most productive year. first of March next. Toweges and drawbacks, State tax on capital slock, ges bonds for land damages and ou ordinary account, Total. And showing a surplus of that will be due for dividend.

gradually augmented by the additions of its Mr. Editor: May I ask the insertion in own income until it shall amount to two your paper of the enclosed letter from Judge hundred thousand dollars. On this chaint is the insertion in the control of the enclosed letter from Judge The gross tonnage has reached 1,215,990 tons, being an sucrease on that of 1852 of 141,291 tons. Of this increase 88,657 tons were on the Anthracite Coal trade, and 52,-634 tons in miscellaneous articles. The tolls for the year amount to \$661,-689 08, being \$177,893 59-100 more than for 1852, and \$57,499 81-100 more than for the year 1837, which had hitherto been the Of the increase in tolls \$165,700 08-100 were from Anthracite Coal, and \$12,193 51-100 from the miscellaneous articles. The rents of real estate and water power have amounted to \$29,398 75.100 being \$1,666 43.100 more than for the year 1852, It will thus be perceived, that there has been a marked improvement in every depart-ment of our affairs, and that they are rapidly assuming an attitude to which the Stock-holders may confidently look for a dividend Cash on hand, of profits on their investments.

It may be remarked of this largely augmented tonnage, that it has been carried without my embarrassment or difficulty at any of the locks, and that a slight interruption, caused by a want of care in regulating the supply gates for the water power of the Manayunk mills, which occurred at a period when the water in the river was at its lowest stage, enabled us very accurately to test the capacity of the works at a trying point, where there are combined locks, and under such unfavorable conditions as rarely occur in the regular working of the line. Upon the occasion just referred to, the two large and connected locks at the outlet of the Manayunk canal were worked for 24 hours successively, and 83 boats of the large class were passed through them in that time .ily doubted by merely lengthening the locks so as to pass two boats at one time, or by reparating the combined locks.

The line was opened on the 5th of March, 1853, and the shipments were continued up to December 22, 1853, which gave us a business season of 250 working days. There have been no breaches or other casualties caused by floods or freshess, and a few accidental injuries to lock gates and other parts of the mechanical work were so promptly repaired when they occurred as scarcely be left in the regular current of the trade. According to the report of the Chief Engineer, the business closes with the whole line in a condition of excellent repair and strength, and requiring no great amount of Winter work to be done to fit it for opening by the The additions and improvements that have been made to the works, during the year, are specially described in his report, to which we refer for full and and accurate descriptions of them and the cost thereof.

To the facilities and securities which these additions and improvoments have afforded, we are, no doubt, indebted for a considerable portion of the increase of our trade, and for the protection of the works from the effects of freshets and other casualties. mission of a tonnage, which has been invi- and trustworthy men. ted by enlarged dock, bout, and car capacity. By the data above furnished, it appears that the income of the year 1853, has been as follows:

Tolls on coal and miscellaneous arti-Rents of real estate and water power, 29,398 75 The expenses chargeable against such in-Current expenses, including repairs and maintenance of the works, salaries of officers, office expenses, wages of lock-tenders, and car and landing expenses, and also the sum of \$9,011 of, being a part of the am't, expended on new constructions and machinery, tools, &c., as per Engineer's re-2.184 41 \$561,257 06 By the last annual report, the surplus of the year The plan of settlement adopted in May, 1852, directed that after the payment of the Winter expenses and repairs, and the interest on the old mortgage loans, due since March 1, 1853, the balance of said surplus should go to the credit of the contingent fund of \$100,000, agreed to be set apart to provide the means for the restoration and repair of the works in case of flood or other casualty The winter repairs and expenses from December 1 1852, to April 1, 1853, are estima-\$30,000 0 The interest on the old mortgage Joans, due March 1, 1853, was 25.079 7 And leaving a balance of the surplus of the delivery of them by the builders ran their book, also their age, and how many 852 to the credit of the contingent fund, on throughout the boating season, and consecuted and write. It was a gratifying 1852 to the credit of the contingent fund, on the 1st day of April, 1853, of \$71,717 24 quently they were only partially available To complete the contingent fund the sum | for the husiness of 1853. surplus income of 1853, which, as before ness of the coming seasons and if the near common school system of our prosperous stated, is \$129,830 77, and there remains the sonable anticipations of the increase in the town, and promises for the future an intelligum of \$101,548 01 as the net profits of whole of the Anthracite coal trade for 1854 gent and virtuous community. the company from the 1st of January, 1853, be realized, they will be fully employed, to to which the holders of the preferred stock gether with such others as it may be in the are entitled by the deed of settlement.

And here a very important and delicate means at their disposal. question arises, which in our judgment can The Union Canal Company having by vote in general meeting concurred in the resolus provided for by the agreement of tions adopted by you on the second day of May, 1852, have not been entirely comple- June. 1853, relative to the enlargement There remain the following liabilities t be liquidated in loan of 1852, preferred pared and duly executed by the two corpora-stock and common stock.

The pared and duly executed by the two corpora-tions. It is understood that contracts have Loans of 1865, 1868, and improvement debt, 1858,

Arrears of interest on do. to July 1, 18,095 36 *Arrears of interest on old Morigage \$44,500 71 Of this sum a part, say \$8,100, has been York, and cannot fail to bring a considerable agreed for, but the remainder is held by par-ties living at a distance from the city, who and although conducting and managing the son,) will be the best arrangement for giving northern latitude of nearly 46° such aid. After carefully considering the various the Secretary, which will have a wide range, forms in which it has been suggested to de-clare a dividend on the Preferred Stock the President, the office will be an important one that the said dividend should be four per pany. Although the managers have doubt-cent, which will represent very nearly the less the power to create an office, the incumamount of the net income of the year 1853. For this purpose they submit herewith an thorizing the enlargement of the office of Secretary; and to have such officer Capital Stock of the Company for the requinte amount and the issue of script certificates | leaving the definition of his duties and comto each holder of preferred stock for the sum The propriety of this arrangement will be tarther manifest from the consideration that all the net income of the past year has been used to pay for the construction of the Lippiacott dock and the other improvements m permanent character, and in advances to the Soat Trust for the purchase of Boats, Cars and Locomotive Engines. While these great

hundred thousand dollars. On this point Helfenstein? I do so for the double purpose and income of the Managers invite the opinion and action of making the Judge's bounty known to The state of the productive power of the ground stiff of the productive power of the growths, it is equally satisfactory.

Capital Stock,

Or the stockholders and loanholders

The state of the Company on the 23d day that others amongst us, who have the means, may be stimulated by so excellent an example to go and do likewise. of making the Judge's bounty known to those who may stand in need of it, and also Capital Stock, 21, Preferred Stock, 2, Old Mortgage Loans, 1, Mortgage Loans of 1852, convertable into preferred stock, 3, Loans of 1856, 1865 and 1838, not yet converted into loan of 1852, and preferred stock, 1, Interest on Loans of 1856, 1865 and 1808, due July 1, 1852, not yet converted into Loan of 1852, preferred stock and common stock 2,505,000 00 1,777,408 03 Lancaster, Dec. 19, 1853. (Miss A. Franklin and Miss R. Jenkins' 3,938,234 89 have kindly consented to assist Mrs. Longe-necker, in the distribution of Judge Relienstein's bounty.) December, 5, 1853.

19,095 36

Rev. Dr. Sanuer Bownan—

My Dear Sir:—I have this day caused to be shipped one boat load of Coal, amouning to about 60 tons—from the Luke Fidler stock and common stock, interest on old Mortgage Loans due June 1, 1852, not yet converted in-to loan of 1852, nterest on loans payable in cash, in-123,422 64 Mines, to the care of Messrs, Baumga niterest on toans payable in Cash, inciuding interest due Jan. 1, 1854,
Old dividends unpaid.
Bilts payable, given for materials, &c.
Bonds and Mortgages,
Secured toan of 1848, held by Boat
Trust,
Balances due to sundry persons,
Contingent Fund. The Coal is designed for the use and bene-The Coal is designed for the use and nearfit of the destitute poor of Lancaster, my native city, to be distributed under the direction
to a Committee of three ladies, one of whom
I desire to be Mrs. Susan Longenecker, wife
of my friend, David Longenecker, wife
of my friend, David Longenecker, Esq.
The other members of the committee to be Contingent Fund, two ladies of your parish, to be selected by Bonds and Morigages, Tolls in hands of Collectors, Debta due by sundry persons, Stocks and Loans held by Presiden 6,508 82 yourself. 19,987 38 I submit the distribution of the Coal entire v to the good sense and discretion of the ladies, to be appropriated without reference to the Church relations or preferences of the re-\$265,426 45 cipients of it. May I ask of you the favor to lend me The balance of these accounts is represen your aid in accomplishing the above named purpose, through the agency specified.
My intention is, with the blessing of God, ted by the following items:

Doubtful debta due to the Company,
The amount of the necounts for the cost of the works, docks and fandings, and real estate of the Countries. to provide for a regular and and permanent annual appropriation, after this Winter, of pany, and real estate of the Coupany, and all expenses for repairs, damages by thoods, maintenance discounts and parent on loans and losses beyond the net income, making aflogather the sum of one hundred tons of Coal for the above purpose, to be distributed through a similar 10,292,427 20 My friends, the Messrs. Baumgardner, o \$10,674,220 18 your city, have very liberally offered to re-The above statement does not include the ceive the Coal at Columbia, and convey it The above statement does not include the account of the Boat and Gar Loan Trusts, and make a daily tonnage of 6560 tons, and for a season of two hundred and fifty working days, a total of 1,640,000 tons, and this without doubling or otherwise knlarging the locks at that place and serveral others, where combined locks are located.

Whenever the rotating shall reach such a point, the capselty of the canal may be readily doubled by merely lengthening the locks.

The above statement does not include the account of the Boat and Gar Loan Trusts, which rest upon special scentries, independently of the laith of the Company, and are as it without doubling or otherwise knlarging the locks at that place and serveral others, where combined locks are located.

Whenever the rotation of 1540,000 tons, and this without doubled by merely lengthening the locks.

Boat control the Company, and are the control time to time as the ladies may direct, free of any charge or expense.

Very truly, your friend and obedient servant,

WM. L. HELFENSTEIN.

Boat control the Company, and are the control that point to Lancaster, and send it out from time to time as the ladies may direct, as fellows:

Very truly, your friend and obedient servant,

WM. L. HELFENSTEIN.

Boat control the Company, and are the control to time as the ladies may direct, free of any charge or expense.

Very truly, your friend and obedient servant,

WM. L. HELFENSTEIN.

Boat control the control the control to time as the ladies may direct, free of any charge or expense.

Very truly, your friend and obedient servant,

WM. L. HELFENSTEIN.

Boat control the control the control to time as the ladies may direct, free of any charge or expense.

Very truly, your friend and obedient servant,

WM. L. HELFENSTEIN.

Boat control the c Don't coun of 1800,
Dails payable, given for boats and cars built in 1853, under the contracts with the builders,
Interest due Nov. 1, 1853, on boat loan of 1850, American, will be found interesting in this 609 00 connection-Judge Helfenstein has many Interest due to Jan. 1, 1851, on boat 961 15 friends in this immediate vicinity: loan of 1845, " Christmas with its merry peals of laugh-\$235,337.85 ter has visited us once more. Its annual re-turn never fails to call forth a loud shout of ASSETS ash on hand, Railroad cars. 277,718 09 **\$**563,758 16 \$327,420 31 Surplus, This surplus of the boat and car property vill ultimately belong to the stockholders. now forms the basis for the culargement of the transportation facilities of the company, and, in addition to its mere value as

ever, whether this fund ought not to be

SHAMOKIN. Northumberland Co.,

welcome. Old and young, alike, join in the hearifelt greeting. How many delightful recollectious cluster around the very name of Christmes and Santa Claus. The heart leaps fondly forward to mingle among their ten thousand sacred and glorious associations How many, to whom life has been a constant and perhaps bitter atruggle, have here rested from their honest toil, to listen to the "song of the olden time," and fancy themselves once again beneath the root of the old home, on a Christmas eve, with the happy circle around the blazing fire, listening for the first property, it possesses a productive power of of income of great magnitude. As an item factor. Santa Claus. We remember well of property, it is equal to about seven per on the whole amount of the preferred and his first knock at the door, and how we retreated timidly to our mother's side, while others older and more courageous, helped common stocks. It is believed that the interest due from the boatmen on their leases, not included in the bag, unmindful of the well directed blows; above account, will cover any losses that and when the last "good night" was said, and when the last "good night" was said, themselves to the contents of the spacious may be sustained on the trust property. and we heard his footsteps retreating down The movement of the boats has generally the street; how bold we became; and laughed We place facilities and securities in the been satisfactory, and the pinctuality with same connexion, because business is so intiat the idea of so good an old gentleman doing his young friend any harm. All hail, mately dependant upon both, that a judi- have paid up their mouthly instalments then, merry Christmas! Come with your cious care of the interests of the Company proves that we have secured, in our transgood cheer: Come with your joyous hearts, will always seek to provide for the safe trans- portation department, a body of industrious your smiling faces and your glorious memo-The experience of the year 1852, baving awhile to bid you hearty welcome. arrested the benefits of awarding premiums An incident occurred in our little village that the income of the Company, for the to the boatmen for despatch, the same course arising from the present advent of Ch was adopted for the year 1853, with this mas, that is worth recording and remembermodification, that boats were not required to ing, for it was one of those pleasing little eprun to any particular point to earn a premisodes that is calculated to soften the rough modification, that boats were not required to um; but that the reward should be proporpath of life, and touch all within its range \$691,057 83 tuned to the quantity of coal carried, and with a happy and mellow influence. Judge the amount of tolls paid to the Company. lelfeostein, with his usual kind and liberal This lett active and persevering men to eeling, extended an invitation to the children hoose their own destinations, when treight of Shamokin to meet him on Saturday mornwas offered; and it is believed to be the true ing at the residence of Dr. Atwater. The inplan for keeping the boats in active motion. itation was readily accepted by over two The awards of the premiums, offered in hundred boys and girls, ranging in age from 1852, are hereto aunexed. The amount of three to tourteen years. They came with the premiums was \$1,825, which has been their laughing faces; which with their neat paid and charged in the account of current appearance and good behavior, was a pleasant sight to see. This, I am sure, more xpenses for 1853. The awards for 1853, have not yet been than repaid the Judge for his efforts to premade, as the last returns of shipments are to pare the entertainment. The room in which the 22d December, 1853. The premiums the children were received contained a large offered amount to \$4,350, and the awards Christmas tree, full of Martrebaums and oth of them will be announced by proper publi- crwise "done un" in the old Dutch fashion; but looking as fresh and beautiful as if i Of the Anthracite coal tonnage for the year | nad been transferred from some Fairy realm. tons, 858,695 and planted there by the Fairy Queen. An 1553, amounting to tons, 858,695 and planted there by the Fairy Queen. An The following distribution has been made as hour or more was consumed in examining nearly as it can be ascertained: and admiring the tree, and then the doors of Delivered at points between Port Carbon and tons, 155,759 Philadelphia. Doctor's mansion were thrown open, and Carried by way of the Delaware and Raman the children treated to some fine music on Canal to N. Y. and its vicinity, tons, 474,105 the Piano, Flute and Guitar. After this they Shipped coastwise in sailing vessels from the | were shown into another room, where was tons, 85,000 extended an immense table, on which were Schuylkill, Delivered at various points on the Delaware piles of books, cakes, candies, &c. Every niver and bay, tons, 22,800 boy and girl was presented with a book, and Delivered in the city and vicinity for fami-their pockets or handkerchiefs filled with ites, manufactories, &c.; tous, 151,040 good things. Several ladies were present,

During the year the Trustees of the boat who seemed to draw much delight in help loan purchased two locomotive engines, and ing the children and directing their moves

caused 83 new bonts and 325 coal cars to be ments. A gentleman from curiosity kept a built and used in the trade on the works : register of their names, as each one received

for the business of 1853.

Their full power will be felt in the busi- and write. This reflects great praise on the

addition to our income.

charges and regulations.

The prospect of an abu

F. FRALLY, President.

Office Schuylkill Navigation Company, Dec. 31, 11853.

COMMENDABLE EXAMPLE.

ced in the case of great disasters, will be is characteristic of the man, and will not sinually. The importation of foreign sugar worded. It is worthy of consideration, how surprise those who know him.

ly increase the power of the Company to

immediate as to place at command the mean

It is not considered wise to increase,

present, the interest bearing liabilities of !!

corporation, and as all the new property ac-

quired by the outlay of the income will even

tually coure to the benefit of the stockholders,

the common stock should be the representative

of such income until the demands for such ex-

penditures have ceased. The sum of \$82,-400 of the contingent fund has been invested

in a loan on collateral securities, payable,

with interest, thirty days after demand, and

arrangements have been made for the in-

and 1853, the payment of the debt contracted

for the repairs of the works after the floods

arn money, the return from them is not so

to pay a dividend on the preferred stock in

'merry Chrismas.' VALUABLE DATA. the Union Canal, an agreement, in accor-We recently called attention to, and pub lished some extracts from, two Maps of Schuylkill County, (one Topographical been made for the proposed enfargement of Geological, and the other a Map of Altitudes) the Union Canal, under which the work will prepared by P. W. Sheafer, Esq., of this probably be completed by the opening of nav-gration in the year 1855. The enlargement place, for the State Medical Society. We 8.505 35 of the Union Canal will give us an uniform | copy the note accompanying the latter, for connection with the great canals of the inte-rior of our own State and the State of New the sake of the information it incidentally contains-this is the first and only Map of the kind that we know of in existence: The great increase in the business of the "The accompanying section will show have not yet replied to the applications of Company, and the proper care of its real es- the elevation of certain districts above title the President, and by others who hold the manufer still under consideration.

Until these settlements are made, the President and Managers must continue to act as Treasurer and Secretary, (which, under the law of April 7th 1859) Trustees, under the law of April 7th, 1852, existing by-law, are now held by one per- are points 2,300 feet above tide, equal to a It may be important to note, that the geo ing to the plan of settlement, they must be careful to keep any distribution of net income in such form as to be free from the mutted, by which such offices shall be made of the Birunnious Coal series, the highest of the secondary rocks, while from the caseful by different persons. slope to tide-water, we have the whole range In view of the duties to be performed by of secondary rocks, from the upper Anthrae cite Coals, down to, and including the primary, embracing in the variety, the Lime-Managers have determined that it would and should be filled by one of legal attainbe both just and expedient to make it in the
Common Stock of the Company at par, and
common Stock of the Company at par, a several river-courses, and applied to the rapid or sluggish descent of their waters, mubent of which should discharge the proposed elicit certain conclusions of importance. duties, it is deemed best to attach them to the The Schuylkill, for instance, falls at the rate of 10 feet per mile, for a distance of 40 miles, then but 3 feet per mile to tide-water. elected by the stockholders and loatholders The Juniata, for about 130 miles from its Propartion to the managers.
The usual detailed tables of tompage, acjunction with the main Susquehanna, flower at the rate of 44 feet per mile; while the latare herewith presented. When computed ter, contrary to the general rule, is most rap-with those of other years, they will show the id where it approaches tide. From Columbia, the fall is 5 feet per mile, and its descent growth and extent of the trace on the works from the northern line of the State for 250 and the kinds and quaptities of the different miles, is but 3 feet per mile.
The North and West Branches of the Sus-The careful study of these indicates the appropriate tonuage for catals and slack was quehanna flow about on the same place for ter improvements, and, as such tonnage can a distance of 70 miles above their junction The Schuylkill runs upon the same plane be most economically carried on our works. should be sought and towned by suitable to Reading, with the Delaware to Easton where it is joined by the Lehigh. The western wa r our work is now quite flattering, and it in their flow. The Kiskiminetas and Coneis harled as the harbinger of a return of those maugh, descend at the rate of 44 feet per days when the stockholders reaped some reward for their public spirit and the outlay of from Warren to Franklin, a distance of 70 heir money for the common good.

By order, and on behalf of the Managers Pittsburg; and the Ohio from Pittsburg to

fact, that of the two hundred, one hundred

Thus passed Christmas in Shamokin. The children will long remember it, and in the

good time coming" for Shamokin, may the udge long live to wish his little friends a

than six inches per mile.

The immense Allegheny range, separating the Atlantic Slope from the great Western Valley, paradoxical as it may seem, forms a grand Reservoir to receive the Summer Last week we noticed the present of a rains and the snows of Winter, thence to disvestment of the balance in Pennsylvania con. boat load of Coal to the poor of Lancaster, tribute its pure waters over all the land pon bonds and other securities. This has city, by Judge Heltenstein of the Shamokin. The effects produced in different positions of the Sate by this distribution, as shown in the accomplished by the safe of the loans of the Sate by this distribution, as shown in the accompanying section. I leave for the the Company representing in part the pay-ments medelor the new work done in 1852 copied from one of the Lancaster papers : P. W. SHEAFER, Pottsville, Penna. "The liberal donation of Judge Hellen-TO THE STATE MEDICAL SOCIETY. of 1850, and payments made on account of stein is of a character that will aid in corryling comfort to many a cheerless dwelling.

By the possession of libis fund, so readily

The sufferings of the poor are hard indeed at stein is of a character that will aid in carry. at command in case of casualty, the accurity any season, but amid the rigors of a severe of dollars are invested in the sugar business of the holders of our loads and stocks is Winter, they are doubly entitled to our com- in Florida, Louisiana and Texas, the only THE SUÇAR TRADE. - Eighty millions greatly increased, and the embarrassing difficulties which have been heretofore experienThis liberal donation of Judge Heltenstein

States where augur is made from cane.—
The production is over 300,000 hogsheads

Cincinnati, a distance of 403 miles, falls less

than six inches per mile.

The following Table embraces all the Statistics of the Collieries in operation in June last, in the First Anthracite Coal Field of Pennsylvania, situated in Schuylkill County. These Statistics were sollected for the World's Fair, held in New York, by C. W. PEALE. Col. J. M. WETHERILL and B. BANNAN. They were authentic up to that time, and afford a vast amount of infor-

Oivision Division	Colliery's Name.	Operator's Name	Situate on the Lands Belonging to	Name of Vein.	Color of Ashe	32	Total length of gangway driven.	Length 'n'l driv	Depth of Slope or Shaft.		Water. Breaking Coal.	Total Power.	Dip or Vein.	No. of to Coal this in 1852	employe	Hou	Amount of Capital avested.	SUNDRY REMARKS.
	Tuscarora	John Tucker	C. Stevenson & Co.	1 Cuscarora 14 2 Gride	Whit	ie Belo	w } [13 miles	1	.' 1 i	horse ho	ne hore	horse.	South	39,818	75 7	7 20	Dollars. 45,000	Tunnel driving
٠.	Diamond Locust Mountain	J. & R. Carter & Co. Alexander Sillyman	C. Stevenson & Co. Kentucky Bank	3 Jackson 34 Big Vein 26	- Red.	Belo te Alio Alio	ve } s mile	250	300	3 40 4	n 20 25	' i - 1	South South	New	30, 40 2	2	30,000 21,000	Stapleton Veilinis is a new Coll
	East Silver Hill United States	Charles J. Dobbins & Co. Sager Chadwick	Samuel Bell & Lee & Hart Kentucky Bank	6 Big Gote 7 Little Gate 8 Peach Mountain	Red Red Red	Abo Abo	ve 300 yard	11	•	1	20		North- N.& S.	New 4,268	140 4 20 2	3 6	20,000 6,000	Large body of Coa
	Brockville Big Creek	George H. Potts Meyer & Sillyman	John Brock & Co. S. Sillyman & others	9 Rig Creeks 10 3 - A	Whi		ve } 11 miles	,	160	2 60	20		South South	22,532 23,557	100 3 80 2	3 60 5 22	22,000	
1.	Millord	Samuel Sillyman	Robb, Brooke & Winebrenner	12 C 13.Spdhn 14.Red Rock	Note White Red Red Red Red	Belo Abo	w 14 miles	500	100 .	2 60	25	85	South North	7,717	60 3	5 26	32,000	
	Middleport Lick Run	Lawrence O'Brien	J. D. Meredith & Co. Swaim, Audenried & Hughes	15 Palmer 16 Big Gate 17 Peach Mountain	Red Red	Abo Abo Abo te Abo	ve 70 yards ve 300 yard	s		1	10	10	North) South / South	3,774 1,220	9 1 16 3	2	5,000 2,000 16,000	
LEY.	Silver Creek Madison Silver Creek	Henry Guilerman & Co. James Thomas & Co. John Tucker	Swaim, Audenried & Hughes Swaim, Audenried & Hughes Swaim, Audenried & Hughes	18 Ledger 19 Big 20 North 21 South	Whi	te Abo te Belo	ve i mile	1.00	- 150 .	3 60	35 40	35	South South 's South	23,075 1,256 26,084	80, 3 250, 6	1 1	21,000	
L VAL	Black Heath	E. Dodson & Co.	Swaim, Audenried & Hughes	22 Black Heath	Red Red Red	Abo Abo Belo	ve mile			1	20	.	South	7,547	50 2	6 15	10,000	
LKIL	Diamond Fairview	James Neal ** Capewell & Dovey	Swaim, Audenried & Hughes Anspach & others	25 South Diamond 26 Gin 27 Luther, No. 1	Red Red Red	Belo Belo Belo	w i mile	58 30	60 60	2 25	30 15	£"	South South	20,149	. :	5 18 2 22	16,000	
CHON	The state of the s			28 29 No. 3 No. 4	Red Red Red	Belo Belo Belo	w w w w w w w w w w	880	90	4 150	50	200	South ;	72 690	950.13	23 100	000,001	Part of these
	Kaska Wilham	Rogers Sinnickson & Co.	Spayd, Luther & Brooke	31 Black Valley 32 Black Heath 33 No. 2 Drift	5 :′Whi ∏Red	te Abo te Abo Abo	ve ve						South					this year,
	De Long Eagle Hill	Meyer & Sillyman Benj. Titus	W. L. Abbott & others Hewes & Baber	34 Raven 35 Big Vein 36 Gin	Nhi Red	te Belo te Abo	ve 15 miles	300	80	1 -	15	15 / 20	South South N.& S.	17,383 7,274	25 4	5 40 4 25	2,000 17,000	
	Cumbola	W. Y. Agard & Co.	Bell & Hubley Samuel Bell	37 Lewis 38 Spohn 39 Lewis	Red Red Red	Belo Belo Belo	ow mile	230	230 d	3, 60 3 5 120 4	15. 15 10 25		South South	17,843 29,597			35,000 70,000	This is a new on old Slope.
	Bellmont Novelty	W. V. Agard & Co	George Patterson & others	40 Spohn 41 Spohn 42 Palmer	Red Red Red	Belo Belo Belo	ow 11 miles	s 50	146 } 128	4 60 6	50 20		South		S9 13	1 66	50,000	t on our stope.
	Bear Ridge	J. C. Oliver	Shippen & Whitaker	45 Tunnel	Red Red KRed Wh	Belo Belo Abo	w l mile	5 0	175	12, 75	20	1.25	South	29,038	. 1	1 1	40,000	
•	North Dale Lewis Tract	Rogers, Sinnickson & Co. John J. Williams	Rogers, Sinnickson & Co. Robert M. Lewis	47 Hubley 48 Primuse	8 Whi 0 Red	Abc	ove \$ 450 yard	39 0 ls		1	. i 30	20	South North .	is ass	20 3	2 12	30,000 3,500	
	Windy Harbour Mount Holly	Johanan Cockill Edward Collahan	Swaim & Co. Wetherill, Patterson & Kimber	50 Gate	Red Red Red	ite Belg Bek Belg	ow . 150	ie	, 50	2 30 - 3 2 60	30,	60 75 .	South South	1,954	60 12	15	10,000	
	Mill Creek	Snyder & Milnes	Seitzinger & Wetherill	52 Spohu 53 Yard	Red Red	, ,	OVA (15 IIII 63	1 1		2 30	10	40	South	16,490		7 30	į .	
	Mill Creek Peacock	George Mason & Co.	Seitzinger & Wetherill Thomas Haven.	55 Yard 56 Peacock	7 Red Red 7 Red		ove) 70 vards		100	1 2 40	20° S	20 48	South South	18,587 98		5 18	16,000 4,000	
SK.	Rainbow	Kirk & Baum	Sestzinger, Wetherill & Keim	57 Big 58 7 Foot 59 Skidmore	7: Whi	te Abo	ve 3 miles	139		1	20 20	20	South	54,374	. ,)	14 60	50,000 3,000	
CRE	Diamond Printose	Wm. Littleheels F. J. Parvin	Carey & Hart Carey & Hart	60 Diamond 61 Primrose 1 62 Big 2	2 :Red 5 Wh	ite Ah	B 1 mile	4		3 30	30 30 20	90	South South	7,969 33,825 70,366	co s	4	30,000 22,000	Sinking new S
MILL	St. Clair Carey Pine Forest	John Pinkerton E. W. McGiuness Snyder & Milnes	Seitzinger, Wetherill & Kein Carey & Hart Seitzinger, Wetherill & Keim	64 Maminoth 28	7 Whis Whis Whit	ite Abc ite Bel ite Bel ite Bel	ow 50 yards	-1	212 190: { 280 }	3 90 4 60	30 50 24	120	South,	New - 83,056	120 2	8 35 57	40,000	Perpendicular sinking. Two Slopes:
	Eagle Concordia	Wm. & Thomas Johns Osterman & Co.	Seitzinger, Wetheril! & Kenn, Seitzinger, Wetherill & Keim	66.7 Foot 67 Big 3 68 Skidmore	O Whi	te Abo	ove 14 miles	is Is		3 90.	50′ 20	160 -	South South	57.045 13,170	100 4 18	11 46 1 3	50,000 2,500	
	Mammoth New Castle Spring Vale	George S. Repuliers Rich. Jones & Co. Montelius & Milnes	Pott & Bannan Pott & Bannan Pott & Bannan	70 Inoular 13	S Wh 5 Wh 0 Wh	ite Ah	ved	is,	. 160	23, 60 : ; 1	30 15 10 15	105 10 15	N.& S. N.& S. N.& S.	56,572 21,795 675		4 27 5 2 16 6	50,000 22,000 3,000	
AN.	Centreville Delaware East, No.	Rogers, Sinnickson & Co. I Jonathan Wasley, ir.	North American Coal Co. Delaware Coal Co.	72 Lewis 73 Pencork	54 Red Bed	Bel Abo	ow 2 miles	ls.	300	2, 90	30 115	15	South	17,299	12	2 6 50		New Colliery.
WEGI	East Norwegian Flowery Field	Rich, Jones & Co.	Titus, Lessig & Cake Bonsell & Cumming		6 Red 6 Red 6 Wh 5 Red	ite Bel	ow i mile	45	230 150	3 110		140	South - N.& S. South	2,044	70	2 11 T)	12,000 28,000	Slope is on the
NOR	Orchard Gate Vein	George Mason & Ca. J. M. Thomas & Co.	Titus, Lessig & Adam Ronaldson & others	78 Gate 79 Sell, itk	5 Red 3 Red 4 Red	Bel Bel	ow I mile		90 100	2 60	30 30	80 80	N.& S. South	15,090 18,771	75		4,000 30,000	1 1
EAST	Junction	R. Jones & Co.	North American Coal Co.	A PROPERTY NAME OF THE PARTY N	5 Red 4 Red 54 Red	Ab	ow over ow	ds	100	3 60	30 20	110	South	4,457	160	2'-1	66,000	{ Part of this is a Operation.
IAN.	Black Mine Lewis	George H. Potts	Carey, Lea & Co. R. & L. Lewis	23 Black Mine 84 Lewis 85 Peach Mountain	5 Red CL Red S Red	Bel	ow 3 miles		346	4 150 3 110	50		S.& N. South	10,108	100	2 5 40 2 18		Engine foot of Sh
ORWEGI	1	'n Rogers, Sinnickson & Co.	Delaware Coal Co.	86 Diamond 87 Little Vein	7 Red 24 Red 5 Red	Ab Ab	ove d	40	180	6 180	80 40		South-			4 4 85 4 1 5	50,000 4,000	(New Breaker Di
T NOR	Oak Hill	Shultz & Bell Edward Pugh	Wetherill Miller & Patterson	89 Primrose	Red Red Red Red	Ab Ab	ove 4 mile ove 500 yar				* . . 6	6	North South	6,737 5,089	20	7 - :	3,000	
WES	Oak Hill Mt. Laffee	D. P. Brown & Co. Charles Miller & Co.	Wetherill Miller & Patterson	92 Orchard	5 Red 0 Wh	Ab	ow 2 miles ow 1 mile		50 200	2 30 4 120	15 40	11 . 2-	South South	22,177 30,734	1 1	1 20 5 60	45,000 60,000	New Slope sinkin
	Gleon Carbon	John Stauton	Dundas & Richards	95'Mainmoth	0 Wh 6 Wh 7 Wh	ite Ab	ove } i ume	. 92	p - 7	1	29	20	South	31,739	130	6 7 70	54,000	
	Glenn Carbon	O. F. Moore	Dundas & Richards	.97 Middle 98 Back	35 Wh	ite Ab	ove 2 2 miles	}		2 40	- 15	Ţ	North	1		5 3 60		
	Thomaston Thomaston	Richard Heckscher & Co.	Forest Improvement Co.	101 Jugular	0 Wh		ove { Sou yar	1		3 40	: 20 - 30	1.	North South	.,,		2 31 1 21 120	40,000 80,000	1
\$	Hockscherville	Win. Payne D. E. Nice	Forest Improvement Co. Brock & Culp	103 Crosby 104 Daniel	(5 Wi	ite Be	low) ove 690 yat	ds 50			60 30		North	13,036	40 :	3 2 1	4,000	华 , 引 " " 。
	Coal Casile Mine Hill Gap	John McGinnis & Co.	Miller & Patterson Miller & Patterson	106 Daniel 107 Manmoth	s W	nite Ab nite Ab nite Ab	ove 350 yar	i		1 1		15 - 20	South, North	17,003 18,192	100 8		18,000 20,000	
	Pine Knot Mine Hill Gap	Adams & Miller S.	Miller & Patterson James Dundas	l 105 Lelar 109 Manmoth 110 Big Mine Hill 111 Black Valley	20 W	ine Be	low 11 mile	s.	120 150 100	3 40 2 15 2 60	0 10 20	120 25 70	South South	30,068 15,590 2,627	60	3 50 40 2 2 14	50,000 30,000 15,000	
1	Dundas West Wood Rough & Ready	Wullace, Rotherinel & Co Richard Jones & Co. John A. Steinberger, Age	Wood & Co. nt Silliman & Wood	111 Black Valley 112 Black Mine 113 Twin Veius (114 Flat	71 Rec 5 Rec 41 Rec	l Be	low 650 yar love 1400 ye	ds 70 ls. 33	2431	3 40	60 20 15	15	South South	20,326 11,836	63	1 74 2 4 18	25,000 12,000	
-	Patten's Valles Great Western	Win. & Chas. Ruition Gideon Bast & Co.	Charles Miller & Co. ~ Wadsworth, Kimber & Co.	114 Fiat 115 Little Diamond 116 Reese Davis 117 Diamond	4 Rec 10 WJ	d Ab	low 1 mile		190 240	2 40 40	15 60 35	55 135	South South	91,460	1	0 6 14 9 7 60	1 1	
	Umberhower Black Valley	Heary Eckel	Swatara Coal Co. Donaldson & Co.	118 Umberhower 119 Mammoth	3 Re-	d Al	ove 100 yar						P'rp'n. South	11,10	25 50	1 1 26 8	2,000 7,000	1
	Cressonville	F. Garretson & 60.	John C. Cresson & Co.	121 Tunnel	5 Re 6 Re 30 W	d Be d Bo hite Al	low 1 mile		220	5 90	110 ~10	210	South	4			50,000	
NCH.	Broad Mountille	R. H. F. Horton	Donaldson & Co.		13 Re 9 Re 44 Re	d Al d Al d Be	oove 600 ya		100	1	20	20	South		1 140 7 200			
3R A NC	Salem Black Valley	M. G. & P. Heilner M. G. & P. Heilner		1 127 Tunnel 1 128 Black Heath 1 129 Buck	4 Re 5 W	d Be hite Be	low la mile	1.	100	2 60	1/	125 75	South	37,37	3 150	a 90	55,000	
FST 1	Kantner Wm. Penn	M. G. & P. Heilner H. C. Harper	Joseph Jeanes & others Brock, Culp & others Wadsworth, Kimber & Co.	130 Knutner 131 Kear 132 Orchard	7 Ré 9 Re 6 Re	d Al d Be d Be	ove 14 mile low 150 ya	es rds	100	1, 2, 35 2, 40	20 3 10 20	20 45 60	South South South	16,59 17,57 37,81	9 40	1 9 4 1 5	20,000 16,000 53,000) ,
M	Peach Mountain		Donaldsop & Cu.	133 Peach Mountain 134 5 Foot 135 South Spohn	7 Re 5 Re 7 Re	d Al d Al d Be	bove } 11 mile	25		1 6 2		7	South	10,27		1 7	15,000	
· 	Branch Date	F. McDonald	Wm. Dewart & M. Weaver	136 North Spohn 137 Big Diamond 138 Phoenix	6 Re	d Bo	bove 1 mile blow 3 mile	: 1	0 140 0 100	2 30 5 140	20 40	50	North South	5]	.i. i.	141	110,000	
	Kantner	Charles Miller & Co.	Ioseph Jeanes & Co.	139 Little Tunnel 140 Kantner 111 Peach Mountain	5 Re 10 Re 8 Re	d A	bove 11 mile		0	1	1.	5 15	South North	15,05		оз	10,000	
4	Fairview Diamond	L. S. Spangler George Spencer	Donaldson & Co. George Spencer & J. Jeanes	142:16 Foot	10 Re 10 Re 74 W	d A	low 500 ya	rds	120	2 40	20) : - 60	South South	16;21 15,67		2 0 2 6 8 20	11	0
i Ç	Black Heath Spohn Tunnel	Sutton & Wright L. S. Spanglet & Co.	Jacob Setril Donaldson & Co.	145 Back 146 Spohn 147 Peach Mountain	71 W,	liite A	bove 1 mile	20	0	1	20	5 15) 2 0 5 10	S.& N	1	50	2	12,00	0
1.	Branch Date Franklin	Martin Weaver F. McDonald	Dewart & Weaver Wharton & others	148 Kantner 149 Primrose 150 Recse Davis	24 Re 14 Re	d A	low New		110	2 40-	1:	0 10 2 52 0 20	11.		40	8 2 15 4 20	30.00	0
	Patten Valley Lorberry Spokn Turnel	Dolbin & Rogers Kitzmiller, Stees & Co. L. S. Spangler & Co.	Wadsworth & others Swatara Land Co. Donaldson Land Co.	151 Forestville	30 W	hite A	bove mile		0			0 20 1 20	South S.& N S.& N		1 - 1	4 1 10 2 1 20 2	20,000 7,000 12,000	o i
	Spohn Tunnel Otto	L. S. Spangler & Co. R. Heckscher & Co.	Forest Improvement Co.	133 Spons 1 154 T. Williams 1 155 White Ash 156 Forestville	10 Re	d A bite A hite A	bove } 22 mil	29	35	4 · 25 1 100	100. 1	5 175 5 115	S.& N S.& N South	71,65	9 300	S 16 80 2 2 10	60,000	Shair sunk 45 va
	Muddy Branch Swatara	Edwards & Morgan J. B. McCreary Recover to When	Forest Improvement Co.	156 Forestville 157 Big 158 Little 159 Big	10 (W 5 W	hite Al	bove] i mile			1	1:	2 12 5 15	N.& S N.& S	21,75	7 130 9 125	3 9 41 5 42	20,000	
. .	Tuckerville Forestville Black Heath	Brown & White David Glovery Richard Heckscher & Co		160 Forestville, 161 Black Heath	7 .W	hite A hite A	bove 12 mil	es 7	0 33 5	2 60				47,09	0 66	2 15 59 2 10 40	20,000	New Colliery.
• •	C. Salem [Hi])	Waddington & Ogden	Thos. Vermilye, Trustee	162 Black Vein	5 Re		low 150 ya	rds	3331	7 80			South	2.00) 60	2 2	70,000	Putting up Bre
• •	V. Bear Ridge	Silliman & Heed	Silliman & Wistar	164 Barelough 165 Three Foot	7 Re 31 Re	d A	bove } 13 mile	es 51		1	13	1	South	10,500	1 1	5 4 18		1 1 1 - 1 - 1
),	Greenwood D. E. & E. West		Lit. Sch. Nav., R., R. & C. Có. Greenwood Co, Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. B. & C. Co.	E. & F. D. E. & E. W.	W W	hite Al		s 132	0 100 2 128	3 50 30	50 20 50 20 30 40) + 120) - 100	South	37,533 47,500		4 20 1 4 18	60,000 50,000	
UA, O	Newkirk Providence Buckville	Bowman & Richardson George Wiggen & Son Jones & Cole	Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. R. & C. Co.	170 E.E.E.U.& C.C.	16 Re 18 Re 2420 WI	d Al	low 11 mile ove 1 mile ove 1 mile	12	75	3 30	30 10 -40 20 10	70	South	28,000 28,500 28,62 29,100	100. 100	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- f	3
AMAG	Newkirk D. West	Jones & Cole R. Ratcliff & Co. R. Ratcliff & Co.	Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. R. & C. Co.	B. & C. F.	10 W 10 Re 40 W	hite Ah d Be	ove 1 mile low 1 mile	5	200	2: 60	$\frac{10}{20}$	10 80	South South	29,100 22,233 20,103	60; 3 70;	2 6 3 6	2 25,000 9 10,000 60,000	
-	P. West Shatt No. 1	Wm. Donaldson Wm. Donaldson	Lit. Sch. Nav., R. R. & C. Co. Lit. Sch. Nav., R. R. & C. Co.	Q. Vein	417 IV	hite Ab hite Bc	ove. I mile	70	M	2. 30 .	- 10	. 40	North	110,18	i 100, "	0.10	+ . 65,000	This Shaft just sin

This Statistical Table embraces that part of the First Anthracite Coal Field, whose outlets are at Mount Carbon, Port Carbon, Schuylkill Haven, and Port Clinton, and shipped by the Reading Railroad and the Schuylkill Canal. It comprises within its limits 111 Collienes, of which 58 are Red Ash Coal and 53 White Ash Coal. 7 of the Red and 4 of the White Ash Collieries were not in operation during the year 1852-being new ones. 62 of these Collieries are working Coal out above Water level, and 49 below Water level. 48 of the Red Ash Collieries skipped during the year 1852, 776,675 tons, and 40 White Ash Collieries shipped 1,520,744 tons, making a total of 2,297,419 tons. This is not the whole amount of Conl shipped during the year 1852, as there were Collieries in operation during that year that are not now in operation—consequently this collection does not include them. There was shipped from this region, including the Little Schuylkill district, via. Reading Railroad, 1,650,912 tons, and via. Schuylkill Canal, 800,038 tons, making a total of 2,450,950 tons. The Little Schuylkill region sent of this amount 325,099 tons. There are 1221 miles of under-ground Railroads, 61 miles of which are through Rock Tunnels, and 1161 miles in Gangways, through Coal. There are 210 Steam Engines employed directly at the various Collieries; 3,805 horse power for hoisting Coal and pumping Water from Slopes and Shafts, the deepest of which is 353 yards, and the shortest 33 yards; 1,375 horse power for pumping water only, and 1,891 horse power for preparing the Coal for market—making an aggregate of 7,071 horse power. There are employed, inside and outside, at the various mines, 9,792 hands, 468 horses, and 569 mules. There are 2,756 Miner's Houses, exclusive of Houses occupied by Miners and Laborers in the larger towns. The amount of individual capital invested in the Coal business is \$3,462,000. This amount does not include that invested by the Land-owners, which is also very large. The thickest vein worked is 80 feet, and the smallest 2 feet.

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Decisions and the dates of the Acts; an page and the dates of the Acts; an pages, referring to the section as well than the subscribers are prepared to farnish the Trade act, acc.

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tt, Esq. with Mariginal References; Foot Notes to
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