

A. M. Seltzer, 11 Of these the following were for Mining purposes in this Region - the balance were for the same elawhere or for Foundry & Machine Shops, Saw-mills etc., in or out of the There are also employed in the County for various purposes besides Mining, about 40 engines, with an aggregate power of upwards of 700 horse. PREPARATIONS FOR 1854. WEST BRANCH. STANTON & PAYNE are sinking a new Slope on the Hartman Tract, belonging to Messrs. Carey Patterson de Hughes. They have erected two 40 horse engines, and wil e ready to mine early in the season. D. Woon & Co. have erected two 20 the Big Veingon the Donaldson Estate, with a view of driving tunnels North and South, o cut 4 other veins below the water-level. hey have driven a tunnel above the waterevel, cutting the five veins, containing an aggregate thickness of 70 feet of Coal in a nel was about \$20,000 and took 21 years to Gronge Spunces has sunk a new Slope it Minersville, and erected 3 Engines-two of 40 horse power, and one of 15 for a Breaker. This Colliery is now ready for mining. Mr. Spencer is also sinking a new Slope on the Sillyman tract, now belonging, we believe, 60 Mr. Dundas, and has erected a 40 bonning ine. This Colliery will be read, about time.

D. Enwarps & Co. have erected a 20 horse Engine for a Breaker, at Forrestville, 1811 and will be feady to increase their business 1811 DAVID GLOVER is also sinking a new 1845. Slope at his present Works, which will be 1850. ready early at the season.

RICHARD HECKSCHEE & Co. have opened Black Heath Colliery, and erected a Hoisting Engine of 40 horse power, and also an e of 20 horse power for a Breaker. -This Colliery is ready and will probably produce from 60 to 70,000 tons this year. F. Macronald has sunk a new Slope on the Primrose Vein, we believe, and erected a 40 horse Engine for pumping, and a 12 horse power for a breaker. This Colliery is now, or soon will be, ready for business. Messrs, Dolbin & Rogens are also sinking a new Slope at their works and have erected a Gi horse Engine, which will be ready early in the season. DEHAVEN & Co. have sunk a new Slope Engine of 80 horse power, and also one for new Slope on the Oak Hill property, on the West Branch, and have exected a 50 and a Megers. BRITTAIN are also sinking a new Messrs. FRITZ & SELTZER are also sinking on the Salem Vein, at Llewellyn, forerly worked by the Messrs, Heilners. ed by John Doherty, and the Wolf Creek MOUNT CARBON ROAD CHARLES MILLER & Co. have sunk a slope at the Mt. Lattee Colliery, which is ready ROSERS, SINNIGESON & Co. are sinking 2 alopes on the Delaware Coal Co.'s Lands, which will be ready early in the season. Georgi Millen's Slope on the Spohu vein will be in full operation this season—and several other Collieries will also increase their THE NORTH ANERICAN Co.'s slopes at Centreville, worked by Rogers, Sinnickson & Co. and the Jate Vein, worked by Jas. Thomas & Co., lieve been abandoned. The business on this road will in all probbility be increased 40 or 50,000 tons in MILL CREEK RAIL ROAD. JOHN BINKERTON, (now Wm. Milner J. c Co.) has suck a new Slope, and erected a 60 horse Engine, and a 20 horse Engine for Breaker. This slope is ready for business. WILLIAN & THOMAS JOHNS have their new works for the present year's business. bottom of this Slope he proposes tunnelling North and South, which will cut all the vens on this Tract, all of which will be worked for this Slope. F. J. Panvin has sunk a new Slope, which will be ready for this year's husiness.

John C. Naville is also preparing a Coliery opposite Repplier's works, above the SCHUYLKILL VALLEY ROAD. John G. Hewes has taken the Salem Colliery at Young's Landing, heretofore worked by the Eagle Hill Mining Co. This Colliery is now ready for an increase of business. Jons C. Neville has prepared a new Colfiery on the Sharp Mountain, opposite Mid-dlepart and erected a 20 horse Engine for a Breaker. This Colliery is now ready for Day Steinberger has also opened a new which is ready for working. 00 and the other of 20 horse power. This which will be ready early in the season. Janza Namt has sunk a new Slope at Silver Creek, and erected a 40 horse Engine. This Slope is ready for business. Mesers. OLIVER & MOORE have also sunk on the Tunnel Vein and erected a 40 horse Eu-

RAILROADS IN SCHULLBILL CO. Making a total of 6 engines.
Aggregate power 260 horse.
Five of the air, with an aggregate pow The following is a list of the Main and Branch Railroads, public and private, in the County, with their respective lengths, cost, of 230 horse, were made siter the lat of Jui etc., together with those now building and others projected. The length, in all cases is estimated by eigle track in BECAPITULATION. No of eng. , Agg. Pow. Roads in Actual Running Order. Mine Hill and Branches. Private connections with do., Private connections with do., Union Canal to Lorberry Creek. Mr. Carbon, Private cot Mt. Carbon 4 Pt. Carbon, Sidelings on do.. Mill Creek and Branches, Private connections with do., Schuylkili Valley and Branches, Private connections with do., Little Schuyl., Sidelings and Branches, 2757 1701 To which may be added-1244 Under-ground, Portion of Phila. 4 Reading and Side lings. Portion of Auburn & Dauphin and 285 210 Sidelings. 225 Total in County, Public Roads now Building, that will be finished in the course of the current year: Miles. West Branch Extension to Ashland, Lit. Schuyl. do to Catawissa R. R., 8 2,080 Total now building in County, present year: Lehigh Valley, from Tamaqua to Lehighton, Road from Mr. Carmel to intersec Catawissa, R. R. Total to be contracted for in 1854. All the public Railroads in the County, excepting a short distance of light track on the Mt. Carbon Road, are laid with tron Mr. Ggo. Rich is sinking a new Slope at rails; as are also some of the private and Rorersville, and is erecting a 60 and a 30 under-ground Reads: horse Engine, and will be ready early in the Cost of Roads, as returned to State Legisli \$769,211 horse Engines at the Woodville Colliery, on the Donaldson Estate, from which they mined a small quantity of Coal this season. The supply can be considerably increased this year. This Colliery has cost about \$80,000.

R. H. F. Hearton is sinking a Slope on the Big Vein for the Donaldson Estate with Little Schuvlaiti. 800.000 234,000 178,000 \$2.649.51 We have no data at hand to ascertain the additional cost of these Roads; for Extensions, Branches, etc., during the Two years since this official return was made; but their pace of 233 gards. The expense of the tun- whole present cost may safely be set down, in round numbers, at \$3,000;000. CUMBERLAND COAL TRADE. We find in the Cumberland Miners' Journal the following table of the Coal sent; to market from that region, from 1842 to 1853 inclusive, which shows the annual increase: Jennon's R. Braddock's Predmont Valley. R. Valley. Region. Tons. Tens. Tons. 757 951 Tons. 1,708 10,032 43,000 1852, 231,441 225,815 19,150 allowances.

751,027 841,020 73,725 1,578,773 Dampage, freight on inlining coal, at ring 1853. The increase of Foreign Coal motive power on layers. Roads: Henri R. Roads: Henri & Ground Henri & Ground Henri & Ground Henri & State, Co. tons. This would give an increase in the supply of Bituininous Coal sent to the seaboard, independent of the Virginia Coal Trade of 229,802 tons. LORBERRY CREEK COALT RADE Quantity of Coal sent to market in 1853 Interest on bonded debt for 1853, 549,774 00 by the different Operators :: at Mine Hill Gap, and erected a Hoisting Kitzmiller, Stees & Co., Wheeler & Miller, a Breaker of 20 horse power.—This Col- Greenawalt & George liery is now ready for business.

D. P. Brown & Co. have also sunk a 27,812 Increase in 1853. 517 tons. Messte, Kitzmiller & Stees, and Wheeler 20 horse Engine. This Colliery is also ready & Miller, have each erected Engines of 10 horse power, for Breakers during 1853. Slope of the Lewis Vein, which will be MAHANOY COAL REGION FOR 1851. [GORRESPONDENCE OF THE MINERS JOHRNALL] The extension of the Mine Hill and Schuylkill Haven Railroad across the Broad Moun-THEODORE GARRETSON & Co. are also tain is about to unlock the mineral treasures January, 1854, 103,646 co extending their mining facilities on the Mahanov region, and afford a use- Dividend on com-West West,

John Desert has also erected a new colliery at the Mine Hill Gap, which is now with a very large proportion above water with a very large proportion above water and July 1852, with a very large proportion above water and July 1853. L. Greenwood is driving a tunnel on the level. Several of the most enterprising and making fund for hands of 1836.60, 25,000 00 South side of Peaked Mountain, on the Reed | tesponsible operators of the Schuylkill re-Tract, and is about erecting a Coal Breaker. gion have taken leases, and commenced their The Branchdale Colliery, a Colliery work- improvements. The principal improvments, thus far, are Colliery worked by George Spencer, have upon the lands of the Ashland estate, and the lands of the Locust Mountain Conl and The increased capacity on the West Branch; Iron Company, which extend in this Bisin. when all these works are completed, will be LOCUST MOUNTAIN COAL AND TRON COMPANY. equal to \$00,000 tons; but only a portion The lands of this Company extending in- 1852 by \$207,681 18. will be made available the present year. to this Basin comprise about 2000 acres.— Those from Coal being in except probably to 200 or 250,000 tons.

Several Collieries are also being prepared lieries, considerably advanced, and some six.

Those from passengers.

Those from passengers. in the Mahanoy Region, which will be ready to seventy Miners' houses up. Veins are opened feet; 8 levt, 30 legt and 471 feet Those from U. S. Mail, &c., completed to Ashland. We have no data to thick. venture an opinion as to what lucrease may Lessee of Big Mine Run Col vy. G. Bast & Colbe expected from that quarter, the present of Locust Ruo Col'ry, G. S. Repplier.
of Big Run Colliery, Messis, Heilner. LANDS OF ASELAND ESTATE. with an industrious and enterprising populathe owners of the estate, and preparations made for commencing several Collieries, to be completed by the opening of the Railroad across the Broad Mountain. Among the leaves a surplus of \$1,075 29 for the pre- on works. It is failest that however well founters of country.

These statements are Messrs. Price & Co., Connor, Pather than the common stock of the control of country.

These statements and southern and Southern and Southern and Southern and Southern and Southern line, and uniting at the coal upon their own Ningara with the roads now finished through the Canadas, will afford a short and most available route southward for trade and particles. These statements are the statements of country.

These statements are more than a southern line, and southern line, just closed, some eighty. Miners' houses by ments com menced. Slope also ready for business.

E. W. McGinnes is also extending his R. Company, under the mame of the Phila-John D. Hewes is sinking the Slope on the heavy iron of the portion of the road between property now belonging to H. Carey and others, (late Haven's) on Mill Creek. This Slope need with the organization of Improvement is on the Lewis Vein-it is now 175 yards companies, imbracing the larger portion of deep and it is his intention to sink to the bottom of this Vein, an estimated distance of nies have been actively engaged in the openfrom 250 to 300 yards, making the depth of ing and improving of their lands, with some the Slope from 450 to 500 yards. From the thing like the following result: water level.

The increase on the Mill Creek will not be breaker, as also others in the region, are both its adaptability and its constructed upon a plan introduced by Kimber Cleaver, Esq., C. E., and are perpendicular, the Cold descending upon a spiral plane of iron attached to a post in the centre of ficial, by inducing a more general spears, business.

lessees are Messrs. Price & Co., Connor, Patterson, Adams, &c., from the Schuyikiil region. The veins upon this estate are of large
size, and the Coal of superior quality.

Besides the estates above mentioned are
the Girard lands, the Preston Rairant land.

To future division.

These statements exhibit most gratifying ad such plicy way have been while the
of country.

The Bauphin and Susquehana road, to
which allusion has been made, connects the
magin, for the rolling stock of this Combe Girard lands, the Preston Rairant land.

The cost of transportation are the rolling stock of this Comthe Girard lands, the Preston Rairant land.

The cost of transportation are the rolling stock of this company with the great and
rich Valley of the Susquehana road, to
works of this company with the great and
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works of this company with the great and
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works of this company with the great and
rich Valley of the Susquehana road, to terson, Adams, &c., from the Schuckill region. The veins upon this estate are of large the Girard lands, the Preston Retreat lands, &c.. which will soon be lessed and improve-SHAMORIN COAL REGION FOR 1861 The year just closed has been one of unusual activity in this region. The re-organization of the old Danville and Potteville R. delphia and Subbury, and the relaying with PHILADELPHIA AND SUNBURY R. R. CO. The lands of this Company embrace 3000 scres, situate in the Northwestern portion of been gradually and regularly increas the Basin. Upon them is in process of Sixty per cent, of the coal transports the Basin. Upon them is in process of Sixty per cent, of the coal transperction a large double treaker, which will the last year has been accomply be completed early in the Spring, with Mi- and it is intended, as soon as practice ners' houses capable of accommodating men use it exclusively, for that purpose. for a large Colliery. The schules of this fuel for this purpose. each bin. The lessees are Messes. Cochran & Peale. The engines about being introduced by this and other companies for hoisting rially reduced. This may be and breaking, are made at Providence, R. I.; the increase of business in both being neat and compact, of thirty horse power, of short stroke, and rapid motion. The Railroad of this company is completed some chandize traffic exceeds that for distance beyond Shamokin, and will be exited, nearly 331 per cent. tended to Mt. Carmel in the Spring. CARBON BUN IMPROVEMENT COMPANY. The lands of this Company comprise 2000 \$41,648 19-100. As this officers near Middleport, above water level, acres, located West of the town of Shamo uess in both branches he with about the same nug which is ready for working.

Measte, Rogens, Sinniceson & Co. are, 34 miles in length, in course of construction, therefore without proportion three Slopes of their works near Mid., running through their property, and counce. cost, the diminished exp dieport, all of which, it is expected, will be sting with the Philadelphia & Sunbury Rail-ready in the course of the season. J. Cockill has sunk a new Slope at Win- and Minets houses. Lessee of Colliery, John tity of coal transport dy Harbor, and erected two Engines, one of Hodgkiss: EIG MOUNTAIN IMPROVEMENT COMPANY. Colliery is ready for mining.

The lands of this Company are located with the year 1852, it with Montelius is opening a new Colliery South of Shamokin, and comprise some 6000 ported has been less

region. ৃ -

The managers frankly this source has also 4 tons. The been increased cents per lon, acres. Workmen are engaged in construct. charge for transpo Missrs. Henry Guiterman & Co. are also opening a new Colliery on the Big Vein above water level, in connection with their present eral Railfoad of 11 miles in length. The Coal of S104,017. is of excellent quality, and much harder than An examination most of that found in the Western end of the from the three gr ite regions withpits the following in the past low y hree regions sup-GREEN RIDGE IMPROVEMENT COMPANY. singular results. plied in 1851, 4 This Company has under construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construction a lateral Reilroad of 5 of a mile, to construct of 5 crease upon the Shall on the Eagle Hill property, on the Big road. Also, two Collieries, with breaker being an incre nearly completed, twenty Miners' houses, of the largest class, up. Lesses, Messrs. Ayers for husiness this year.

From the best information was a large land, located in the middle of the Basin, conproduction of the land.

land, located in the middle of the Basin, con-taining a very superior Coal. transportie This Company possesses Railroad privile- Several c

ges, and is about to exercise them in the conges, and is about to exercise them to New ble irregularity. The unusual mildness of Company and conducted with great ingenue struction of a Railroad with the Catawissa i the preceding winter left appearance of stock its was discordanced with great ingenue. Truction of a Kaurosa with the Catawissa the preceding winter left an excess of stock ity, was detected and exposed.

For Little Schuylkul Railroad. Two routes in the Spring, causing but little demand in The coal offered for transportation reaches

quite sanguine of its success. The lands of Acalera and consumers aware that these enquite sanguine of its success, mostly ormous rates for freight could not be main- the operators, having a desk in the office of including the Northeastern section of the Ba- tained, during even the winter months, that Compay,) but not in their employment, sin. Upon them are three Collieries in pro- have, it is believed secured only a partial appointed to keep accounts of weight for his sin. Upon them are three conteries at process of preparation, and some fifty Miners'
cess of preparation, and some fifty Miners'
sup. ly.

The great profits realized by the owners of the consignment, or the parties to whom the coasting ressels, in all branches of commerce, appear to be of unusual size for this region.

The great profits realized by the owners of the consignment, or the parties to whom the coasting ressels, in all branches of commerce, was to be delivered, had for some years. one being shafted upon of more than forty leet. Lessees of this Colliery, Messrs. Lu-LOCUST MOUNTAIN COAL AND IRON COMPANY. The lands of this Company include upwards of 6000 acres, located in the South eastern portion of the Shamokin Basin, and 3574 extending South into the middle of the Mahanoy Basin. The improvements in the

Shamokin Basin, are two Collieries in process of preparation, one breaker up, and thirhouses. Lessees, Messis. M. B. 194 Rell & Co. and -Besides these, there are the lands of the Sur quehanna Coal and Coal Mount. Company, sit-uate in the immediate vicinity of Mr. Carmel Roads to be put under contract (so stuted) the but from the recent organization of the Company, but little has been done with improve There are also several valuable tracts

iher & Gable.

Coat lands in private hands, some of which are being successfully worked by individual enterprise; as the land of Dewart & Co., worked by Kase, Reed & Co., and the land of Helfenstein & Boyd, upon which an extensive Colliery is in process of preparation, by he Messra Rossers. Among the most important of the unimproved lands, in private hands, are those of the Locust Gap property, of some 1800 acres the lands of the Messrs Garretson, comprising some 2000 acres, adjoining the lands of the Philadelphia & Sunbury and Coal Run Company's-and the Brobst tract near Mount

TO THE STOCKHOLDERS OF THE PHILADA, & READING R. R. CO. The Managers, in conformity with the rejurements of the charter, submit the following statements. The same form as heretoore adopted has been used, to afford ready neens of comparison.

Receipts of the Road. Travel, \$4,819, equal to 92,667 through pa-senger, regular to solve the solve pa-senger proposed for the solve pa-senger proposed for the solve part of the solv Working Expenses

Ranning acc't. \$457,040 2 Workshop acc't; 205,346 6 Depot acc't, 40,311 0 Sup'ntend'ee do, 80,734 2 4,647 16 Roadway erpen-ses, 245 miles single track livadway, 11 lividee-, Buildings, Machinery, Riebmond wb've, Police, Superintendence and sundries, \$119,747 6 6,738 74

interest, dama geaandsandries 73,055 78 165,955 99 \$1.465.750 O Nett Profit for the year, One year's int. on bonds & mortga-Potal, interest for 571,914 00 Ronewal Fund. Three centsper 180 tons on 355,500,-770 tons trans-

ported one mile, 106,974 23 172,031 83 23,293 71 bands of 1819-70, 75,000 00

The expenses in each department are less than in 1852, giving increased net profits of 8213,762 78. These lands comprise some 1800 acres, lo-cated at the Ashland Gap, and include the dividends of 34 per cent: on the preferred, town of Ashland, which is rapidly filling up and 4 on the common stock, making 7 per with an industrious and enterprising population each for the year, and leaving a surplus of 852,153 89.

> the net profits \$213,762 78. The cost of transportation has been redu-say it longer time and for a greater dis-The cost of transportation has been redu-say it longer time and for a greater dis-transfer of coal from one the main line of Pennsylvania improvements ced in every department as follows: On Coal 1.08c per ton.
> On Mdze 4.02 do.

It is to be observed that this economy has been attained during a period remarkable for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor, and for the bigh price of materials and labor. more clearly demonstrate the prosperity of site cars. untion of expenses in the transportation of coal may properly be attributed to the creased use of Authracite Coal as fuel in the locomotives, and from the same cause a

The use of this fuel in the locomotirovements made, the entire cost of locomohives and coal care, for an increased business, These results, demonstrating, as the position of the Company require any such The cost of transportation pe The passenger business and r onstrate the supply of coal, heretofore regarded as almost inexhaustible, to be far greater than had been even imagined. revenue from the passenger of to \$57,333 04-100, and from equal to the original efficiency of the whole of the latter. The sum expended for the erection of a qualed their bridge of stone, (240 feet in length), in light senue from of the one of wood, burged in 1852, should as compared not perhaps, be all charged to this fund.

of coal trans- as the expenditure for the former is much greater than outlay required for replacing the wooden structure. The Managers think, however, that it will be more satisfactory to err, if at all, in ma-king excessive charges to this fund rather than to capital. These unusual charges leave the account in debit balance of \$5,823 33. The permanent improvement directed at your last aunual meeting, received immediate tons, being an inattention.
The long stone bridges across the River
a year of 1,026,831.
Schuylkill, at the "Falls" and at "Feacock's
Locks," which it was then resolved to sub-"814 tons, while in locks," which it was then resolved to substitute for the present wooden structures,
have been commenced, and satisfactory progark that this increased

York city, by a junction with success. Two routes of Little Schuylkill Railroad. Two routes of Little Schuylkill Railroad in the Spring, causing but little demand in the surveyed, the one running on the have been surveyed, the one running on the surveyed, the one running on the have been surveyed, the one running on the have been surveyed, the one running on the have been surveyed, the one running on the surveyed, the coal Ridge, and the contracting for their supplies. But this reduction may be chiefly accounts of the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting to their charges, the weight for the uses of the land counted for by the glear scarcity of coasting the weight for the uses of the land counted for by the glear scarcity of coasting to the weight for the uses of the land counted for by the glear scarcity of coasting to their charges of the land counted for the coal daily the reduction may be chiefly accounted for the coal of th

It was, however, discovered that an agent o

ter, they received more, while the purchaser

then supposed to be sufficient to cover the loss of the Company by their agency, and the

taken and intended to be resorted to.

It is a matter of deep regret, that persons

occupying, theretofore, a position of high

course, of conduct dishonorable both in pur-

It will be observed that the usual dividend

fund has been diminished by the payments

pose and in the means to accomplish it.

will naturally induce a large investment in made and transmitted to this Company tickauch properly, and in the end ensure a reguilar supply of vessels, adapted by their construction expressly for this trade.

of his principals. It now appears, and is This state of things brought about by the admitted by this clerk, that he adopted a syscauses to which we have alluded, will, it is tem of tickets by which the weight was believed, create an increased demand for coal falsely-represented to this Company; as about during the winter, and leave both dealers five per cent. less than its true amount, and consumers in the early spring, in imme- whenever the coal was consigned to their diate want of large supplies. Now, in esti- own firms. When sent to others, the ticket mating the demand for any succeeding year, is it to be longotten that the history of this trade has shown that its progress and average of increase is secure and certain, and that the particle of the true weight. In the former case, (for the true weight is progress and average of increase is secure and certain, and that its progress are averaged to the largest amount being consigned to the parties themselves) this Company received, I from any cluse this has not been attained of course, the freight and tolls on a less during any given year, those that follow quantity than was actually transported, and have not taled by their increase to main-

tain the accustomed a verage? In the early part of last year the Dauphin of the coal was defrauded. These siternate Susquehana Coal Company, satisfied that over and under charges in so large a busithey woul complete their road in July, and ness and to so small an amount in the aggreconnect to simmense body of lands owned by gase, escaped detection. them with the works of this company at Au-burn, (Umiles below Pottsville,) applied for facilitie for the trapsportation and shipment The chanagers, confidently relying upon this assirance to some extent availed themselves it the discretion given at your last arrest of a third, against whom a suit to selves it the discretion given at your last appearing. The property of the former was appearing and sold at Sheriff's sale. this asserance to some extent availed them-

a whit at incompany and 213 eight wheeled to a very rigid examination of the accounts coal ars. Delays from various causes prevened the completion of that road at the tim designated. It will, however, be non-eration to a few says. This company have more therefore, relized any revenue from the extenditures the made. This trade will be names were made public at the time, and a nost valuable one. A notice of the coal that the extent of it, during the four years. a nost valuable one. A portion of the coal that the extent of it, during the four years, which will the reach this market is pecuwhich will the reach this market is peculie, being sen bruminous, and adapted as a will be recovered by the measures already ausetitute for fituminous, rather than compeling with the authracite.
This roadforms a direct communication

between theatheys of the Schuytkill and the respectability, should have fesoried to and connects the works of this Susquehan th the Pennsylvania Railroad extending 2 fa'the it report it was appounced that, after the mination of the fiscal year 1851- of interest, \$101,400 20, on the floating 52, the Magers had purchased real estate debt. This debt has been created chiefly by at Richfild, having 1260 leet of river from the purchase of additional real estate and for It adjoigns the worth the property now oc. improvements authorized. This interest thus

wharves. Since that time the paid includes that upon the debt unlunded at proper preyances have been completed .- the time of the last annual report, and has This, in the former purchase of the Com- been increased by the scarcity and consepany, es a front on the river Delaware of quent high value of money for some months t, which it is believed will be suffici past. clent all purposes for very many years. From these purchases and improvements. Other al estate, with a view to afford ready no direct revenue has as yet been received. acceso the whole of the whart property; Indeed, some of the improvements are not nes in bought. When it is known that ver fully completed, and none of them were the pulation of the district of Bichmond, available for the business of this year. It has bre than doubled in six years that the may be questioned whether the interest in migements have increased in equal ratio; cruing for expenditures for permanent imand at the entire river front between this provements should not be charged to their and the lands of the Company (34 miles) | cost until completed. The Managers, howoccupied for business purposes, the ever deem it proper to deduct it from the revwhin indeed, the necessity—of making enue. After making this payment of inter-large purchases cannot be doubted. A est-on the floating debt, and appropriating consement would have been most injus \$100,000 to the sinking lund, (equal to 1) to the permanent interests of the com- per cent, on the amount of preferred and common stock outstanding) there still refare of ground intended for a depot, in the classes of Stockholders, and a surplus of

y centre of the city, to which reference 352,152,89. Dividends have, therefore, been made of made in the last eport. The entire pare 281 feet on Broad, extending 528 feet 34 per cent. in July, 1853, and January. Thirteenth street, nov belongs to the Com- 1854, on the preferred, and of 3 per cent. in ny, with the exception of two small and July, and 4 per cent. in January, on the commportant corpers of Thirteenth street. mon stock. acent and convenent to this square of The fund arising from the sinking fund, and, a proper loinus been obtained for by the cancellation of bonds purchased this Engine house, a avoid the necessity of year, \$111,173 31, for which an equal ming the locomutives some three miles in amount of stock has been created, dout of the dry for each trip, as it now with the surplus of last year, 342,765 36, quires. Som other less important pur- gives a fund for distribution in common ases of real ente at various points on the stock of 14 per cent, to each class of stockholdere, (now declared) and leaves a surplus for In addition the new coal wharf at Richthe preferred of \$1,075 29, and for the other iond, alread referred to, three others are learly finisher bid will be completed in sion. sion to new of fields, by several of the lat-

(common) of \$43,094 97, for future divi-With such results and prospects, the Man sion to new of fields, by several of the lat-sion to new of fields, by several of the lat-deral tailroad sodered necessary these addi-tional facility. The Mine Hill and Schuyl-tional facility. The Mine Hill and Schuyl-tional facility of the future, on terms more tatill Haven illicad Company, which fut-nished 9968 fone of coal for transporta-ing the funding of the debt, as authorized tion durir last year, are extending their they have endeavored to consult the permaroad into centre of the second great coal neat interest of the proprietors. held, and pect to have it completed in July The projectors of this work truly regarded next. Thine Hill and Mill Creek Rail, it as but a link of a great chain of public road County have also decided to extend improvements which were to extend through , 81 miles to New Boston, where the northern counties of Pennaylvania, and additio large supplies of the best anihra-contect the metropolis of the State with the the L. Schuelkill road, also now in pro- realized. Some of the roads to which the soc.214 et gress ill develope the easiern portion of Managers referred in their last annual rethe sad cost held. Applications have alport, have been prosecuted with a vigor commensurate with their importance.

The gross receipts for 1853 exceed those of 1852 by \$207,661 18.

Those from Coal being in exceed to be finished that ke of this Company, by the great in the lateral roads of the State of New York. 57,333 04 crain the length of they several lines and open a new field of commerce and travel to 41,648 19 make it necessary, in some degree, to a country whose natural resources only needed such facilities to encourage its enterchany being owners of all the river from prise, and lead it to the greatest prosperity.

chain the syllable of the shipment of These lines it may not be improped to add, of the Managers did of hesitate to provide will afford the highest attraction to the travue time the requite whart facilities cling public. By their means our own citch this included distuess will require; izens, leaving home in the morning will the lateral rock in the production arises with require; a most imported question arises with require; a most imported question arises with reach Niagara by day light, passing on their reach Niagara by day light, passing on their cont. on each for the year, and leaving a surplus of \$52,153 89.

The sinking tunds give a fund for distribution in common stock of 14 per cent. on both tent can upon their nawly leaving a surplus of \$52,153 89.

The sinking tunds give a fund for distribution in common stock of 14 per cent. on both the preferred and the morning will reach Niagara by day light, passing on their route through those regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than the lateral rock heretofare existing the productions of nature are displayed in a form less attractive but more useful than the lateral rock heretofare existing the interest productions of nature are displayed in a form less attractive but more useful than the forming will reach Niagara by day light, passing on their route through those regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than the forming will reach Niagara by day light, passing on their route through those regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than the forming will reach Niagara by day light, passing on their route through those regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than the forming will reach Niagara by day light, passing on their reach Niagara by day light, passing on their reach Niagara by day light, passing on their reach Niagara by day light, passing of their reach Niagara by day light, passing on their reach Niagara by day light, passing of their reach Niagara by day light, passing on their reach Niagara by day light, passing on their reach Niagara by day light, passing on their reach Niagara by day lig

ist teither is highly, if not fatally, objection west. The construction of the Lebanon Valler sentirely reasonable to require the Railroad, extending from Harrisburg and On Maze 4.02 uo. Mars entirely reasonable to require the Halfroad, extending from marrisoning and On Passengers 28.98 for each through pastic seasonable to furnish at connecting with the road of this company at tion of the rolling; stock for these Reading has been determined upon, and the

us and increasing extensions, and it is public spirited citizens of Reading have, by esign to attempt, by negotiation, some municipal and private subscriptions to in the high price of materials and labor, and for ble arrangement for this purpose; that reason, especially, cannot fail to be a se charge, undoubtedly, would be read source of great satisfaction. Nothing can sid, if this Company would furnish the now having obtained the sid of the city of the ci any public work than such results as the openis, however, requires a large and con- will be prosecuted with an energy of personal relations of the past year present. This dim a increase of capital, which to some if pose worthy the great results which its comincrease of capital, which to some, if pose worthy the great results which its commany, of the proprietors is most objec- pletion will surely accomplish. By means of the works of this Compan is, however, an unquestionable fact, that | the passengers and traffic of all these lines all expenditures connected with railways, will reach the sea board, and upon such ta-

lose for actively employed rolling stock are culities as we can offer, they will all greatly ost certain to yield largely increased and depend for their usefulness, regularity, and ninediate profits. The other requisite im- prosperity. To meet so great an increase of business n passengers and merchandize as must sure will be fully covered by the profits of the ly flow from these channels, some additional

first year. It is not, nowever, to be inferred expenditures will be necessary. Among these that, in the judgment of the Managers, it is may be designated such sum as will be re-politic to furnish rolling stock for other com-quired for additional depot facilities at the panies. Under the arrangement, existing, junction with the Little Schuylkill Railroad only the most moderate profit, for the capital at Port Clinton, the erection of the building required, could be obtained for the service on Brond street, and an additional number of performed by the cars on other roads, nor does passenger and meachandize cars. It should never be forgotten, that during expenditure to secure ample business. The the early organization of this Company, great first coal field from which our present traffic financial embatrassments existed, and the s turnished, has abundant capacity for any accommodations for depots, water stations, increased consumption that may be required &c. &c., were necessarily limited to the most 25 for many years. Recent developments dem economical expenditures for even the local The managers believe that the Stockholders will cordially approve of the expenditures [Here follows the details of the renewal already incurred under the authority given, und, which we omit.]

To-the account for the past year has been and extending it that this increase of business and the Company in a position to take and will see the propriety of so continuing charged the cost of seven new first class to- may find the Company to a position to take comotives. An equal number of engines has and to keep it, profitably to themselves, and stease of been sold. One-half of the former is fully advantageously to the pure readily equal to the original efficiency of the whole. By order of the Board of

JOHN TUCKER, President Office of the Philada, and Reading R. R. Co., Philada. January 9, 1851.

THE POLLOWING PERSONS WERS, OR 100 9th inst., unanimously elected efficets of the Philadelpain and Reading Railroad Company for the ensuing year: President-JOHN TUCKER. Managers-Samuel Noreis, George

Richards, Charles S. Boker, Matthias S. Richards, Robert D. Cullen, Christophe Secretary and Treasurer .- Sam'l Bradfor THE POLLOWING Persons were, on the 9th inst., elected officers of the Little Schoyl-

kill Railroad Company, to serve for the ensu: purposes, are minutely stated in the accomplaying exhibits; to which reference is made
left than in 1852.

In may enable us in part,

During the last summer, a feared

Left Turner details.

During the last summer, a feared

Reves, G. H. Van Gelder, R. B. Potter, G.

R. Justice.