

MINERS' AND POTTSVILLE GENERAL ADVERTISER.

WEEKLY BY BENJAMIN BANNAN, POTTSVILLE, SCHUYLKILL COUNTY, PA.

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NO. 5.

TENTH ANNUAL REPORT MADE BY THE BOARD OF TRADE TO THE COAL MINING ASSOCIATION OF SCHUYLKILL COUNTY, January, 1842.

After another short and busy season, the Board of Trade here endeavored to gather up the facts relating to the Coal Trade that is scattered on the way, and present them in the following Report to the Coal Mining Association:

From the following table:	584,692
Sent from Schuylkill	584,692
Lehigh-Manuch Chunk	78,164
Beaver Meadow	26,224
Hazleton	21,363
Sugar Loaf	17,170
Lockawanna	192,270
Pinegrove	21,653
Shamokin	21,663
958,899	
Add remaining on hand 1st of April last	50,000
1,008,899	

From the above total of 958,899 tons of Coal, which has been sent from the mines of the several Coal districts this year, we must deduct a large amount, in order to show correctly the quantity that has been forwarded to the Atlantic markets.

Of the coal sent from this region, there has been 40,584 tons delivered on the line of the Canal; and not being in possession of official information, but seeing that Pinegrove and Shamokin have sent the same quantity of Coal from the mines as in the year 1840; we shall set down the amount that reached tide water, through the Susquehanna and Tide Water Canal, at 10,000 tons; which is a little over the amount that arrived in 1840; thus leaving 29,116 tons for the supply of places, on the lines of canal through which this coal passes to market.

From the best information that we can obtain, we think we may safely set down the amount of Coal delivered on the lines of canal, leading from the Lehigh and Lockawanna mines to tide water, at 68,000 tons; which added to the quantity stated as being left on the other routes, will make up a total of 137,700 tons of coal, that did not reach tide water; and by deducting this from the gross amount in the preceding table, we shall find there is 871,199 tons of Anthracite Coal to supply the demand, for the year ending on the 1st of April next.

The following table exhibits the quantity of Coal shipped from the different regions from the commencement of the trade, together with the annual increase, and consumption, and the annual quantity remaining over unsold, and disposed on the line of the Canal:

YEAR	QUANTITY SHIPPED	ANNUAL INCREASE	ANNUAL CONSUMPTION	QUANTITY REMAINING OVER UNSOLD	DISPOSED ON THE LINE OF THE CANAL
1830	31,551	3,322	6,150	177,000	31,551
1831	34,873	3,322	6,150	177,000	34,873
1832	38,195	3,322	6,150	177,000	38,195
1833	41,517	3,322	6,150	177,000	41,517
1834	44,839	3,322	6,150	177,000	44,839
1835	48,161	3,322	6,150	177,000	48,161
1836	51,483	3,322	6,150	177,000	51,483
1837	54,805	3,322	6,150	177,000	54,805
1838	58,127	3,322	6,150	177,000	58,127
1839	61,449	3,322	6,150	177,000	61,449
1840	64,771	3,322	6,150	177,000	64,771
1841	68,093	3,322	6,150	177,000	68,093
1842	71,415	3,322	6,150	177,000	71,415
1843	74,737	3,322	6,150	177,000	74,737
1844	78,059	3,322	6,150	177,000	78,059
1845	81,381	3,322	6,150	177,000	81,381
1846	84,703	3,322	6,150	177,000	84,703
1847	88,025	3,322	6,150	177,000	88,025
1848	91,347	3,322	6,150	177,000	91,347
1849	94,669	3,322	6,150	177,000	94,669
1850	97,991	3,322	6,150	177,000	97,991
1851	101,313	3,322	6,150	177,000	101,313
1852	104,635	3,322	6,150	177,000	104,635
1853	107,957	3,322	6,150	177,000	107,957
1854	111,279	3,322	6,150	177,000	111,279
1855	114,601	3,322	6,150	177,000	114,601
1856	117,923	3,322	6,150	177,000	117,923
1857	121,245	3,322	6,150	177,000	121,245
1858	124,567	3,322	6,150	177,000	124,567
1859	127,889	3,322	6,150	177,000	127,889
1860	131,211	3,322	6,150	177,000	131,211
1861	134,533	3,322	6,150	177,000	134,533
1862	137,855	3,322	6,150	177,000	137,855
1863	141,177	3,322	6,150	177,000	141,177
1864	144,499	3,322	6,150	177,000	144,499
1865	147,821	3,322	6,150	177,000	147,821
1866	151,143	3,322	6,150	177,000	151,143
1867	154,465	3,322	6,150	177,000	154,465
1868	157,787	3,322	6,150	177,000	157,787
1869	161,109	3,322	6,150	177,000	161,109
1870	164,431	3,322	6,150	177,000	164,431
1871	167,753	3,322	6,150	177,000	167,753
1872	171,075	3,322	6,150	177,000	171,075
1873	174,397	3,322	6,150	177,000	174,397
1874	177,719	3,322	6,150	177,000	177,719
1875	181,041	3,322	6,150	177,000	181,041
1876	184,363	3,322	6,150	177,000	184,363
1877	187,685	3,322	6,150	177,000	187,685
1878	191,007	3,322	6,150	177,000	191,007
1879	194,329	3,322	6,150	177,000	194,329
1880	197,651	3,322	6,150	177,000	197,651
1881	200,973	3,322	6,150	177,000	200,973
1882	204,295	3,322	6,150	177,000	204,295
1883	207,617	3,322	6,150	177,000	207,617
1884	210,939	3,322	6,150	177,000	210,939
1885	214,261	3,322	6,150	177,000	214,261
1886	217,583	3,322	6,150	177,000	217,583
1887	220,905	3,322	6,150	177,000	220,905
1888	224,227	3,322	6,150	177,000	224,227
1889	227,549	3,322	6,150	177,000	227,549
1890	230,871	3,322	6,150	177,000	230,871
1891	234,193	3,322	6,150	177,000	234,193
1892	237,515	3,322	6,150	177,000	237,515
1893	240,837	3,322	6,150	177,000	240,837
1894	244,159	3,322	6,150	177,000	244,159
1895	247,481	3,322	6,150	177,000	247,481
1896	250,803	3,322	6,150	177,000	250,803
1897	254,125	3,322	6,150	177,000	254,125
1898	257,447	3,322	6,150	177,000	257,447
1899	260,769	3,322	6,150	177,000	260,769
1900	264,091	3,322	6,150	177,000	264,091
1901	267,413	3,322	6,150	177,000	267,413
1902	270,735	3,322	6,150	177,000	270,735
1903	274,057	3,322	6,150	177,000	274,057
1904	277,379	3,322	6,150	177,000	277,379
1905	280,701	3,322	6,150	177,000	280,701
1906	284,023	3,322	6,150	177,000	284,023
1907	287,345	3,322	6,150	177,000	287,345
1908	290,667	3,322	6,150	177,000	290,667
1909	293,989	3,322	6,150	177,000	293,989
1910	297,311	3,322	6,150	177,000	297,311
1911	300,633	3,322	6,150	177,000	300,633
1912	303,955	3,322	6,150	177,000	303,955
1913	307,277	3,322	6,150	177,000	307,277
1914	310,599	3,322	6,150	177,000	310,599
1915	313,921	3,322	6,150	177,000	313,921
1916	317,243	3,322	6,150	177,000	317,243
1917	320,565	3,322	6,150	177,000	320,565
1918	323,887	3,322	6,150	177,000	323,887
1919	327,209	3,322	6,150	177,000	327,209
1920	330,531	3,322	6,150	177,000	330,531
1921	333,853	3,322	6,150	177,000	333,853
1922	337,175	3,322	6,150	177,000	337,175
1923	340,497	3,322	6,150	177,000	340,497
1924	343,819	3,322	6,150	177,000	343,819
1925	347,141	3,322	6,150	177,000	347,141
1926	350,463	3,322	6,150	177,000	350,463
1927	353,785	3,322	6,150	177,000	353,785
1928	357,107	3,322	6,150	177,000	357,107
1929	360,429	3,322	6,150	177,000	360,429
1930	363,751	3,322	6,150	177,000	363,751
1931	367,073	3,322	6,150	177,000	367,073
1932	370,395	3,322	6,150	177,000	370,395
1933	373,717	3,322	6,150	177,000	373,717
1934	377,039	3,322	6,150	177,000	377,039
1935	380,361	3,322	6,150	177,000	380,361
1936	383,683	3,322	6,150	177,000	383,683
1937	387,005	3,322	6,150	177,000	387,005
1938	390,327	3,322	6,150	177,000	390,327
1939	393,649	3,322	6,150	177,000	393,649
1940	396,971	3,322	6,150	177,000	396,971
1941	400,293	3,322	6,150	177,000	400,293
1942	403,615	3,322	6,150	177,000	403,615
1943	406,937	3,322	6,150	177,000	406,937
1944	410,259	3,322	6,150	177,000	410,259
1945	413,581	3,322	6,150	177,000	413,581
1946	416,903	3,322	6,150	177,000	416,903
1947	420,225	3,322	6,150	177,000	420,225
1948	423,547	3,322	6,150	177,000	423,547
1949	426,869	3,322	6,150	177,000	426,869
1950	430,191	3,322	6,150	177,000	430,191
1951	433,513	3,322	6,150	177,000	433,513
1952	436,835	3,322	6,150	177,000	436,835
1953	440,157	3,322	6,150	177,000	440,157
1954	443,479	3,322	6,150	177,000	443,479
1955	446,801	3,322	6,150	177,000	446,801
1956	450,123	3,322	6,150	177,000	450,123
1957	453,445	3,322	6,150	177,000	453,445
1958	456,767	3,322	6,150	177,000	456,767
1959	460,089	3,322	6,150	177,000	460,089
1960	463,411	3,322	6,150	177,000	463,411
1961	466,733	3,322	6,150	177,000	466,733
1962	470,055	3,322	6,150	177,000	470,055
1963	473,377	3,322	6,150	177,000	473,377
1964	476,699	3,322	6,150	177,000	476,699
1965	480,021	3,322	6,150	177,000	480,021
1966	483,343	3,322	6,150	177,000	483,343
1967	486,665	3,322	6,150	177,000	486,665
1968	490,000	3,322	6,150	177,000	490,000
1969	493,322	3,322	6,150	177,000	493,322
1970	496,644	3,322	6,150	177,000	496,644
1971	500,000	3,322	6,150	177,000	500,000

The above table is the same as contained in our last Report with the past year statistics added; and also another column containing the amount of Coal unsold on the 1st of April of each year as nearly as can be ascertained. The data in this column will not be found to differ materially from former reports, excepting for the year 1839, in which we experienced much difficulty in determining upon the amount in market on the 1st of April.

We have not taken into account the 32,917 tons of Coal sent from Wilkesbarre, because we believe that the whole of this is required for the supply of the Furnaces and their Engines; and other Steam Engines in Danville and its vicinity.

With this moderate supply in the market, we cannot believe that any great quantity will be remaining in the hands of dealers at the next opening of the canal navigation; though it must be observed that the mildness or severity of a winter presents very different results in the quantity of fuel consumed.

As was anticipated in our last Report, the stock of Coal remaining on hand at the opening of the canal last spring, was as usual as could be desired, by those who are anxious to preserve the trade in a healthy and flourishing condition.

A sufficient supply is not what suits the speculators, but it is the very condition wished for by the miner, who is well aware, that a steady and ample supply, induces a regularly increasing demand for, and use of Coal.

In consequence of the damages caused by the flood in January last, the Schuylkill Canal was not opened before the 17th of May, and from this time the business went on increasing, until in September; the weekly shipments from this vicinity and Little Schuylkill amounted to 25,000 tons.

By the 25th of November the shipments had nearly ceased, and in this short season of little more than six months a larger amount by 61,510 tons, was sent down the canal, than in any previous year.

The facilities for increasing the business of this country are certainly very great, and if our coal of transportation is still further lessened by Canal and Rail-road, so that none can undersell us at living prices; then from this region may the increase supply be derived, and in a very few years the quantity of Coal annually passing by these two great works, to tide water, will exceed a million of tons.

The Schuylkill Navigation Company have fixed the toll on Coal to Philadelphia for the present year at 75 cents per ton, which is a reduction of 15 cents on last year's prices, on all excepting Pea Coal, which is increased 25 cents per ton.

The Philadelphia and Reading Rail-road Company have fixed their rate of transportation for the first two months of this year at \$1.50 per ton, the next four months at \$1.75, and for the five months ending with November at \$2 per ton.

On the 1st inst, a Locomotive Engine passed over this road, and came threading through the gorges of the mountains, until it reached this place; bearing with it the Managers of the road, who were received in the most cordial manner by our citizens generally.

According to previous arrangements made by the Company and our citizens; a train of cars left here on the morning of the 10th inst, and arrived in Philadelphia in the evening with upwards of 2000 passengers, carrying with them some Coal that was mined the same morning at Potts & Bannan's colliery, 230 feet perpendicular below the water level.

The same day a train of cars passed over the Road carrying about 150 tons of Coal, which had been loaded on the 8th from Potts & Bannan's mines; thus fixing the 10th of January 1842 as the day on which the first train of Coal passed over this Road to Philadelphia.

On the 11th inst, our citizens returned from Philadelphia accompanied by some of