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B. Bannan, Agent, Pottsville. Arrangements for 1st. Old Established Passage Office.

Regular Packet Ships to and from Liverpool. Steamers: Captains, Days of Sailing from.

Wholesale and Retail Dealers in all kinds of Groceries, Flour, and other provisions.

PHILADELPHIA, READING AND POTTSVILLE RAIL ROAD. Passenger Trains.

ASTON RIDGE SEMINARY. For Young Ladies. The object of this Seminary is to afford a thorough education...

PHILADELPHIA, READING AND POTTSVILLE RAIL ROAD. Winter Arrangement.

PHILADELPHIA, READING AND POTTSVILLE RAIL ROAD. Reduction of Freight on Merchandise.

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MINERS' JOURNAL, AND POTTSVILLE GENERAL ADVERTISER.

WEEKLY BY BENJAMIN BANNAN, AGENT FOR THE PROPRIETOR, POTTSVILLE, SCHUYLKILL COUNTY PA

VOL XXIII. SATURDAY MORNING, APRIL 10, 1847. NO. 15.

Philadelphia. STEAM MARBLE WORKS.

It is the duty of the Board of Trade, again to submit to the Coal Mining Association, the transactions and events of the past year...

The amount of Anthracite Coal sent from the Mining Districts during the year 1846, will be seen by the following table:

Table showing Anthracite Coal sent from Mining Districts during 1846. Columns include From Lehigh, From Schuylkill-By Canal, From Lehigh, etc.

PURE WHITE LEAD.

Whitcomb & Brother, Philadelphia. A large quantity of pure white lead, and other articles...

PHILADELPHIA, READING AND POTTSVILLE RAIL ROAD.

Passenger Trains. Hours of starting on and after Monday, Oct. 6, 1846.

Reduction of Freight on Merchandise. Goods will be forwarded with the following rates...

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FIFTEENTH ANNUAL REPORT. Made by the Board of Trade, to the Coal Mining Association of Schuylkill County—March, 1847.

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The amount of Anthracite Coal sent from the Mining Districts during the year 1846, will be seen by the following table:

Table showing Anthracite Coal sent from Mining Districts during 1846. Columns include From Lehigh, From Schuylkill-By Canal, From Lehigh, etc.

The product of 1846 being 2,343,992 tons, shows an increase of 320,940 tons over the year 1845, the product of which was only 2,023,052 tons.

The following table exhibits the quantity of Anthracite Coal sent from the different mining districts in Pennsylvania, from the commencement of the trade in 1820 to 1846, inclusive...

Large table showing quantity of Anthracite Coal sent from different mining districts in Pennsylvania from 1820 to 1846. Columns include Year, Lehigh, Schuylkill, etc.

PHILADELPHIA, READING AND POTTSVILLE RAIL ROAD. Winter Arrangement.

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only that part of us between Shamokin and Susquehanna, 21 miles east, 500,000 Lykens Valley R. R. to Susquehanna, 10 m. east, 200,000

There are 51 Coal Breakers in this District, propelled by steam, and a few others by horse and water power—these Breakers are of four or five different plans and constructions...

The introduction of the Breaker and Revolving Screen attached, was a decided improvement on any of the previous plans for breaking and screening coal...

It is to Mr. Petherick, we are indebted for the introduction of this piece of machinery, in our coal operations, and we hope it may prove as important an economical auxiliary in the business...

The Mine-Hill and Schuylkill Haven Rail Road Company, are now engaged in extending a branch of their Road to the East Branch of Swatara Creek...

The Schuylkill Navigation Company have been actively engaged during the past year, in enlarging their Canal, which was opened from Philadelphia to Phoenixville...

The large increase in the tonnage of each boat, the expense of running, which will not be much greater than running the small boats, must very materially lessen the mere cost of transporting coal...

As far as relates to coal delivered on the line, these drawbacks are partly counterbalanced by the heavy tolls charged on all empty boats returning...

The cost of the work to the present time, has been about \$5,000,000 exclusively of Boats, Wharves, Cars, &c., which the Company have and are now constructing...

The Philadelphia and Reading Rail Road Company during the past year have done much to make their work more effective, by increasing their stock of cars and locomotives...

During the past year, they have added to their running machinery 19 locomotive engines of the first class, and 1923 from coal cars, besides freight and other cars...

The statement made respecting the loss by replacement of Iron rails, is certainly very gratifying, not being one-half cent per ton on the tonnage of the road...

The coal feeders to these two great works just spoken of, are comprised in the following list of Rail-roads:

Table listing coal feeders to two great works, including Little Schuylkill, Schuylkill Valley, Mill Creek, etc.

The Rail-roads constructed by individuals, and leading into the above-named incorporated roads, cannot be less than 70 miles long and cost \$180,000...

Here, then, we have in the Valley of the Schuylkill, 324 miles of Rail-road, and 108 miles of Canal, in constructing which there has been expended upwards of \$19,000,000...

It will be interesting here to bring into view what has been expended in other places for the accommodation of the Anthracite Coal Trade of Pennsylvania...

Whitehaven Navigation from Easton to Whitehaven, 71 miles, cost \$4,555,000

Whitehaven & Wilkesbarre R. R. 20 miles cost 1,250,000

Branch Chuk R. R. from Summit to Rhinecliff, 36 miles, cost 600,000

Beaver Meadow Rail-road, 26 miles, cost 360,000

Hazleton do 10 do 120,000

Buck Mountain do 4 do 40,000

Summit do 2 1/2 do 20,000

Total cost of improvements on the Lehigh, Danville & Pottsville Rail-road unfinished, and

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JOBING OFFICE.

In connection with our Establishment, we have open a large Jobbing Office, for the printing of Books, Pamphlets, Tracts, etc.

Book Bindery. We are also prepared to bind all kinds of books, in the most durable manner...

Machine. We have also provided ourselves with a Rolling Machine, the most approved kind, which enables us to roll paper to any pattern...

Delaware & Hudson Canal, 180 miles long, and Morris Canal, constructed to carry coal to New York, 108 miles, cost 4,000,000

In summing up the cost of the above-mentioned improvements, we find an amount exceeding thirty-four millions of dollars...

The number of ships, barges, brigs, schooners, sloops, steamboats, barges, and boats cleared in 1846 from Port Richmond laden with coal was 7011, and the number cleared from Philadelphia and Bristol with Lehigh Coal during the same period, was 1216...

In the following table we present a comparison between the Anthracite and foreign Bituminous Coal Trade of Boston for the last five years:

Table comparing Anthracite and Bituminous Coal trade of Boston for the last five years. Columns include Year, Anthracite Coal, Bituminous Coal.

The results of the above comparison must be truly gratifying to all who are favorable to the protection of domestic industry...

These large annual accessions to the Coal Trade can only be accounted for by the rapid progress made in the numerous branches of domestic manufactures...

Since the year 1840 the manufacture and working of iron with this fuel, from an infatigable position, has been brought to such a state of perfection...

There is, already, more than half a million of tons of our coal annually consumed in the manufacture of iron, and from the abundant distribution of iron ore through the States of Pennsylvania, New Jersey, and New York...

These are the two principal elements of the basis of England's present position as a manufacturing nation, and which, if fostered in this country in connection with other branches of manufacturing industry...

The Iron Trade of England, from a very small business, has in 60 or 70 years reached its present magnitude...

Such was the policy pursued by Great Britain towards us while we remained her colonies, and none of our iron or steel were permitted to make a foreign market...

At the close of this war we were governed by the Articles of Confederation, under which we had free trade to its fullest extent...

As soon as the bill went into operation to any extent, business began to decline, and in less than ten years from its passage, the whole industry of the country was prostrated...

The passage of the tariff bill of 1812 instilled new life into all kinds of business and the people were contentedly and prosperously progressing in their various avocations...

And we fully believe that the people will demand a repeal of such suicidal enactment, and return to that course of policy under which we have always enjoyed most individual and national prosperity...

The prosperity of our Coal Trade is so identified with the successful prosecution of all other business of the country, that it becomes us to look well, thoroughly, and continually to the promotion of the national prosperity...

Respectfully submitted on behalf of the Board of Trade.

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