

tons, which is considerably over the half of

the whole supply of 2,986,670 tons sent to

Not a single ton of coal was mined in

Pinegrove, Total coal handled by the motive

*East, chiefly delivered at Auburn. | West, chiefly

delivered at Dauphin.
Very truly yours,
Elwood Morkis, Engede Supt.

Pirrancean coal is selling at

ville, Ky., as low as 16c. per husbel.

48,907,860 tons. Bechtel & Miller,

depend in a great measure, upon an early de | Coal, and 20 mined and shipped 1,703,289

Our readers will recollect that while the market in 1854. Sixty-three Operators ship-

ity of our Individual Operators last winter, de, the County of Schuylkill by any Corporation

2,860,699 "

5.847.369

25,190,604

speculators in Coal lands, advocates for Coal ped upwards of 10,000 tons.

mencement of the Trade in 1820, amounts Michael Riley,

The total supply of Coal from all the dif-

ferent Regions in Pennsylvania since the com-

Leaving supply fr. all others, 23,717,256

The Mining capacity of this Region for pro

ducing Coal, is considerably ahead of the abil

ity to transport it to market-and the increas-

ed supply that can be furnished this year, will

mand, and the regularity of that demand dur-

Corporations, &c., were crying down the abil-

claring that they could not send an addition- in 1854.

in

From all other Regions,

Of this quantity, Schuylkill

County furnished.

ing the season.

Total supply in 1854,

		3
ton of Coal to title water in 1854, in order		
at the supply from Schuylkill County was		
nly limited by the number of miners to be btained, and the ability of the transporting	2 1 T C C C C C C C C C C C C C C C C C C	◆──
ompanies to carry it to market. We quote the following from the celebrated letter writ-	F P 412 C 4 12	
en by the Hon. Henry K. Strong, last winter, lated Harrisburg, January 19, 1854, addres- ed to us; which letter was republished through-	1,450 1,139 1,139 1,500 1,139 1,500 1,139 1,500 1,130 1,100 1,130 1,100	(a. 1820; co.
out the State, and also by the Register of this Borough, without any comments:	200 - 77 - 77 - 77 - 77 - 77 - 77 - 77 -	ANTHI Aprility of 1854, inclus
The County of Schwylkill will not send one nore ton to tide water in 1854 than it has in 1852. Mark the prediction. Several new collieries it is	13 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
rue will come into operation, but then several old mes will have levels worked out. One hundred hourand tons may positively be sent to market,	\$\\\ \frac{1}{1} \frac{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1} \frac{1}{1} 1	
out the seven new Anthracite Infunces, that have his year been erected in the Valley of the Schuyl- till will require 125,000 tons of Coal to supply them.	1000 1000 1000 1000 1000 1000 1000 100	
108,000 tons of Coal will be required in 1854 on the ine, in the valley of the Schuylkill. Where then will the supply come from, to supply the demand	11,171 11,000 11	OAL TR
for 5,800,000 tons of Anthracits, which is an in- crease of 600,000 tons? Not from Schuylkill, nor from the Lehigh; the increase there, exanot reach	1 140 200 00 00 00 00 00 00 00 00 00 00 00 0	
75,000 tons. We append an extract from our reply made		- 5 E. "
to said letter in the Journal of February 4, 1854:	1,346 1,360 1,500	OP THE
We agree with Mr. S., that an increase of 500, 000 tons of Anthracite will be required this year but the assertion that "Schuylkill County will	11,000 10	differ
not send one ton more to tide in 1854 than she did in 1853," shows that he is totally unaquainted with the canabilities of this Region, and has been mis-	802,173 802,176 803,000 803,00	
ed by the few advocates of Coal corporations among us, whom we have heard make use of simlar assertions here. The ability of our collieries,	11 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Regions in Pensis importations of the No. 1 Acres 1 Ac
to produce Coal, is now, and has been for the last afficen years, ahead of the demand; and we can assure Mr. S., that we have Collieries prepared and	9 4,529 9 4,529 9 4,529 9 4,529 9 4,529 9 5,529 9 5,529 9 6,529 9 6,529	Penny one of Fi
under preparations, which could be made ready during this year, to increase the supply not less than half a million of tons, provided we had the	は一名に日本文と大学ななからからをからは、日本の中日の中日年ではかれば日本中の日本一	Pennyibunia Pennyibunia ne of Foreign Acaus Arni
working power to mine that additional quantity, and the facilities to transport it to market. All the principal Regions are at present in a similar	1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	E B
condition. It is not the want of colliery capacity, but the deficiency in working and transporting content that will limit the supply this year. This	117,000 224,971 434,988 410,188 410,188 621,000 611,00	om the countries on the countries on the countries on the countries on the countries of the
is well known to the trade, and they know that these difficulties can only be partially overcome the present year, and consequently the supply will another the demand which will been the trade	11,411 11	Cont.
be within the demand, which will keep the trade healthy through the whole year. Who was right? The Schuylkill and Le-	######################################	COAL COAL COAL
high did send over 600,000 tons increase— and if the Canal had not closed two weeks	PHILADELPHIA AND BRADING BAILBOAD COMPA	NY.
earlier than usual, and if the Trade had not been checked for several weeks by consum-	The following are the points of Supply and Distribution of Coal on Reading Railroad for the year ending November 30th, 1854:	the Philadelphia and
ers abroad combining not to purchase Coal, under the expectation that prices would	RECKIVED FROM VARIOUS LATERAL ROADS IN THE COAL P. Mount Carbon and Port Carbon R. R., at Port Carbon, from Schuylkill Valley and Mill C. Mount Carbon Religrad, at Mount Carbon.	reek Railroads, 644,415 18 118,361 01 774,756 05
fall, the increase in 1854 from Schuylkill County alone would have reached a half a	Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven. Dauphia and Susquehanna Railroad, at Auburn, Little Schuylkill Railroad, at Port Clinton,	- 68,662 10 - 381,658 13
million tons. It did reach upwards of 435,- 000 tons. We are, as we remarked before, in	Total, STATIONS WHERE DELIVERED. P. CARBON POTTSY'E. S. HAVEN. AU	
the same condition again—there ought to be at least one million dollars expended in cars, locomotives, boats, extension of lateral rail-	Port Carbon, 5785 11 Orwigaburg, 19 04 14 14 Orwigaburg, 11 02 9 13 15 00 Auburn, 12 02 14 14	9 17 6,795 08 23 14 38 15 4 14
roads, &c., to keep pace with our operators in preparing Collieries for the production of Coal.	357 0c 79 0c 75 1c Hamburg, 89 17 89 17 484 14 105 05 80 17 105 05 105	46 15 480 00 71 00 240 03 718 00 1,811 02
And this investment would pay, too, while the same sum, if invested in many other places,	Reading, 11 11 11 11 11 11 11	00 02 561 19 74,205 17 883 14 673 11 94 14 395 15 10,507 19
would not pay. COAL OPERATORS.	Limerick, 105 08 275 10 Royer's Ford, 653 12 30 00 306 07 Phunixville, 7861 08 47 18 3009 11 Valley Europe, 1033 08 8 16 163 16	65 19 446 17 1,061 19 33806 06 45,235 03 42 00 1,218 00
The following gives the quantity of Coal	Port Kennedy, 5719 04 5719 05 05 10 5012 12 5 8 8 192 07 5 5 16 5 3 8 192 07 5 5 16 5 3 8 192 07 5 5 16 5 3 8 192 07 5 5 16 5 3 8 19 5 19 5 19 5 19 5 19 5 19 5 19 5 19	63 11 6,491 00 906 17 8423 04 25,791 06 2016 04 3,382 98 1617 04 13,110 14
mined and shipped by each Operator and Firm in Schuylkill County, during the year 1854:	Fgrnace and Limekiln, below Norristown, 17272 05 (2010) 11150 14 (2010) 1150 15 (2010) 1150 16 (102 09 6854 12 35,011 08 4816 05 4,863 18 1,250 10
R. Heckscher & Co., 4 136,255)	Falls, 3732 01 212 03 10217 00 10 Nicetown and Germantown, 5201 07 9 19 478 00 478 00 478 00 1138 00 6422 04 76317 06 22	93 07 18321 02 34,175 13 322 11 9188 01 14,722 02 1,676 09 859 16 84181 10 292,908:04
E. Borda, 1 71,688 221,684 David Glover, 1 13,741 c Chas. Miller & Co., 4 98,907	Richmond,	798 05 208469 00 1,411,733 19
Adams & Miller, 1 30,514 148,387 George Miller, 1 18,966 Brown & White, 1 91,993 1 121,250	SCHUYLKILL NAVIGATION COMPANY. The following are the points the Coal was received from, and the place	s where distributed, by
D. P. Brown & Co., 2 29,357 J. & R. Carter, 4 109,445	the Schuylkill Navigation Company, during the year	1854: A. HAVEN, P.CLINT'N TOTAL.
Wm. Milnes Jr. & Co., 1 107,311 Rogers, Sinnickson & Co 4 103,885 R. Jones, 3 57,632	Hamburg. 2489 1t 372 08 Mohrsville, 165 00 192 16 Aithouses, 974 06 579 03	1295 00 369 10 2022 06 2960 00 3955 10 8468 19
Geo. Mason & Co., 2 34,831 \ 99,945 \ Frank Spencer, 1 7,482	Felix's Dam, 1233 08 8579 04 12133 08 8579 04 12133 08 8579 04 12131 11 121 121 121 121 121 121 121 12	22107 10 417 13 40037 15 16497 16 18782 07
Richard Kear, 2 92,392 Gideon Bast & Co., 3 91,028	Pottstown, 549 11 Pottstown, 94 15 Pringville, 730 02 Royer's Ford, 21 11	106 00 675 11 183 00 277 15 756 11 1486 13
9 35 1,095,427 Jones & Cole, 2 68,905 Wm. & Thomas Johns, 1 61,941	Phoenizavile, 154 09 167 16	6455 13 11888 07 18498 09 167 16 834 01 1106 10 1940 11
George W. Snyder, 2 60,813 Kirk & Baum, 1 55,299	Pauling's Dam, Brown's Dam, Gol 13 Valley Force;	455 00 868 05 661 13 109 00 631 01
Gordon, Bedell & Co., 1 53,075 R. H. F. Horton, 1 52,331 W. Y. Agard & Co., 2 52,208	125 00 10dian Creek, 125 00 133 00 10dian Creek, 6417 00 133 00 132 00 133 00 134 00 135	11858 12 317 00 18685 12 497 00 1017 00
Heaton & Carter, 1 51,554 George S. Repplier, 1 51,251	Plymouth, 432 10 Conshehocken, 403 13 125 00	19872 07 20401 00 464 18
R. Ratcliff & Co., 2 50,307 George H. Potts, 2 50,178	Manayunk, Philadelphia, New York and other places,	3444 01 82235 10 18719 01 175323 16 263236 15 13942 06 571081 13
20 51 1,703,289 William Donaldson, 1 44,748 E. W. McGinnes, 1 41,671	Total,	38332 04 60013 19 007854 01 OF THE LINE.
Wm. Levan. 1 40,832 Peter Bowman, 1 39,755 F. Macdonald, 1 38,696	The Coal sent from this Region was mined 160 tons, showing an i	in 1854 reached 444, acrease of only 50,082
J. B. McCrenry, 1 38,693 Geo. Wiggan & Son., 1 38,639	by the following persons, as reported by the officers of the Swatara Railroad Co., as have previous year, which we	n the increase of the as 71,857 tons. Here
J. Doherty, 2 36,935 A. Silliman, 1 36,366 Beatty, Thomas & Co., 1 31,839	ing passed over that road: Pinegrore. Mine Hill. Tidal ross. ross. ross. again—they put it at	ompanies were at fault 125,000; tons we put
L. S. Spangler, 2 31,285 Wallace Rothermel & Co2 29,804	R. H. F. Horton, 28,536 14 23,772 35 52,899 09 the increase at about 1.8. Spangler & Co., 16,669 03 8,730 06 25,899 09 the increase at about McCormick & Clark, 333 01 6,197 15 6,890 16 short of even that I	75,000 tons—but it fell We give the supply for
Samuel Sillyman, 1 28,618 Dolbin & Rogers, 1 28,535 John Tucker, 1 27,576	Fisher & Co., 1,839 00 1,835 11 several years past in C Laux & Co., 1,335 11 1,335 11 887 00 R. ROJ	D. CANAL TOTAL
F. J. Parvin, 1 27,306 James Neill, 1 23,997 T. H. Schollenberger, 1 23,399	Bechtell & Miller, Gorden & Biddell, (Woodville,) 53,074 00 53,074 00 1850, 1851, 199,6	70 112,697 312,836 61 132,550 322,211
Meyer & Sillyman, 1 22,830 Sutton & Wright, 1 22,395	Increase over tonnage of 1853, All the above are taken out above water 1854, 283,2	28 155,750 394,078 12 160,949 444,160
Daniel Edwards, 1 22,060 Connor & Roads, 2 21,680 C. J. Dobbins, 1 20,717	New and extensive Collieries are about to be put into immediate operation on the Don-	
41 78 2,421,665 Kitzmiller, Stees & Co. 1 18,995	aldson Coal Estate. One, a slope, with one sixty and two twenty horse engines, has been Phœnixville, 45,	206 40,038 114,244 235 18,498 63,753
H. Guiterman & Co., 1 18,123 Wheeler & Miller, 1 17,915	sunk the past season, by R. H. F. Horton, on the Mammoth vein, from the bottom of which Spring Mill.	791 18,686 44,477
John McGinnis & Co., 1 17,748 T. I. Atwood & Co., 1 17,693 McFarland & Verner, 1 17,628	four other yeins, making in all 70 feet of Coal will be reached by tunnels, north and south.	286,636
Jeremiah Reed, 1 17,205 O. F. Moore, 1 17,169 Titus, Alton & Co., 1 16,194	These veins are now worked by Mr. Horton, We append also to from a tunnel above water level. Another Phladelphia in compa	he supply delivered to rison with the supply of
John Stanton & Co., 1 7 15,991 T. H. Wintersteen, 1 15,334	Messrs. Fisher & Co, at Tremont, and also Rail Road, 283,	
Hammitt & Co., 1 13,456 Jenkins & Williams, 1 13,426	on the same estate; and another one, by Mr. Heil, on the Coal Estate of Hon. Henry K. Tons,	175,324
Henry C. Harper, 1 13,249 T. Garretson & Co., 1 13,127 W. & C. Britain, 2 12,292	Strong, of Philadelphia.	444,160
Hammer & Miles, 1 11,883 Johanan Cockill, 1 11,792 Thos. Wren & Co., 1 11,127	The Cost sent from this potential	24,072 delivered to Philadel- ms, over the consump-
George Spencer, 2 19,723 Schultz & Brother, 1 10,160	following Operators:	al short of Philadelphia. se embrace the coal con-
63 Thomas German, 2 2,747,000 9,923	Jno. & Richard Carter, 2 109,445 00 sumed sent from the l Heaton & Carter, 1 51,553 13 sufficient data to show	ehigh Region, but it is that the consumption
L. C. Dougherty, 1 9,474 H. J. Osterman, 1 9,932	Robert Ratcliff & Co., 2 50,306 12 of coal on the lines of Wm. Donaldson, 1 44,748 06 and the Lehigh and 58,904 12	f the Schuylkill Canal Delaware Divisions of
J. G. Hewes, 1 8,990 J. Wasley, Jr., 1 8,370 McCormick & Clark, 1 6,590	George Wiggan & Son, 1 38,639 05 the Pennsylvania Can Peter Bowman, 1 39,754 13 sumption of the great	al, exceeds the entire concity of Philadelphia!
J. B. Williams, 1 6,583 W. Montelius, 1 6,533 Jas. Burey & Brother, 1 6,510	Total, 444,184 00 Steam Boats are the g	team Engines and the reat consumers of Coal,
A. Steinberger, 1 5,541 Fritz & Seltzer, 1 5,202	Total quantity sent in 1853, 389,295 04 DISTRIBUTION	OF THE COAL. distribution of the Coal
W. Littlehales, 1 5,013 Edward Pugh, 1 4,880 Bury & Brooke, 1 4,742	This Region continues to increase and pros-	ilroad during the year:
Morgan Brace, 1 4,533 E. Collahan, 1 4,094 Capewell & Dovey, 1 4,037	per. The Share commenced by Mr. winiam On the line,	283,212 160,940 292,908 175,324
H. J. Beachem, 1 3,964 Allen & Compson, 1 3,848	below the water level. The vein is 25 feet thick Sent beyond Philada.	571,081
Edward Davis & Co., 1 3,305 A. B. Jackson, 1 3,769 J. S. Struthers, 1 3,574	is 60 horse power. This Colliery will be ready in the Spring and will be capable of turning	1,987,854 907,354
Frantz, Diehl & Co., 1 2,817 Salem Hill Mining Co., 1 2,814 R. Holman & Co., 1 2,677	out about 300 tons of Coal per day. William Levan has sunk a Slope at the chronicle the first of	t have a beginning, we sigments of Coal made
Fisher & Co., 1 2,353 M. Murphy, 1 2,239	Sharp Mountain, on the Lehigh Coal Company's lands, and erected a 60 horse power en-	ripments of Coal made gion. The quantity was Coal produced. If the
Isaac Ebert,	gine for pumping, and breaking Coal. This shipments were small Colliery will be ready about the first of June.	in 1854, the different in faith. They have a
Molley & Newcomer, 1 1,491 M. Cummings & Co., 1 1,513 P. J. Laux, 1 1,336	tunnel in the Sharp Mountain at Resvesville. splendid deposit of facilities to carry it	Coal, and only require to market. The enter-
R. Williams & Co., 1 1,005 Pass & Temple, 1 969	Dauphin and Susquehanna Railread and Coal Co. prise of those embar	ked in that section is a growth of the produc
Fegley & Rohrer, 1 957 Thomas Jones, 1 959 Robert Lein, 1 950	is in round numbers the business of this concern in Coal, for 1854: G. Bast & Co.,	7038 cwr. 8 19
Michael Riley, 1 813 Bechtel & Miller, 1 526	*East. West. Col. J. J. Connor, long. long. long. Bancroft & Co.,	4 12 3 17
104 145	phin & Susquehanna Coal Co., from their own mines, 45,000 18,000 50,000 Mines by others and transported by the motion power of the	Tons, 17 08
From the above it appears that there were 104 individuals and business firms engaged	roads, branching at Pinegrove, 23,000 1,000 20,000 There were but three	KKK COAL TRADE. e Operators in this Re
in mining coal during the year. The Collieries worked number 145. Nine establish	Total Coal of Dauphin Road, 100,000 gion in 1854, as follow Hands by Dauphin Co. over the United March 1981,	vs: Tons
ments mined upwards of one million tons of	the Union Canal Landings, at Automiter, Stees &	Co., 18,995

Increase in 1854, 10,859 tons.

Wheeler & Miller,

Molley & Newcomer,

Total in 1854.

50,00

143,000

	The Coal sand to ma Ragion is 1854 was de
	ing passa. We give the
	Boos Bus, East Lebigh,
	Beaver Meadows, Spring Mountain, (Milne
	Colerain, (Rateliff & Co E. Sugar Loaf, (P.& Cart NY & Lehigh, (W Taggr
THRACITE COAL TRADE OF THE UNITED STA	German Coal Co., A. Lathrop, (Pea Coal, Hazleton Coal Co.,
¥00 %	Cranberry Coal, (Parde Diamond, " Buck Mountain Co., Wilkesbarre.
7 7 R	
TRADE OF THE UNITED ST	Increase in 1854, The increase from t
	reached 200,000 tons,ha in May, which checked erably. The shipment
THE STATE OF THE S	limited for the want of tation on the Delaware
ND 87	sylvania Canal. Whe making from Easton finished, the trade of t
ATES.	The quantity of Coal tol, and cleared fron ot
u beania.	lows: In 1852, " 1853,
from the	" 1854, SHAMOKIN AND WIL
COMMEN	We endeavored to p Coal shipped by the
cement o	1854 from the Sham Regions, but failed in this paper. We give t
delphia and	SHAM Cochran & Peale,
ds, 644,415 18 - 118,361 01	Kase & Reed, Neal McArthur & Co., Ayres, Lewis & Co.,
- 774,756 05 - 68,662 10 - 381,658 13 - 1,987,854 07	PITTSTON C Pennsylvania Coal Co Morganville Mines, by
6,795 08	James Freeland, Polen, Brown & Co., J. McFarlane & Co.,
23 14 38 15 4 14 15 480 00 0: 240 03 00 1,811 02	Pittston Coal Company D. P. Fuller & Co., A. Price,
1,811 02 19 74,205 17 883 14 673 11 15 10,507 19	J. Bowkley & Beyea, Samuel Holland, Pt.1 Lyshon & Brother, " H. B. Hillman, "
19 446 17 1,081 19 06 45,235 03 00 1,218 00 11 6,491 00	Sterling & Cassady" Gould Norton & Co" n David Lewis, Plymout
04 25,791 06 04 3,382 98 04 13,110 14	W. Lee & Co., Nantice All the above Coal except the supply furn
1,250 10 02 34,175 13 01 14,722 02 1,676 09	vania Coal Company, v mountain to Hawley, a aware & Hudson Cana
10 292,908.04 00 1,411,733 19 13 1,987,854 07	At one time there Coal Corporations in t
istributed, by	but experience has prince that the mining ducted better by indi
LIST'S TOTAL. 90 02 5541 11	tions. The Wilkesbar tle rising one and a ha in 1854.
369 10 2022 06 355 10 8468 19 303 15 2655 04 307 13 40037 15 36782 07 563 08	CUMRERIAND (BITUM
277 15 1486 13	The following is the from the Cumberland
388 07 18498 09 167 16 06 10 1940 11 868 05	commencement of the inclusive, together with YEARS. TOTAL
661 13 631 01 125 00 17 00 18685 12	1 19.12 10.08
117 00 18685 12 1017 00 104 05 6935 10 3905 14 20401 00 464 18	1845, 24,65 1846, 29,79 1847, 52,94
464 18 6103 03 719 01 175323 16 442 06 571081 13	1848, 79,57 1849, 142,44 1850, 196,84
113 19 107354 01 INE. reached 444,-	1851, 257,67 1852, 334,17 1853, 533,98 1854, 648.29
only 50,082 rease of the	Total tons, 2,327,07
tons. Here were at fault tons we put	Coal imported into the
s—but it fell he supply for :	ous Coal sent to the
AL. TOTAL. 371 207,836 597 312,836	was 229,802 tons.
50 322,211 50 394,078 49 444,160	Receipts of Coal at Balti to the 3 jut
ere delivered	1845, 16,000 1846, 18,393 1847 50.259
038 114,244 198 63,753 586 44,477	1848, 60,280 1849, 71,699 1850, 146,648
38,917 401 25,265 286,636	1851, 163,856 1852, 256,000 1853, 406,000
delivered to	The supply of Ahth increase at Baltimore
PLY TO PHILA 292,908 175,324	point.
468,232, 444,160	During the last yes
24,072 d to Philadel	On the Little School two miles of a double down and the inner
the consump Philadelphia the coal con	the Cattawissa road c
gion, but it is consumption uylkill Cana	sion of 3 miles to the
Divisions of the entire con	f made. Thirty-eight during the year. T
Philadelphia rines and th imers of Coal	put on the road, and the same class ordere
COAL. on of the Coa	
ring the year ROAD. CANAI 212 160,94	On the Mill Creek, mile has been laid, a
,734 571,08	About one half milling Railroad. The Railroads in t
,854 907,35	follows: Mine Hill & Schwikill He
beginning, w	Private connections with a swatara Railroad, Private connections with a linear Canal & Lochert C
e quantity wa duced. If th the differen	Private connections with a Mt. Carbon & Pt. Carbon, Bidlings on same, Mill Crock & Branches.
They have only requir . The enter	a Schuylkill Valley & Branc Private connections with E Little Schuylkill, Sidlings
. The enter at section is f the produ	a bout,
7088 cwr 8 19 4 12	Add portion of Philadel Schuylkill County and Portion of Dauphin & Sus Miles of Railroads in t
3 17 ons, 17 08	NUMBER OF OPERA
TRADE.	We give below the and Collieries, togeth and below the water
TONS. 18,995	tions of the Region. designated as below the water level:
18,995 17,915 1,491	West Branch, 4

```
arket from the Lehigh
                                                                    lerived from the follow
                                                                    the trade of 1853 also:
                                                                          1853.
                                                                                   1854.
                                                                                  113,049
                                                                         124,250
51,217
                                                                                  1,080,544
                                                                    the Lehigh would have
                                                                    ad not a freshet occurred
                                                                     the shipments consid-
                                                                    its from this Region are
                                                                     facilities for transpor-
                                                                     Division of the Penn-
                                                                    en the Railroad, now
                                                                     to Mauch Chunk is
                                                                    these Regions will be
                                                                    al which arrived at Bris-
                                                                    ther places was as fol-
                                                                              555,742 tons.
                                                                    LKESBARRE REGIONS.
                                                                    procure the quantity of
                                                                    different Operators in
                                                                    okin and Wilkesbarre
                                                                     doing so in time for
                                                                    those we have received:
                                                                    COAL TRADE.
                                                                    D. Blanchard, 18,000
                                                                    Blanchard, about 18,000
                                                                                 " 10,000
                                                                    new Colliery "
                                                                    al to market.
                                                                     COAL TRADE.
                                                                    (LNOUS.)
                                                                    e quantity of Coal sent
                                                                     Coal Region, from the
                                                                    e trade in 1842 to 1854
                                                                    th the annual increase
                                                                              ANNUAL
                                                                              INCREASE.
                                                                                 9,763
                                                                                54,399
                                                                                76.499
                                                                    se in the table this year
                                                                    The increase of Foreign
                                                                    the country in 1854, was
                                                                    the increase of Bitumin-
                                                                    sea-board in 1854, 135,
                                                                    at of the Virginia Coal.
                                                                    he same sources in 1853
                                                                    OF BALTIMORE.
                                                                    imore, for the past ten y
of December.
                                                                    RLAND. ANTHRACITE
                                                                    0 tons. 90,000 tons.
                                                                           110,000 "
                                                                            125,000
                                                                            140,000
                                                                            160,000
                                                                            200,000
                                                                            125,000
                                                                            183,000
                                                                            238,740
                                                                    hracite Coal continues
                                                                    notwithstanding the in-
                                                                    ituminous Coal at that
                                                                    BOADS, &c.
                                                                    eted, as follows:
                                                                    huylkill Railroad, about
                                                                    le track have been laid
                                                                    ction of eight miles with
                                                                    nch, the Ashland exten-
                                                                    mpleted—also an exten-
                                                                    e Peaked Mountain, 11
                                                                    It and 1 mile of sidlings
                                                                    turnouts were put down
                                                                    Three new Locomotives
                                                                    of the first class were
                                                                    ed for the present year's
                                                                    on and Pt. Carbon Rail-
                                                                    ditional track have been
                                                                     about three-fourths of a
                                                                    ile on the Schuylkill Val-
                                                                    the County will sum up as
                                                                    aven and branches,
same,
                                                                    iches,
a same,
ts and Branches
                                                                                         2011/4
                                                                                         3311/4
                                                                    phia & Reading Road in
Sidlings,
squehauns and Sidlings,
                                                                    the County,
                                                                                         4951
                                                                    ATORS, COLLIERIES, &C.
                                                                    the number of Operators
                                                                    her with the number above
                                                                    level, in the different sec-
                                                                     Some of the Collieries
                                                                     are also worked above
                                    17,915
1,491
                                                                  OPER. COL. AB. WAT. LEV. BE. 42 50 21 29 33 18 19 22 11
                                               West Branch.
                                                Schuyl. Valley.
                                               Mill Creek,
Mount Carbon
                                    38,401
                                                                                                Year.
                                                                                                1843,
                                                                   14 16
                                                                            10
                                                Little Schuylkill,
                                                                                                1844,
                                                                    8 13
  Messrs. Molley & Newcomer are opening
                                                                                                1845.
                                                Tremont,
two extensive Collieries in this Region, and
                                                Lorberry Creek.
the Shipments will be increased considerably
                                                                                                1847,
                                                                  122 145
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AL TRADE [REPORTED FOR THE MINERS JOURNAL.] Eastern Portions of Shamekin and Mahaney The improvements in progress in the cast ern portion of the Shamokin and Mahanoy Coal Fields are as follows: nal boats running. Green Ridge Improvement Company. On the Lehigh, Morris Canal and Dela-One breaker completed-four gangways, ware Division there were in 1854, 1916 boats each 10 to 15 feet—two of them leased with employed. On the Morris Canal the average the breaker, &c., to Ayres, Lewis & Co., and capacity is 59 tons. On the Lehigh and Deltwo to make another colliery. Twenty minaware Division, 70 tons. 85,347 era' houses completed, blacksmith shop, car-The Delaware and Hudson Company had penter shop, &c. Two thousand acres of 400 boats running last year-average capacity land. President, CHABLES W. CHURCHMAN; 115 tons. Manager, Jos. S. Dixox. The Pennsylvania Coal Company had 500 Coal Mt. Improvement Company. boats running-average capacity 120 tons. One thousand acres of Coal land, and one On the North Branch Canal there are about thousand acres of timber land. One breaker 1000 boats running-Flat-bottoms and Shawcommenced, several gangways begun, six or nee boats carry 68 tons; Tide-water 62 tons; eight dwellings finished. President, Jos. S. Juniata boats, 54 tons; Union, 28 tons; old 1,080,544 1,246,418 Hough. Schuylkill, 45 tons—average capacity of all Probst Tract. 581 tons. Lessees, Fegely, Cleaver & Co. Five hundred acres. Small breaker commenced, and veins opened. Owned by Judge Helfenstein, Schuylkill Canal. but lately deeded in trust with other tracts for Lehigh, Del. & Hud. Canal, the poor, to endow the College at Shamokin. and for Colonization. North Branch Canal, 1000 Locust Gap Property. Total. Two thousand acres, lately purchased by a Giving 4516 Canal boats engaged in carrynew party, and Company to be organized .ng Coal to market in 1854 on the different Several veins opened, and dwellings begun. Coal Run Improvement and Railroad Co. DELAWARE & RARITAN CANAL. Three thousand acres Coal land and fifteen The Canal boats engaged in carrying Coal hundred acres timber land. One colliery in through this Canal in 1854, were as follows: progress near Mt. Carmel. Breaker raised and machinery mostly on the ground. 'Tun-From the Schuylkill, nel driven 150 to 200 yards. One vein 7 feet Lehigh, Richmon thick cut through, and three others to be Bristol, reached. Twenty-four miners' dwellings finished. Two collieries in progress near Sha-Total boats, mokin, and twenty-four dwellings finished .-President, JOHN M. BICKEL: Agent, GEORGE Schall. Railroad in progress from Mt. Car-Official quantity of Coal transported by mel to Catawissa railroad, twelve miles in the different lateral Railroads in Schuylkill length. Grading half completed. Engineer, County in 1854, together with the increase JOHN C. TRAUTWINE. over last year : Locust Mt. Coal & Iron Company. Mine Hill & S. Haven, schuylkill Valley; Mill Creek, Little Schuylkill, Mount Carbon, Six thousand three hundred acres of land, partly in the Shamokin, and partly in the Mahanoy basin. Six collieries in progress—three watara, Lorberry Creek, in Shamokin basin and three in Mahanov.-In the Shamokin basin are,-The Coal Ridge Colliery.—Completed breaker, and double set schutes, thirty horse The Coal transported over the Mount Car engine. blacksmith and carpenter shops .bon and Port Carbon Railroad, was received from the Schuylkill Valley and Mill Creek Three veins opened, each from twelve to eighteen. feet; five hundred yards-of-gangway driven. Lessees, Henry Eckel & Son. The Red Ridge Colliery .- Four veins prov-Swatara and Lorberry Creek Railroads. The tonnage, it will be observed, was increased on ed, (four, nine, eighteen and six feet, thick) every Railroad in the County in 1854. and tunnel driven 140 yards. The Locust Mountain Colliery .- Two veins PREPARATIONS FOR 1855. proved, eighteen and twenty-two feet thick. Nearly all the new improvements we no Tunnel driven 120 yards. ticed last year have been completed. A num-For the accommodation of these three Colber produced Coal last year—and others are was shipped by Canal lieries, sixty-five dwellings have been built, now ready for the present year's business .-nished by the Pennsyl- about half a mile east of Mr. Carmel, and the We will commence with the which was sent over the place designated Stuartville, in respect to WEST BRANCH REGION. and shipped by the Del- George H. Stuart, one of the Directors. Of the sixteen improvements noticed in The three Collieries in the Mahanov bathis Region last year, all have been worked, was a great rage for sin, are,or are ready to ship Coal, except one, we bethe Wilkesbarre valley, The Big Mine Run Colliery .- Worked by proven there as well as G. Bast & Co. The breaker and schutes are JAMES DUNDAS is opening a new Colliery a be con- i nearly finished; two sets of breaking the Sharp Mountain. lividuals than Corpora- three 25 horse engines for hoisting and break-BROWN & WHITE are opening a new Colrre Basin produced a lit- ing. Vein 28 feet thick; 150 yards of gangliery on the Forest Improvement Company's alf million tons of Coal way driven. Twenty-four miners' dwellings, Lands, at Swatara. Will be ready about saw mill, &c. Will be ready for business by the opening of the Mine Hill railroad in the The Locust Run Colliery .- Worked by George S. Repplier & Co. Nearly completed. Large breaker and schutes, and thirty horse engine for breaking. Tunnel driven 150 vards; two veins cut; 200 yards gangway driven; thirty miners' dwellings; carpenter and smith shops; steam saw mill. &c. The Big Run Colliery.—Breaker and schutes nearly finished. Tunnel driven 70 yards; vein cut, 27 feet thick, and twenty four dwellings for miners. The Ashland Estate. Owned by Messrs. Brock & Co, has some five or six collieries in progress. Among them Messrs. Bancroft & Co.'s finished: Col. J. J. Connor's, W. DeHaven's and Mr. Atkin's-breakers and schutes up, and gangways driven considerable distances. About 150 houses built for the accommodation of niners and laborers. [REPORTED FOR THE. MINERS' JOURNAL.] OFFICE OF THE PENNA. COAL CO., New York, December 16th 1854. MR. BANNAN-Dear Sir :-- Your commu nications in reference to statistics, relating to the business of this Company, have been received. We have not the particulars of all the information sought for, and can therefore only give a part. The average tonnage of our Canal boats is about 120 tons; the number of boats 500. The railroad of the Company extends from Port Griffith on the Susquehanna and North Branch Canal, about two miles south of Pittston, through Pittston to Hawley on the Delaware and Hudson Canal, a distance of 47 miles. It is in fact two distinct roads, one to transport the loaded cars from the mines to Hawley, and one to return the empty cars and ordinary freight. They are both operated b stationary power and gravity. There are 1: planes on the loaded track one of which is operated by water power and the others by steam: three engines being used at each sta-Brock, we believe. tion, whose united power is equal to that of 60 horses. There are ten planes on the emp

ty track, three of which are operated by waor power, and seven by steam; two engines to each station. Between the stations the cars run by the force of gravity, on moderate grades: 47 feet per mile on empty track and 44 feet per mile on loaded track. The number of mines worked is fifteen: 8 above level and 7 below. Four additional openings are n progress, two of which are into the Coal. Four openings are in the 5 feet yein, one in the 8 feet and 9 in the 14 feet vein. The additional openings in progress will work the 14 feet vein. There is one engine to each shaft below level, which does the pumping and hoisting. The Coal is principally mined at Pittston, and is called Pittston Coal; the

ashes are white. The veins lie horizontally in waves or rolls and extend generally under the whole surface. The shafts at the openings worked are from 70 to 120 feet below the surface. There are two engines used for screening; none for break-

The Company owns all the lands from which it mines Coal. Its capital consists of \$3,145,500 of capital stock, and \$600,000 of 7 per cent, bonds, which includes the investments in Coal lands, mines, railroads, cars, canal boats and depots, and the working cap-

ital requisite for carrying on the business. SCHUYLKILL NAVIGATION COMPANY. At the annual meeting at the office of the Company, in Philadelphia, on the first of January, inst., the following officers were chosen for the ensuing year: President-FREDERICK FRALEY.

Daniel McIntyre, John R. Worrel, Eli K. Price, Charles E. Smith, Joshua Lippincott, Benjamin Gerhard, Thomas Williamson. Samuel Sillyman, Lewis Cooper, Richard D. Wood, Wm. Harmar.

Managers

Treasurer-Charles W. Bacon. Sceretary-William M. Tilghman. THE Boston Courier gives the follow-

ing table in relation to the imports of Coal into that city and vicinity: Tons. Year. 244,026 265,525 115,348 1849, 135,665 1850, 169,758 1851, 182,364 1852, 249,195 1853, 261,285 1854,

MUMBER OF CANAL BOATS AND THEIR CA- | can be obtained, and the Coal should be re The number of Coal boats running on the Schuylkill Canal is 700—average capacity 150 tons. Maximum capacity 200 tons. This

RECAPITULATION.

1916

228

110

922

1854. 1.227,805 542,861 486,622 444,184 159,068 53,062 38,401

2,982,001 658,078 91,462

213 10,590

LATERAL RAILROADS.

No. bls. Av. capa

No. bts. Av. capac.

SCHUYLKILL VALLEY REGION.

Mr. A. Lawron has sunk a Slope on the Barcleugh Vein, on the Bacon property on the

statement does not include several Union Ca- Sharp Mountain, and erected an engine for hoisting and pumping. Messes. Capewell & Dover are sinking a Sibpe on the Barlow & Evans tract, we believe. Will be ready about July. Ms. Chadwick is also sinking a Shaft on

he Mercdith property, we believe. Will be ready about July. Dr. A. Steinbergen is sinking a Slope, also at his Colliery, which will be ready about

Messes. Rogers, Sinnickson & Co. are sinking a Slope on the Big Mammoth Vein at Kaska William, White Ash, and also on the Luther Vein, Red Ash, which will be ready in the Spring.

Several small openings are also progressing in the valley

The supply from this section can be inreased considerably, should the trade require t, as several new Collieries were prepared during the last year, from which but little Coal. was taken.

The new improvements at Tamaqua, and n the Western end of the Region are noticed in other parts of the paper. The want of transporting facilities have checked many other improvements projected n this Region.

A large number of steam engines were added to the old and new Collieries during the vear.

PENNA LEGISLATURE FRIDAY, 5th-SENATE.-The vote by

which the Speaker was elected, (telegraphically announced in our last issue), on the twenty-seventh ballot, stood :-Messrs. Brown, Cresswell, Darsie, Fry, Goodwin Haldeman, Hamlin, Hoge, Jamison, M'. Cliutock, Piatt, Quiggle, Sager, Walton, Wher-ry—15, voted for Wm. M. Hiester. Mess.s. Crabb, Ferguson, Flenniken, Frick, Jordan, Killinger, Lewis, Mellinger, Sellers,

INCREASE. DECREASE. 178,387 09,577 34,809 54,459 40,336 Shuman, Taggart-11, voted for James Skin Messrs. Frazier and Skinner voted for John

Hendricks.

Mr. Hendricks voted for W. E. Frazier. The reading of the Governor's Message occupied most of the remaining time of the ses-

IN THE House, likewise, the principal business was the reading of the Governor's Mes-

Railroads and the Coal transported over the sage, when that body adjourned to the follow-Union Canal Railroad was received from the ing Tuesday. SATURDAY-SENATE.-The election of

officers, for a complete organization, occupied the whole session—resulting as follows:

George W. Hammersly, (Whig,) of Lancaster county, was elected Chief Clerk over Mr. Maguire, (Dem.,) Henry Pettibone, (Dem.,) was re-elected Assistant Clerk over John K Zeilin-Mr. Darsie voting for Mr. Pettibone. The Transcribing Clerks elected are Nelson Weiser, (Democrat,) and John H. Fuller, John Ewing and John W. Kerr, (Whig).— Sergeant-at-arms and first and second Assistants,-Cyrus P. Miller (Whig), Wm. P. Brady (Whig) and John J. Stewart (Dem). Doorkeeper and first and second Assistants,-0. D. Jenkins (Whig), of Schuylkill, E. B. Lytle (Whig) and George J. Bolton (Dem.). The Messengers were re-elected. The Senate then adjourned to Tuesday.

TUESDAY-SENATE .- Mr. Buckalew, of Columbia, had returned from his South American tour, and appeared in his seat, The late decease of Levi Foulkrod was offi-

WEDNESDAY-SENATE.-The Speaker

The Registration act was repealed. A num-

ber of bills were read in place. Among them:

Mr. Christ, a supplement to the act incor-

porating the Potisville Mutual and Joint Stock

Mr. Fraley, a bill relative to over-paid State

taxes in Schuylkill County; also, a bill to in-

Mr. Avery moved that a special committee

of seven be appointed to prepare a Prohibito

ry Liquor Bill for the consideration of the

After some discussion; on Mr. Frailey's mo-

Mr. Foust moved that the bill to prohibit

The motion was debated at some length by

Messrs. Wright, Foust, Frailey and Cummings.

and was then agreed to. Messrs. Foust, Avery

The bill for the sale of the main line of

the public works, with others of a similar

committee, with instructions to introduce bills

Messrs. Ball, Smith, of Philadelphia, Ster

Mr. Foulkrod's death was officially announ-

Among the standing committees announced

THURSDAY.—BOTH Houses met in joint

CONGRESSIONAL.

SATURDAY .- THE SENATE was not in

House.-Mr. Maxwell asked, but did not

obtain leave to offer a resolution calling on

ced, when the customary proceedings were

art, McCombes and Yerkes compose the com

and Clapp were appointed the Committee.

the sale of intoxicating liquors on the Sabbath

Life Insurance Company.

mittee, it was postponed.

to sell the public works.

corporate the Anthracite Bank.

cially announced. Several eulogistic speech-L. GREENWOOD is opening a new Colliery at es followed, appropriate resolutions were Peaked Mountain. Will be ready in the adopted, and the Senate adjourned. House.—Standing Committees appointed; T. I. Atwood & Co. are opening a new Auditor General's report presented, and a

Colliery on the Forest Improvement Commessage from the Governor, giving reasons pany's Lands, at the Broad Mountain. Will for certain vetoes, among them the famous be ready about July. Lager Beer Bill of last session. George H. Ports is opening a new Colliery on the Forest Improvement Company's announced the several standing Committees. Hendricks, we observe, is on the Judiciary.

Lands, near Rorer's Colliery. Will not be ready before Fall. JOHN C. NEVILLE is sinking a Slope on F W. Hughes & Company's lands, near Llewellyn. Will not be ready in 1855.

Messes. Taylor & Atwood are sinking Slope at their present Colliery. MESSES. RORER are also sinking a Slope at their Colliery.

MESSES. STANTON & PAYNE'S Colliery, just completed on the Carey, Patterson & Hughes tract, is a very extensive one. They have erected a 200 horse power engine for pump- House. ing, besides 4 other steam engines for hoisiing, breaking, &c., making an aggregate tion to refer the matter to the Judiciary Com-Steam Power equal to 320 horses.

Messrs. Heckscher & Borda are driving tunnel from the bottom of the slope on the Black Heath vein, to the Back vein, 6 feet

be referred to a special committee of three. They are also sinking a shaft 20 feet by 12 feet, on two new veins, North Dip, found in 1854. and will erect three Engines-aggregate power, 160 horses, for pumping and

They are also driving two tunnels above | character, was, on motion, referred to a select water level, from the Big vein to the Small

ASHLAND REGION. The following Collieries are now ready and preparing in this Region:

Col. J. J. Connor has opened a Colliers on the property of John Brock, and erected a Coal breaker, with a 30 horse engine. Ready. had. MESSRS. BANCROFT & BRETTARGH have opened a Colliery and erected a 30 horse en- by the Speaker on the day before, we observe gine for a breaker, on the property of John | Christ on Education, and Frailey on Rail-

MESSRS. ATKINS & BROTHER have opened a Colliery and erected a 30 horse engine for convention, and announced the returns of the a breaker, at Ashland. Gubernatorial election. W. DEHAVEN & Co, have opened a Colliery also at Ashland.

JAMES E. DAY has also opened a Colliery at Ashland. GIDEON BAST & Co. have opened a large Colliery at the Locust Mountain and erected three engines for breaker, &c. GEORGE S. REPPLIER & Co. have also opened a Colliery at Locust Mountain and erected

a 30 horse engine for a breaker. M. G. HEILNER has also opened a Colliery at Big Run Gap... FREDERICK PATTERSON is also opening

Colliery on property belonging, we believe, to The supply from the Ashland Region will depend entirely on the number of cars, and the facilities for transportation that can be

The Colliery capacity of the West Branch. the Swatara and the Ashland Regions can be made equal to an increased capacity of about 400,000 tons this year, if the market should require it—but the transporting capacity to up in Committee of the Whole. A resolution carry it to market, will limit it to an increase was passed to terminate debate upon it, on of about, 150 to 200,000 tons. MOUNT CARBON ROAD.

chased and are eracting the 90 horse engine wood's resolutions, in relation to the freedom heretofore used at the Centreville Mines, which of religious worship in foreign countries.have been abandoned.

ready by Spring. tons should the market require it. EEWARD Pugu has commenced sinking

Laffee tract. MILL CREEK REGION.

this year's business; and can produce a large bers of Congress, after which discussion folamount of Coal. FAUNCE, DIEL & Co. have opened a small bill to extend the provisions of the Bounty Colliery in Crow Hollow, on the Wetherill Land Act.

Many of the old Collieries are prepared to extend their Mining facilities. The supply Mr. Chandler, of Philadelphin, took the floor. 298,483 from this section could be increased from 75 and made a speech on the subject of the rela-291,355 to 100,000 tons, if facilities for transportation tions of American Catholics to the Popc.

the President of the United States to furnish the House with the number of persons hold ing situations in the Departments, designating those appointed since March, 4th, 1853, stating the number of foreign birth. The consideration of private bills occupied most of the remaining time of the session .-Adjourned to Tuesday.

TUESDAY-SENATE.-The Bounty Land bill was laid on the table.

The Judiciary Reform bill was debated House .- The Homestead bill was taken up. and during the discussion, Mr. Etheridge gave notice of an amendment confining the benefits of the bill to native born citizens and persons now naturalized.

The Pacific Railroad bill was then taken

the 16th. WEDNESDAY-SENATE.-Mr. Cass moved DAVID P. BROWN & Co. are sinking a new that the first Monday of February next be asope on the Oak Hill tract, and have pur signed for the consideration of Mr. Under-

Agreed to. MESSRS. ROGERS, SINNICKSON & Co.'s Shaft | The judiciary Reform bill was further dison the West Peach Mountain Vein, on the cussed, but without coming to a vote. Delaware Coal Company's lands, will be House.—The Land Graduation Act was first in order, to which was pending Mr. Dau-

The increase of Coal on the Mount Carbon son's amendment giving a homestaid of 160 Railroad can be increased from 40 to 50,000 acres, at 141 cents per ucre, on condition of actual settlement and cultivation. Both were rejected—the Homestend amendment by a Shatt on the Primrose Vein on the Mount vote of 72 to 93; the former, by 68 to 75. THURSDAY-SENATE.-An Illinois land bill was passed, and a debate took place on E. W. McGinnes' Shaft will be ready for the bill to increase the compensation of mem-

lowed on the Judiciary Reform bill, and the Is the House, after an explanatory speech on the diplomatic and consular Reform bill,