The following is the aggregate quantity of Coal shipped by each Operator during the year 1855, from the Schuylkill Region: 313.49 158,79 141,509 1,072,092 99,583 94,040 82,565 79,157 77,511 75,643 74,092 70,095 61,527 57,445 52,594 50,882 60,374 1,997,560 49,907 48,005 45,365 41,734 40,136 **2,222,7**07 37,010 36,317 35,905 36,243 33,461 33,325 33,165 32,122 30,230 30,172 SCHOOL ON 2,598,954 28,935 26,757 25,860 26,273 25,336 25,111 24,956 24,153 24,035 23,023 22,838 22,626 21.614 20,208 19,898 17,244 15,918 15,705 15,352 4773 13,623 13,321 12,930 12,777 417,970 390,619 407,302 552,617 281,707 218,051 152,658 1,139,967 059,407 184,004 PHILADELPHIA & READING RAILEOAD. Louigh Coal Trade for 1855. Points of Supply, and Distribution of Coal, on the Philadelphia and Readir g Railroad, The Coal sent to Market from this region in 1855, was produced from the following for the year ending November 30, 1855. named places and Collieries. We also give Amount of Coal received from various the amount of Coal produced in 1854: al Railroads in Coal Region. Mount Carbon and Port Carbon Rail. road, at Port Carbon, from Valley Summit Mine Room Run. East Lehigh, and Mill Creek Railronds 740,114 Mount Carbon Railroad at Mount 515,918
Beaver M'w (McClintock & McKnight), 54,203
Spring Mountain (Wm. Milnes), 147,745
Colerain (tatelin & Johnson), 85,247
Rhymod Call 427,399 38,538 179,220 97,125 10,309 51,462 38,855 Carbon. Mine Hill and Schuylkill Haven Railroad, at Schuylki I Haven. 977,881 Dauphin and Susquehanna Railroad, Stafford Coal;
E. Sug. Loaf (Packer, Carter & Co.),
N. Y. & Lehigh (Taggart & Son),
German Penns. Coal Co.,
French American Coal Co.,
A. Lathrop (Pek Coal),
Beaver Meadow Pea Coal,
Harleton Coal Co. (A. Pardee & Co.),
Camberry Coal. do do 31,841 at Auburn. Little Schuylkill Railroad at Port 345,492 2,213,292 Total, nberry Coal. do do incil Ridge (Sharpe & Co.), mond Mines (A. Pardee & Co.), Railroad. Where delivered on Line of Reading Tons STATION OR TURNOUT. 209 Port Carbon. 5,039 5,387 201 Schuylkill Haven. 1.275.051 Orwigsburg, Auburu, By Lehigh Nailey Railroad, Hamburg. Mohra ille 4.901 2.507 Between Mohrsville and Reading 4 829 7,361 The improvements in this Region, and its Rending, 706 Birdsboro' probable business this year are noticed else-

Heckscher & Co., 4 183 63 Bords, 1 92159 1 38343

7,884

53,271

35,715

David Glover, 1 38,343 Brown and White, 1 117,341

D. P. Brown & Co.,

Charles Miller & Co.,

cer, R. Rateliff & Co.,

W. McGinnes,

Gorden. Bedell & Co., I

Wallace & Rothermel. 2

Sutton & Wright, Graham, Brown & Co.,

Dolbin & Rogers.

James Neill & Co.,

Beatty & Thomas,

Geo. Wiggan & Son.

Buery & Brooke, J. Buery & Brother,

L. P. Brooke & Co., W. & C. Brittain,

McFarland & Verner.

Mever & Sillyman,

Connor & Patterson.

Wheeler & Miller,

George H. Potts.

T. H. Wintersteen

Titus, Alton & Co.,

I. Maginnis & Co.

Hammer & Miles

Shultz & Brother.

Connor & Roads.

T. J. Atwood & Co.,

R. Williams & Co.,

John G. Hewes

E. Hammer & Co.

L. C. Dougherty,

Andrew Miller.

Fritz & Seltzer

Molley, Newcomer &

McCormick & Clark,

Adams, Powell & Co.,

104 Operators, 144 Coll's, T's, 3,396,030

The above is strongly suggestive of the

course the Operators ought to pursue here.-

Coal sent to market in 1855, we cannot see

not be organized in Schuylkill County among

the Operators, that would be sufficient to pro-

tect their interests effectually from Associa-

tions formed abroad. In consequence of the

suicidal course pursued by many of the Ope-

rators last season, it will require great pru-

dence on the part of the Operators to main-

tain prices at fair remunerating rates during

the ensuing season—and by all means they

prepared to start right at the opening of nav-

Lateral Railroads.

the different Railroads in Schuylkill county

for 1855, together with their increase, &c.

Mine Hill & S. Haven, 1,518,952 289,147

Mt. C. & Pt. Carbon, 769,934 111,876 Union Canal Railroad, 113,213 20,751

Little Schuylkill Coal Trade.

The quant ty of Coal shipped from this por-

Shamokin Coal Trade--1555.

Shamokin Region, that were returned to us

Cochran, Peale & Co., 19,640

Ammerman, Zerne & Weizel. &

Below we give all the shipments from the

Official quantity of Coal transported over

1855.

426,208

615,854 129,232

6,927

17.916

Tons.

105,568

75,643 57,445

50,882

24,035

426,208

33.207

0,000

2,823

0,000

125 475 tons:

250

25,650 ought to council among themselves, and be

igation in the spring.

Mill Creek, Schuylkill Valley,

following persons:

J. & R. Carter,

R. Ratcliffe & Co.,

Heaton & Carter,

Geo. Wiggan & Son,

Total in 1855.

in time tor publication:

J. B. Douty. Black & Sheaff,

D. Avers & Co.,

Coal Ridge Imp. Co.,

Wm. Donaldson,

Peter Bowman,

Wm. Levan,

286,087

531,700

"de vear. 161,862 tons...

Mount Carbon,

Swatara, orberry Creek.

62,000

1.731

ross. Pary good reason why a Coal Association could

The above table exhibits the following:

Seven firms shipped nearly one-third

of the supply,

Twenty-five firms shipped nearly two-

thirds of the supply, Thirty six firms out of 104 Opera-

tors shipped the whole supply ex-

Seiler & Holt,

3,083 2,733

13.103

Lewis Diehl.

Wm. Levan,

T. H. Scholleuberger.

Hammett & Co.,

J. Claude White.

872 Douglassville, 8,986 By LEHIGH VALUET RAILBOAD. 630 Packer, Carter & Co., W. Milnes & Co., 924 Royer's Ford, 57,652 370 Valley Forge, 6,519 All of which was distributed between Mauc Port Kennedy 26,255 3,397 Chunk and Elizabethport and Newark. Norristown. Wyoming Coal Trade for 1855. 4.296 Swede's Furnace, below Norrist'n 37,349 Below we give the shipments from the Wy Spring Mill, ming Region, as far as they have been reurned to us by the shippers. 49,225 526,500 Penua, Coal Cot, Nicetown and Germant 14.095 Baltimore Coal Co., Philadelphia Branch Roa 52,000 342,311 Wilkesbarre Coal Co. Philadelphia, Philadelphia Coal Co., 1,576,596 A. Price, Tompkins, Price & Co., 30,000 2,213,292 Geneva Coal Co.. SCHUYLKILL MAVIGATION. Black Diamond Colliery. 30,000 30,000 25,000 Canal in 1858 Harding & Co., Maryland Coal Co. Orwigsburg, 5,807 15 1,467 09 Mordecai Diamond Colliery, Mohraville. D. Blanchard. 15.883 02 Boukley & Leysbon, 2.384 16 Felix's Dam, Susquehanna & Erie Coal Co., 42,110 17 Reading, Freeland & DeWitt,

18,081 07 David Morgan, James Freeland, Mt. Airy, Port Union, John Shonk & Turner, 615 00 Pottstown. Gaylord & Reynolds, 206 10 Springville, Mill Creek Coal Co. 754 00 Rover's Ford Thomas Wren & Co. 519 10 Black Rock. From the following firms we received 16.384 16 Phœnixville. eturns, we hope however, each one will for 481 05 Port Providence. 397 00 ward the amount shipped by them, immediate Pawlings' Dam, Brower's Landing, ly, for insertiou in our Coal Almanac for 1856 96 00 Lee, Penn & Co.. 4.424 09 Port Kennedy Jamison Harney, 23,491 17 Norristown. W. W. Lauce, 1,464 10 Bridegport, 10,212 00 Plymouth Dam. 1,081 10 H. B. Hillman. 28,760 17 Spring Mill, Pittston Coal Co., E. C. Wadham. 11,677-17 S. Bonnell, Jr., & Co., of the Black Dia 286,087 08 Philadelphia and south of mond Colliery, have sold their Mines and 631,700 07 New York and vicinity land, to the Baltin.ore Coal Co., adjoining 1.105.263 08 their lands. There were 7,397 Bonts permitted during the year, carrying Coal, and the largest cargo shipped was 201 tons of Coal. The trade from this Region has increase to some extent this year. The following per

The Trade of the Line. We give below the trade of the Line, be tween this Region and Philadelphia, which continues on the increase in proportion to the

increased shipments. The Coal transported over the Mount Car-Of the above sapply 35,269 tons were de livered at the following seven points on the line, where there are Iron works. C1711. 15,883 42,111 tonnage, it will be observed, was increased 775351

Lecaport, Reading, Birdsbore, Phomixville, Norristown, Conshebocken, Spring Mill 18,787 74,037 40,747 38,430 23,913 345.260 It is father sidevice tion of the Region in 1855, was mined by the should furnish more Coal to Norristown and Conshehocken, than the Canal, which runs through these towns, while the Railroad runs on the opposite side of the Schuylkill. Ashland Coal Trade.

We last year chronicled a shipment of 17 tons of Coal from this Region, principally samples. We then stated, that if the shipments were small, the operators were big in faith. We give below the shipments for the Supply in 1854, 444,164 tons. The imer last season, which shows that their faith was provements in this Region, are noticed in well founded in their Chal beds--and they only want transporting facilities, to double Tons. the business the present year: John Bancroft, 3

33,169 28,073 Gideon Bast & Co., Geo. S. Repplier, Connor & Patterson, 27,783 22,887 7,952 5,572 E. Hammer & Co., L. P. Brooke & Co., N. W. Atkins, 125,492 Total tons in 1835.

50,259 50,280 71,699 ready to ship next season, but in the mean 125,000 time, Coal will continue to be sent from the 140,000 146,645 160,000 163,855 200,000 256,000 125,000 406,000 " 183,000 472,258 " 238,740 263,747 394,442 " The supply of Camberland Coal in the Baltimore market has fallen off during the year 77,816 tons, while that of Anthracite has increased 25,007 tons. The Baltimore America can states that the prices of Cumberland opened in 1855 at \$4 per ton for fine, \$1,25

16,000 tons. 90,000 tons

110.000

18,393 " 100,000

Lorberry Creek Coal Trade.

sons shipped Coal in 1855:

Molley, Sailor & Co.,

Total in 1855.

Netherwood & Co.,

to market.

1850 1851 1852

1853

1855.

Eckert, Molley & Newcomer,

In 1854 the supply was 38,401 tons.

Of the 112,213 tons of Coal which passed

over the Union Rail Road at Pinegrove, 43,-

780 tons were shipped over the Union Cample

Coal Trade of Baltimore.

Receipts of Coal at Baltimore, for the pa

cleven years, to the 31st of December.

Kitzmiller & Stees,

Wheeler & Miller.

feet thick. for run of mine, and \$4,75 for lump, cash or Hickory Colliery, St. Clair. This new Break son. This Colliery is not yet leased. interest added. In April they were fixed at er is to assist the other, and to clean the wet Baows & Wattre are about to build a new for the balance of the year. These were be used by others with as much profit as productive and still promises well. shipped to foreign ports from Baltimore 9,689 it is by Milaes & Co., and it would save many J. CLACOR WHITE has erected a splendid tons, but the bulk was shipped to the East complaints from the dealers. ern States. Of the Anthracite 215,921 tons were received via the Susuuehanna and Tide Sent in 1854, 17 tons | focrease in 1855, Water Canals, and 47,826 by the Northern both inside and out, and will be in readings scribed in out of our future number. Central Railroad.

There were also shipped from Richmond to to do a large business this year from that Colre 10.615 tons, which does not appear liery. T. GARRETSON & Co. are sinking a Slope to be embraced in the above statement, given lif the Beltimore prices carrent, which would on the Orchard vell, and a Shaft for the the sapply of Anthracite 274,362 tons Holores rain, between St. Clair and Wadesville. The Holmes rain is the first vein bewhich the Shatt has been started.

DANDRIE & BUSQUEBARNA COAL CO., B. Bausan, Kon.—Dear Sir:—The mines THOS. WEEN & Co have opened a drift of of the Company were suspended Jan. 1st, 1856, having in the Breakers about 1000 tons. the Little Diamond or Clinton vein at their Colliery below St. Clair, the Coal of which is of Coal, which were distributed in the early of an excellent character and a pure Red Ash. part of the year most of it being disposed of in the city of Baltimore. Schuylkill Valley. From Presonve, (coming from the Lor-THE ROCK SLOPE, which has been in pro grass some time by Rodens, Sixeticason & Co.

served at Baltimore in 1855.

TOXA.

BOSTON COAL TRADE

8,770 12,744 8,263 9,343 8,487 4,851 12,062 8,795 8,251 6,253

8.000 chaldrons.

The imports of Cual the past year have

61,548 43,271 46,068 40,764 30,380 32,488 34,531 41,303 47,093 21,127

The Anthracite Trade of Boston, in 1855.

shows an increase of only 13,658 tons, in Au-

thracite, and only about 5,000, in Foreign

PARATIONS FOR 1856.

Moss of the Collieries mentioned in our

port as in preparation for 1854 have been

finished and put in operation during the pas

season, but some of those which have not

commenced to furnish Coal are again men

tioned in the following report, which will

seemingly increase the capacity of our Collie-

ries, beyond the intention of our shippers or

operators at present; but which is more with

a view of preparing their Collieries, for

whatever the trade may demand, than for the

It will be observed nevertheless, that there

is a large number of new improvements being

made in this Region, but not more than will

be necessary to fill the places of other Collie-

ries which are annually being worked out,

and abandoned, or which have ceased to fur-

nish their usual quota of Coal. In fact, most

of the improvements are made on old Collie-

ries, in the shape of lower Lifts, Tunnel

Shafts, &c. Yet the increase of shipments,

from this Region will be considerable during

The Lehigh Region will increase its canac-

lowever, from some of the Operators that i

less the market should require it.

being by the Mine Hill Co's. road.

The Mammoth Collieries of Schuylkill Co

large veins, can always supply the wants of

the trade at short notices, being always pre-

any demand at almost any price, and there-

Mount Carbon and Mill Creek.

Mr. GEO. H. Ports has sunk a Slope on

Mine Coal is justly celebrated, and for a long

time has enjoyed an enviable reputation in

The LEWIS SHAFT COLLIERY, recently Dur-

chased of Geo. Miller & Co., by Messrs. Aute-

lo & Lippincott, will be put under repairs du-

ring the winter, and probably a Slope

driven up to the surface, if the saddle which

is supposed to intervene does not prevent it.

This Shaft presents the novelty (in the Coal

Region) of containing a Slope and steam en-

gine at its bottom, which helps materially to

keep a strong current of atmospheric air con-

stantly in motion. The ventilation conse-

quently, being well provided for in other re-

D. P. BROWN & Co.'s, "PRICE WETHERELL

COLLIEBY." at Oak Hill, is nearly complete,

as far as the outside improvements are con-

cerned, and the interior works are fast pro-

vein has been excellent on this pitch, though

The increase from the Mount Carbon Road

GEORGE SPENCER is about erecting a pump-

will be from 75 to 100,000 tons in 1856.

was mentioned in our last report.

spects is good.

tiful character.

their shipments over last year.

the present year.

crease this year.

other Regions.

9,063

40,000

30,000

25,353

20.000

20,000

15,000

7.000

Tons.

4,789

350

47,518

purpose of mining great quantities of Coal.

Very truly Yours

ELLWOOD MORSES

387,259 373,601 362,006 431,270 264,078 299,671 261,293 275,346 261,259 167,028

TOYL

Total, 1865, 1854, 1853, 1852, 1850, 1849, 1849, 1848,

at CARREWILLIAM, is now into the Coul. This has been a tedious and difficult operation, and perhaps equally as expensive as Shalting. This Slope was occasioned by a roll or small Basin, at the bottom of the old Slope, making it a thing of impossibility to follow the vein Eng. & Sup't. at the same angle desper down; therefore, a Slope or Tunnel has been driven from the upper side or saddle of the Basin, to the surface, through the solid rock. This will ensble the Company to follow the dip of the vein, probably to its regular Basin. Other improvements have been made at their old minus

SAGER CHADWICK, Esq., has just done sink ing a Shaft on the Clarkson, or Gute vein as ome think, about half a mile to the east of Middleport. The shaft is 75 feet deep, 60 feet below his old, or water level. He has erected a 40 horse hoisting and pumping engine, together with a Coal Breaker, and steam Saw Mill. The vein is about 8 feet thickwill be ready to ship next season early. DR. STEINBERGER'S SHAFT, about half t

mile below Middleport, which is on a vein be-Coal, notwithstanding the Reciprocity Treaty. low the Gate vein, and about 70 yards deep, The increase from the Provinces is only about has for the time been discontinued. But with prospects of its being resumed again in IMPROVEMENTS AT THE MINES AND PREa short time. S. SILLYMAN is driving a Tunnel at his Millford Colliery, to the North dip of the

Clarkson vein, having already passed through he Pott vein. J. C. NEVILLE is driving a Tunnel into the Sharp Mountain, a short distance South east of Middleport. This Tunnel was started some 6 years ago, for the purpose of cutting the veins on their North dip, in that vicinity. The "Five feet vein," the "Mill" and the "Furnace"

have been cut and worked. G. H. Porrs, has been driving a Rock lunnel for some time past, from the bottom of his slope at Brockville, South, with the intention of cutting the Mammoth vein. The presumption is, that Mr. Pot's present Colliery, is one of the underlying veins. He expects to cut the vein in a few weeks. At Silver Creek, and also lower down the

Valley near Belmont, some improvements have been made during the past season. We have not observed any entirely new Collieries being erected on this road, most if not all the improvements are being made on. or at the old Collieries. Mine Hill and Broad Mountain.

ity this year. We have received assurances T. H. SCHOLLENBERGER is driving a tunnel on the Forest Improvement Co.'s land, into the Peaked Mountain, for the purpose of cut ments much over those of last season, unting the North dip of the veins, which that on contain. The tunnel must con shipments materially, but the surplus will be ly be driven South, and the veins to be cut sent to a new market in the interior of the are the Mammoth and those immediately in its vicinity. The tunnel was commenced du-In the Wyoming Region vast improvements ring the latter part of 1855.

are being made, but there they are restricted The MONTEREY COLLIERY, Messrs. Graham, Brown & Co., formerly owned by Messrs. by their limited means of transportation, yet that Region will furnish a considerable in Stanton & Co., having been partly destroyed by fire, has been rebuilt and remodelled du-The Ashland or Mahanoy Basin, in the ring the present year, and is now being put in Middle Coal Field, will, probably, nearly doucondition for the next season's business .ble their shipments this season over last. The The improvements at this Colliery are very Coal of that Region being of a splendid charextensive and calculated to do a heavy busiacter, it is much in demand, but the quantity ness when the aspects of the trade may resent to market will depend entirely on the

working of the Planes. This increase will Messrs. McFarlane & Venner are sinking ; count from the Schuvlkill Region, the outlet a new Slope on this Colliery at Glen Carbon, on lands belonging to Dundas & Richardson. The Little Schuylkill Co. will also increase The vein on which it is sunk is in this vicinity, known as the Crosby, which is supposed to be a branch of the Mammoth constituting the that is, those on the Mammoth and other "Twin veins."

Messrs. HAMMET & Co. are sinking a Shaft at Glen Carbon, on the "Catharine Tract," bepared, with their inexhaustible supplies to suit longing to Dundas & Richardson, at the Colliery formerly owned by Oliver. This new fore can always compete successfully with Shaft is by the side of the old one, and will be 350 feet deep, It is now about 300 feet deep. The old Shaft is 80 feet deep, from the bottom of which they are tunneling South BLACK MINE, 223 feet deep into the Potts. to cut the veins lying in that direction. The ville, or rather the Second Basin, since last

year, and is now 1241 feet deep, which is the dip is South. There have been two large Pumping and greatest depth of Slope in the Coal Region : Hoisting engines erected by DeHaven at this yet the ventilation is perfect, being conducted Colliery during the year. in the most practical and scientific manner, GEORGE SPENCER is sinking a new lift at and the Coal, we understand, is still increasing in purity and density, as it proceeds towards the depth of the Basin. The Black

his Slope on the Oak Hill or Primrose vein, below the Mine Hill Gap, on the West side of the Mine Hill Railroad. This will be 100 yards deeper than at present, making the total depth of the works over two hundred yards. The Primrose vein is here nearly 50 feet in thickness. It is supposed to be on the same Basin as that penetrated by D. P. Brown & Co.'s Shaft at Oak Hill."

R. HECKSCHER & Co. are sinking a double Hoisting Shaft, 12 by 20, on the Mammoth-Vein at their Colliery, Thomaston-50 yards of which have been sunk, and two 30 horse power Hoisting engines erected. They have ilso began to put up a 165 horse power Pumping engine, which will be a Cornish Bullhead. E. Bonna has begun to drive a Tunnel from the Daniel or Mammoth to the Jugular, (North dip of the Mammoth,) below water

evel, at Heckscherville; and also begun to erect a new Breaker, which will be ready for peration in the Spring. R. HOLMAN & Co. are sinking a new Slope

gressing. The Coal, particularly on the East on the Big Diamond vein, some distance side is excellent, and the veins each way, above Mineraville on the Mine Hill Railroad, promising and faultless. This improvement and erecting a Breaker which will be ready for operation in April next. This is a new Col-Mesers. Shultz & Bro., are sinking a new. liery on James Dundas' Oak Hill property .-Slope on the Peach Orchard vein at Oak Hill. The Big Diamond is a Red Ash vein, which, between the Oak Hill and the Price Wetherill Collieries. This is a small vein from 21 to 4 above water level, has generally proved to be feet thick, but the Coal is of a pure and beau- pure in quality and profitable to the operator; and our experience with it so far, below water level, has proved it to be consistent throughout. ERWARD PUGH & Co., are sinking a Slope GIDEON BAST is sinking his Slope deeper at Oak Hill, on the South dip of the Primand erecting a new Breaker at his old Colliery rose vein, and are also erecting a new Break-

er and pumping and hoisting engine. The at Wolf Creek. A new opening has been made on the Oron the North pitch it has proved worth ess .- | chard vein, at D. P. Brown & Co.'s Orchard Colliery, near Mine Hill Gnp.

Proposals have been made to work the Jugular vein at Coal Castle, which has been on ing and Hoisting engine and Breaker at fire for many years, below water level. The Richard Jon s' old Colliery, Wadesville, on Coal is excellent, and there is no doubt but the Bonsal tract. The Hoisting engine is to that the thing is practicable under judicious be a 40 horse and the Breaker a 20 horse treatment.

power. The Primrose and Mammoth here . We understand some improvements have are both large and pure. The Mammoth is been made, and others in course of compleover 50 feet thick-the dividing rock being tion, at the Greenberry mines, (Adams & only 5 feet thick. This new operation will be Miller,) and on various other points of the Slope at their mines on the New York & Lee delphians, and last but not least, the Cossillation of the Deliaded West Branch

JAMES DUNDAR is still driving his tunnel G. S. REPPLIER has sunk and extended his into the Sharp Mountain, on the West Branch ing definite is known of them yet. Slope on the Pott & Bannan tract. It pene extension of the Mine Hill Co's. road. The trates the Eastern end of the Basin, and runs tunnel is now 250 yards in, culling through down it at an angle of about 20 degrees to four veins of Coal; it is calculated that it will built (two 10 horse) by A. Pardee & Co., but the West. The Slope is now down and the have to be driven 150 or 200 yards further, to they will not increase the quantity of Coal to Railroad Co., gent West about 137,000 to Gangways commenced. It is 141 yards be cut the six remaining veins. Those veins are low the first lift. The Mammoth is here 17 respectively 5, 5, 4, 31, 8, 41, 6, 41, 31, and 21 feet thick-10 veins averaging 404 feet in WM. MILNES Jr. & Co., are erecting a new thickness. A Breaker has been erected and Breaker and Hoisting machinery at the Coal sent to market during the present sea-

Breaker at West-West, (Forestville.) The ca- March, if not sconer. been last year, though they are capable of will constitute a double set. nearly 100,000 more than last year.

an extension of the Mine Hill Railroad and Breaking arrangement. the Fishing Creek Railroad, Several other operators are preparing to erect works in the same district. Extensive preparations are also being made

in the Lorberry District, by Messrs. Eckert. Molley & Newcomer and others. The Coal from which passes through Pinegrove. Tamaqua Improvements.

and Hoisting engine. They have tunneled of the Middle Conl Field to the Susquehan vein, and are creeting a new Breaker with quantity we have not been unable to ascensprovements will be about \$56,000.

provements are for Jones & Cole. Ms. Levan, on lands of the Lehigh Co.,

commenced sinking a Slope on P vein East, in August, 1854, which is now 130 yards deep. past year. He has still 30 yards to sink. The vein is one worked West by Donaldson. A 60 horse gine, and one 16 horse Breaker. Pumping and Hoisting engine has been erectbe erected soon, with Breaker and engine. these improvements.

He is also going to sink a new Slope at his old mines above Tamaqua, which will be a time, if not earlier.

We understand that some new improvements are meditated at the Messrs. Carter's old mines above Tamaqua; also at their Greenwood Colliery, which by the by, is generally Northampton Coal Co., considered as belonging to the Lehigh Region. Improvements on the Lohigh.

THE LEHIGH NAVIGATION Co. shut off the North Branch Coal Co., water from their canal in the beginning of Geneva Coal Co.,
December last year, for the purpose of wide N. Y. & Scrauton Coal water from their canal in the beginning of ening and otherwise improving it, which will increase its capacity next year considerably. Penna. Authracite Co., There are now 2150 Canal Boats engaged in the Coal Trade on it, the capacity of which will average about 70 tons each. Lust sea. Maryland Anthracite Co., on 300 new boats were put on, and in all Spring Brook Coal Co., Aug., 1855, 560,24 N. Y. & Pitteton Coal Co., Aug., 1855, 560,24 probability a similar number will be put on next year.

THE BEAVER MEADOW RAILROAD Co are cutting down the rocks and cliffs on the side of their road from Mauch Chunk to Penn Haven, where the Coal of Hazleton, shipped Susquehanna, which have made extensive which by Canal is delivered from the Cars. The ocks on the side of this road, for the greatest part of the way, are very massive and in some places nearly projecting over the R. Road, the increase, draining as it does the Beaver Haven, and from thence to Pittston on the

take the rails in April. of the deficiency of its rolling stock, and Dundee Coal Co. consequently will not be able to carry much The Consolidated Coal Co., own a idthat which has been sent to market during the Companies have invested about \$800,001last year, leaving the Canal to do about its on the state and demand of the market.

Co., have sunk a new Slope, which, it is sup- Op rators this year will not be materally is gatio that place during the next season. A. Leitz & Co., are making some new improvements at the "Old Tunnel," some three pated, mainly on account of their limits miles above Mauch Chunk.

provements have been made, but not of such a be ready for next Summer's business, as we character as to increase the shipments mater as the North Branch Canal; but these or rially over the past season. A 60 horse en- lets being new and not provided with mean gine has been manufactured for the "Old to carry Coal, cannot effect much for the bis Mines" at Summit Hill, by Beadley & But year. Besides, the location of the Railroad

tler of Mauch Chunk. prevenents on their White Haven Railroad, use of it-having no communication. Be to meet the increase of trade from the Wilkes low we give an extract from a letter relating burre region this year. Yet it is not probate to the Wyoming Coal business, from a gentle ble that their capacity will be equal to the man of Wilkesbarre.

wants of that Region. RATCLIFFE & JOHNSON at Colerain been making some new improvements.

WM. MILNES, has erected an Engine house and Breaker at Jeansville, on a new Slope which was commenced last season, into the since commenced improvements—p and leased it to Thomas Wren & Co North roll of the Jeansville Basin, South dip. The machinery in this Slope which is ped about 3,000 tons, and calculate this yet extensive and substantial-two 40 horse engines for pumping and hoisting, was built at completed, with a sixty horse engine, now in the sixty horse engine and the his own machine shop. He is also opening a new Colliery in the upper end of the Hazle it to some of your enterprising Pottsville me ton Basin, we believe.

J. B. McCreary & Co., are erecting a new The above Company, viz: Stanton, Payness.

Colliery in the Western end of the Jeansville in addition to the above, have another Shalls Busin. They have erected a 60 horse power capacity, and I hear have also leased this & Hoisting and Pumping engine and a 30 horse tion to a Schuylkill County man. But as not power engine for driving Breaker and Circular saw, also a large store house and five blocks is to do twice that amount when of miner's houses—other houses are in course sinking a Slope and have their engine works sinking a Slope and have their engine works of construction. The estimated cost is he and expect to be ready to ship : tween \$30,000 and \$40,000. The vein in the navigation opens. I think they will ship about. Slope averages about 18 feet good Coal Slope averages about 18 feet good Coal. the French American Co.'s Mines, which are adjoining McCronry & C.'s Mines, which are adjoining McCronry & C.'s Mines, which are adjoining McCreary & Co.'s. These mines hably ship about 15,000 tous. There are seven

ed putting them in proper order. JAMES TAGGART & Son, is sinking a new There are other improvements about to be Companies speak of shipping Coal this year

be mined this season materially.

East Sugar Loaf Mines.

DAVID GLOVER is putting up a new Coal They will be ready for operation early pacity of R. Heckscher & Co's. Collieries will Con. J. J. Connon is erecting another remain about the same this year as they have of binns to his Breaker establishment, whi

being worked up to 400,000 tons which is Lewis P. Brock & Co. finished their T. nel Colliery" establishment in September he HENRY HELL is erecting a new Colliery and commenced shipping Coal. They West of Tremont, which will be drained by now adding the second set of bians to Shamokin Region. The opening of the Sunbury & Erie Ra

road and its connection with the Shamoir-Road, has recently created a new and er, nuclearly sive market for the Coal of this Region paper.
Western Pennsylvania, New York, and Lakes, which will tend to increase its page to be a second of this Region. tion materially. The supply last year but who have THE LITTLE SCHUYLEILL Co., has finished little over 116,000 tons against 63,500 h that my their Shaft on the P. West voin, for William : 1854. Donaldson. It is 122 yards deep and 10 by The Trevorton Railroad has also be-

18 in diameter, with one 60 horse Pumping opened during the year from the Westernes to the Q vein, which is 15 yards from the P and Coal taken to market over it, but carvettseme two set of bins. The total cost of these im- In fact, though the individual Operators by extension of generally given us all the imformation desay. NE This Company is still driving the Reeves- we have experienced much difficulty in compel DALE TUNNEL, about two miles West from taking official returns from the Standar ceek, of or Tamaqua, which was commenced in 1854.— Region, and cannot conceive what makes telligent to This Tunnel is being driven South in the they, or any one else can have, to keep say the cause Sharp Mountain with the intention of cutting ments of such a public nature in the dat will appear the North dip of all the Red and White Ash If their reports should not be as favorable, veins, with the exception of a few of the over- might have been expected, concealment do Con Co. lying ones which are to be found in the Re- not effect any good purpose, for that won the Coal T gion. The Tunnel has been driven 337 excite suspicion and distrust at once. Whe prepar yards, 33 of which is for double track. They have, however, succeeded in obtaining athan hazal are also creeting a new Breaker with 20 amount of Coal shipped over the Philadelph expension horse engine for the Colliery. These imbe found in our tables.

No new Collieries, that we are aware of night have have been erected in this Region, during the firmish full THE COAL RUN IMPROVEMENT Co., at Mon. an hour, h 31 feet thick. It is the same vein as the Carmel have erected a 45 horse Hoisting et labor to w

THE LOCUST GAP IMPROVEMENT Co. hav larly, year ed, and another 60 horse for Hoisting is to also made preparations for mining this seate as they ca There are other improvements going on Miners J. Wm. Levan has already spent \$50,000 in this Region which we have not been able ; sources from collect-satisfactory.

Mining Improvements in the Wyomia state that and Lackawanna Regions. of spread

The preparations, succeeding the specul mation, he thousand feet deep and will also erect a 60 tive mania of the past season in the Wr horse engine for the purpose of Hoisting and ming Region, have been unusually great, at Pumping from it. The Little Schuylkill Com- has quite changed the quiet spirit of the n pany laid during the year, five miles of lev. Below we give a list of the Compan new Railroad. They intend to complete formed since 1854 in Luzerne Co., under c inplete a double track from Port Clinton to Ta- general manufacturing and mining laws. maqua, within two years from the present Penna., and date of organization, with is furniture amounts of their capital. charactes

COAL COS. LATELY FORMED IN LUZERNE CO., ORGANIZED. CIPITA Mar, 1854. 500. July, 1831, 400,to Sept., 1854, 300,60 West Pittston Coal Co. Susquebanna Coal Co., Sept., 1851. 50140 Sept., 1854, March, 1855. 250.6 Feb., 1855, 300,00 Dock Coal Co. April. 1855. April, 1855, July, 1855, Hanover Coal Co., July, 1855, 500.0 Empire Coal Co., Hyde Park Coal Co., July, 1855, 50%. July, 1855, 500, Aug., 1855, 300 ... N. York & Ponns. Coul Co., Sc Luzerne Coal Co., Fellows Coal Co., Oct., 1855, 15,000 they hr Luzerno Anthracite, Besides the above there are several ne Companies, both on the Lackawanna and

Le ev erection carpet

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improvements. We have no data to notice the ans several of these companies. The Lackawanna Railroad & Coal Co. : they ar Jessup above Scranton, will be ready to she lieries

so that, to cut away enough to lay a double next season-having sunk two Shafts at ployed track, as their intention is, will be no small erected quite a small town, besides construction familie undertaking. The business of this road is on ing a Railroad of some length from the mine usent towards Cobb's Gap. Meadow, Jeansville, and Hazelton Basins. It The Union Iron & Coal Co., below Scrat wives may be considered a continuation of the Le ton, are sinking Shafts, and have crected acres high Valley Railroad, though the design is to Hoisting machinery. The New York & Wy

branch off up the valley of the Leh gh from oming Coal Co., on the Rose Mill property Penn Haven, and extend this line to White near Wilkesbarre, are preparing to mine Cox spects. The William Penn Coal Co., likewise. | dame Susquehanna. The track will be ready to the vicinity of Wilkesbarre, is a Quaker a burnt terprise is also preparing. THE LEHICHE VALLEY RAILROAD will be Below the William Penn, are the lands limited in its transporting capacity on account the Kimberton Coal Co., and near them is 2

more than the amount of Coal which may be large tract of Coal land in the vicinity of the mined in the Lehigh Region over and above Lehigh Co.'s Planes. The four last nazal Besides the above, a few individual of usual business. The increase may be carried erators have commenced new improvement the up to about 200,000 tons, but that will depend in this Region, and some of the old Open support tors are extending their capacities. But the if le At Nesquehoning; PACKER, DOUGLASS & quantity of Coal sent to market from the ner sent

posed will increase the business slightly from creased over the shipments of lust; neithe fit pl will the old Operators be able to extend the business to the degree which may be antic means of transportation. At Summit Hill we understand some new im- . The Bloomsburg & Lackawanna Road w.

on the West side of the river, will at press * The LERICH Co, are making extensive im- prevent the miners on the East from making

"The following Companies and individual open have tors have shipped the past year via. White llave R. Road and Lebigh Canal; First:—the Wilkerta re Coal Company shipped about 50,000 tons: the not exceed last year's shipmonts much. The neis Stanton, Payne & Co., who about a year on doing a business of from 40,000 to 50,000 to.
The same Company have another Shaft near more yein. I understand that they have less who have commenced building their Breaker, calculate on doing a large business this year.

I can estimate the three operations this year, not exceed 100,000 tons, although their estimate "The next is the Hartford Company who are sinking a Shaft but will not be in res adjoining McCreary & Co.'s. These mines halfy sin agont rotored in the valley, so deer companies formed in the valley, so deep companies formed in the valley, so deep companies to make a commencement. The following companies and partially stated in the neighborhood of the belief nies' Lands are in the neighborhood of the bel Railroad. New York and Wyoming Co-composed chiefly of N. Yorkers. The Dunder Co. of Philadelphian Co. of Philadelp Coal Co., composed of New Yorkers. Philadelphia

made in the vicinity of Jeansville, but nothing definite is known of them yet.

At Hazleton two new Slopes will be sunk this year, for which the engines have been built (two 40 horse) by A. Pardee & Co. but The Delaware, Lackawanna and Wester last ye r, and also consumed about 60,00 able to open their road East next Spring at are now building the necessary Cars, Las

At Stockton, PACKER, CARTER & Co., have tons at their Iron Works at Scranton, 75 erected an 80 horse power engine at their was mined by them. The Company was The improvements in the vicinity of Asb- motives, &c., to open the trade between Saland are still on the increase. The number ton and New York. It is calculated the of Cullieries now in operation are seven, only will increase their business to 400,000 to and \$4.25 for lump, at which they continued the qualities. It is a good design, which might their old one. This Colliery has been very one having been erected during the last year. for the next year—that is, 200,000 tons Earlier old one. This Colliery has been very one having been erected during the last year. chinery at the Planes, by placing large pullies that this Company calculate on a someway new Colliery at Tuckerville on the Primrose, and druns to receive the coils of their im- larger increase; but the difficulties of their Messrs. Kirk & Bauw are putting the and Diamond veins, which will be in full op- mense ropes. This improvement will un- ing new routes are so well known to the receive the coils of their im- larger increase; but the difficulties of their im- larger increase; bu donbtedly give satisfaction, and enable the perienced, that no matter how persecutive chased last year in excellent working order, panied with an engraving, will be fully de-