would be necessary, beyond the proceeds of the sale of the Wilkesbarre Coal and Iron Company stock, to purchase the large body of land and give us the entire control of

large body of land and give us the entire control of and profit on a large product of coal, than it would be necessary for us to advance to retain the control and half ownership of the property of the Wilkes-barre Coal and Iron Company. The only operations on the Hanover lands are those of Messrs. Parrish & Thomas, who mine from a portion of the property under a lease granted in 1865, which yields a rental of about \$30,600 per an-num. A shaft near the middle of the property on the line of the Penpaviyania Canal shows the top the line of the Pennsylvania Canal shows the top vein to be unusually fine in quality at that point, and at an early period it will be advisable to build a breaker and open the mine. On the Newport lands extensive developments were in process at the time of purchase, for the

on the Newport lands extensive developments were in progress at the time of purchase, for the details of which see the report of the superin-tendent. They contemplate a production of 300,000 to 400,000 tons a year, and further developments are practicable to at least the extent of doubling that product. product.

The Hanover and Biddle tracts offer on opportunity for an equal number of collicries. The interest of the Company in coal lands in the

Wyoming region is: Acres. Cost. Hanover tract, from Wilkes-

	barre Coal and Iron Com-	i neereen	
n	pany, over,	2000	\$493,001 30
ã I	Biddle lands, over	800	169,497 32
8	Cook lands, portion underlaid		
ĩ I	with coal,	100	45,000 00
0	Newport township lands, -	3580	1,413,976 96
<b>T</b> 1			

In the aggregate, - 6480 \$2,121,475 58 Of which 5700 acres are within the coal field. We have thus nearly as many acres of coal in the Wyoming as in the Lehigh region. The develop-ments thus far made indicate that the coal is of a very superior quality, and that it can be mined at a much lower cost than at our Lehigh mines. The amount of available coal belonging to us is about equal in the two regions. Oarefully pre-pared estimates give over 300,000,000 of tons availa-ble in the Wyoming lands, after allowing for faults and waste in mining, against 282,000,000 estimated as available in our Lehigh lands. The Wyoming Valley is well known for the fer-

as available in our Lehigh lands. The Wyoming Valley is well known for the fer-tility of its soil, and a considerable portion of the Company's lands are under a high state of cultiva-tion; and portions of the Hanover and Cook tracts are available as building or town lots, and surface lots on adjoining properties, no better located, are selling at the rate of \$2000 to \$3000 per acre. The extent to which we shall develop the Wy-

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fourteen times in about as many weeks, and delayed their completion about a month. The contractors

away from work on the plets by raising the streams fourieen times in about as many weeks, and delayed their completion about a month. The contractors for the superstructure did not press their portion of the work with proper vigor, and the two causes lost us about three weeks' business at the opening of the scason. The one day of through business on the left of April, was followed by a severe freshet in the Lehigh on the 18th of April, with the river at March Chunk within six inches as high as in Octo-ber last. Fortunately but little damage was done to the Lehigh Canal, and none whatever to the Dela-ware Division proper. A portion of the guard wall at Eston was, however, carried away, and until the river can be turned to its usual course, we have no means of transfer from the Lehigh Canal to eithar the Delaware Division or Morris Canal. Unless un-expected causes intervene, boats can pass freely on Saturg. or Monday near. The total outlay in repairs to both guard wall and canal can hardly amount to so much as \$20,000. Our customers have many canal orders which they are anxious to fill, and we have completed arrange-ments to run all of our boats, so that when strikes or freshets do not interfere we shall pass a large amount of coal through the canh. The loss of tomage on the canal has been partly made up by a gain on the railroad, and the cash receipts of the fatter have been increased almost to the extent of the loss on the former. The principal cause of diminished revenue, thus far this year has been a wages paid in the Hazleton and Heaver Meadow repions and at our mines. We did not participate in the second suspension, and when work was resumed in November we lost our relative posi-tion. Our efforts to regain the lost ground resulted in the Beaver Meadow region, and considera-by high chan the rates best mykelly liker wages then a suspension of our men, who have done no work since February 12. At the time of the suspension we were paying higher wages than any other opera-ty mykell and the reason that the

the Catawissa road in the lumber, ore and miscel-laneous trade, and shall start passenger trains soon, with the promise of a fair and increasing business. We are using the Burleigh drills in the work on the

We are using the Burleigh drills in the work on the tunnel, and they have already given good results, and promise better when the workmen have ac-quired greater skill in the use of them. When we sold our Wilkesbarre Coal and Iron Company's stock we gave that Company the right to terminate the contract binding their tonnage to our line by giving six months' notice. We have re-cently closed a new contract with them for a long term of years, by which they agree to send not less than 400,000 tons of coal per annum over our works, giving us the choice of routes by which it shall be sent to the New York market from the terminus of our lines. We regard the new contract as more favorable to us than the one previously in force. We did very little remunerative business last year previous to the 6th of July, and the only very good months we had were July and August. It is hardly likely that the commencement of our paying business can be so long delayed this year, and when it does begin we shall be very much better pre-pared for it in every department than we were at any time last year.

any time last year. By order of the Board of Managers of the Lehigh Coal and Navigation Company. E. W. CLARK, President. Philadelphia, May 3, 1870.

CITY ITEMS.

SINESS COATS FOR MEN. 32. SINESS PANTS FOR MEN. 33. SINESS VERTS FOR MEN. 31. SINESS SUITS COMPLETE, 37.

**JUBINEES** USINESS

BUGINESS VERTS FOR MEN. 31. BUGINESS SUITS COMPLETE, 37. WE BEALLY HAVE GOODS WHICH ABE BEING CLOSED OUT AT THESE IOW PRICES THEY ARE GOOD AND SERVICE. ARLE. WE SELL NOTHING WHICH IS NOT. WE HAVE ALL GRADES OF READY MADE GARMENTS AROVE THESE PRICES, UP TO THE FINEST AND DEST TO BE FOUND ANYWHERE. ALSO, IN THE FIRCT TO MAKE UP TO ORDER. BENNETT & CO.

DEDER. HALF-WAY BETWEEN FIFTH AND SIXTH STREETS. NO. 518 MARKET STREET

THE LARGEST HOTEL SAFE in the country is in the AMERICAN HOUSE, BOSTON. The American is in the centre of business, and supplied with every modern im-

provement.

Store lighter in fight bitters where the state and the bash of the

to get the worth of their money. ALL THE FASHION-The Blue Diagonal English Coatings, made up in first

treet, lower side.

class style by

CHARLES STORES, No. 834 Chesaut street. SINGER'S FAMILY SEWING MACHINES. .

Ten dollars oash Balance in monthly instalments. O. F. DAVIS, No. 810 Obeanut street.

RUBBER OVERSHORS AND BOOTS for Men, Women, and Ohildren, can be had at retail at the very lowest prices. Goodyear's manufacture, old stand, No. 208 Oheanu

ANOTHER GREAT SALE

Braid Stonar Chairs OAK HALL!

MORE CLOTHING THAN IS CONTAINED IN ALL THE OTHER RETAIL CLOTHING

HOUSES IN PHILADELPHIA PUT TOGETHER.

TO BR IMMEDIATELY DISPOSED OF !!

HINDERED

by the extensive building operations just com-pleted at Oak Hall, preventing heretofore the full display of our goods and the due accom-modation of our crowds of customers, we find ourselves well advanced in the season and

OVERSTOCKED

WITH

SPRING CLOTHING,

so we have determined once more to inaugurate a Sale for the Masses with prices away down below the LOWEST MARK EVER YET REACHED. 

111 TENS OF THOUSANDS !!!

OF THE READING GARMENTS FOR MEN AND BOYS.

> FILLING OUR ENLARGED OAK HALL

FROM BASEMENT TO ROOF.

-

WANAMAKER & BROWN'S

LARGEST CLOTHING HOUSE IN AMERICA.

DIED.

CHATTIN .- On the 3d Inslant, in the 33d year of her

age, after a lingering illness, ELIZABETH, wife of Rev. Samuel C. Chattin, and daughter of William Wright, of Beveriy, N. J., in a glorious hope of im-

mortality. The relatives and friends are respectfully invited to attend the funeral, from her husband s residence, at Berlin, New Jersey, on Thursday next at 1 o'clock,

CHILD.-At Milwankee, April 30. ESTELLE OLE-MENT, wife of Alpha Child, aged 25 years and 6 months.

ELLIGTT .- On the 4th instant, of scarlet fever.

B. R. Cor. WATER and MARLET Sta

without further notice.

J. CHAMBERS, SIO ARCH ST., invites attention to the following goods, hought at an immense loss to the importer. BLACK THRWAD LACES. FOINT APPLIQUE LACES. YALENCIENNE and OTHER LACES. VALENCIENNE and OTHER LACES. LLAMA LACE FANCHONETTES. LLAMA LACE FANCHONETTES. LLAMA LACE FANCHONETTES. HAMBURG GOODS. FDCINGS, INSERTIONS, FLOUNDINGS, Etc. PATTERNS NOT TO BE FOUND ELSE-WHITE GOODS. FIQUES FROM 20. to \$1. FRENCH MUSLINS, TWO YARDS WIDE, 50c. PLOUNS COMPARISONS, CAMBRIOS. Victoria Lawns, Figured Swiss, Shirred and Tucked Muslins tor Waista. S. E. CORNER SIXTH AND MARKET STREETS

OHILDREN'S OARRIAGES. BARTON.-On Tuesday morning, the 3d instant, KATE, youngest child of James and Juha H. Barton. The relatives and friends of the family are invited to attend the funeral, from the residence of her parents, at Chester, on Thursday afternoon at 4 o'clock. Interment at Chester Rural Cemetery.

CHILL'S CHILDREN'S CARRIAGES.

> THE HANDSOMEST, BEST MADE, AND LOW. EST PRICES IN THE CITY. N. B.-Carriages made to order. Repairing promptly

No. 224 DOCK STREET.

WE DRFY ALL COMPETITION.

COLONNADE HOTEL, FIFTFENTH AND CHESNUT STS., ENTIRELY NEW AND HANDSOMELY FUR

FOR RENT. — A NEWLY AND ELLE-gantly fitted-up and furnished moderate sized house, in the most fashionable part of the city (near Rit-tenhouse Square), to rent on a three years' lease, and fur-niture for sale. The furniture, which is perfectly new and complete, will be sold at a great sacrifice. The house will be rented without the purchase of furniture, if de-sired. Apply to CLARK & ETTING, 532t\* No. 711 WALNUT Street. 25 pieces Heavy Mesh BLACK HERNANIES, cheap. 30 pieces Black and White Silk Stripe Hernani, 38c. 25 pieces Chene Mohairs, 28c., new. 29 pieces Figured Grenadines, 40 and 48c. NEW BLACK SILKS. BLACK SILKS. STORE TO LET.—ON THE FIRST OF July the Store Property, No. 37 S. SECOND Street, St feet by 100. The upper rooms, 36 by 50, could be altored to allow a private entrance from Second street, and by subletting would materially reduce the rent. Address COMMERCIAL ROOMS, Philada, TO RENT, NO. 1733 CHESNUT STREET. HANDSOME MOURNING PARASOLS. first-class residence : 1 baths, water in each room 1 other modern conveniences. \$2500'per annum Apply to JOHN OREMP, t. No. 1731 OHESNUT Street. 4 29 6t 500 dozen LINEN COLLARS and CUFFS, LINEN COLLARS AND CUFFS for Travelling GERMANTOWN-A FURNISHED COTtage to rent for six months. Within five minutes of CHARLES H. STOKES, 164" No. 4829 MAIN Street, Germantown. depot. 5316t\* GERMANTOWN-SEVERAL COT-GERMANTOWN-SEVERAL CO tages to rent and for sale. OHARLES H. STOKES. 53 16t\* No. 4529 MAIN Street, Germantown 200 pieces of MATTING, at 31c. Same goods sell-REAL ESTATE AGENT. DANIEL M. FOX & SON, 4 30 smwrp3t Conveyancers and Real Estate Agents, SILKS. No. 540 N. FIFTH ST., Philadelphia. Frincipal Agency for Oottages and Lots at OAPE MAY and ATLANTIC OITY. 414 3mip FRED. SYLVESTER. REAL ESTATE BROKER. No. 208 South FOURTH Street, Nos. 405 and 407 North SECOND St. 38 (rp PHILADELPHIA. UMBRELLAS, ETO. A FINE ASSORTMENT OF PONGEE A FINE ASSORTIMENT OF Latest styles Parasols, all colored linings. The latest styles of Parasols and Sun Umbrellas, at HINOK-LEY'S old stand, No. 805 VINE St. 428 12trp REFRICERATORS. JAPANESE SILKS of every variety. 3 30 3mrr REFRICERATORS. CHAMBERS, SIO ARCH ST., FOR THE CHEAPEST AND BEST GO TO THE MANUFACTORY OF P. P. KEARNS, No. 39 NORTH NINTH STREET, 4 23 smw3mrp BELOW ARCH, EAST SIDE. REFRICERATORS. E. S. FARSON & CO., Self-Ventilating Refrigerators, The cheapest and most reliable in the market, and will keep MEATS, VEGETABLES, FRUITS, MILK, and BUITER LONGER, DRIER, and COLDER, WITH LESS ICE, Than any other Refrigerators in use.

> Wholesale and Retail, at the Old Stand, [4 30 Imrp No. 220 DOCK Street, Relow Walnut

TO JEWELLERS .- MISS B. BREINEING. STRUNG FRARL AND CORAL JRWELRY AL-TERED AND EFAIRED, No. 922 CHESNUT Street. 53 Storp

WILLE D. KENDRICK, only child of George and Liz-zie Ellioit aged 3 years. Due notice will be given of the funeral. NISHED is now ready for permanent or transient guests WELLAN T INHOL