	ANTHRACUTE COAL TRADE OF THE WHITED	2	The principal increase on the line in 1856	On Mount Carbon Railread.	so; and also our correspondent, who took	As
	We give below the official quantity of An-			Mesers. Vosuites & Co., are sinking a new Slope to hoist the Coal at George Miller's old	particular pains to collect correct information. After collecting the shipments of Coal,	Co Th
	with the official quantity of Semi-Anthracite		year of 31,956 tons.	places and are erecting a Breaker. The old Slope will be used for pumping altogether.	he found that the quantity returned largely exceeded the quantity mined. A similar in-	law e
Hiners' Journal.	and Bituminous "cal, which comes in competition with the Authoracite Coal in the At		IMPROVEMENTS AND PREPARATIONS FOR	One of Books's Sixxickson & Co.'s Slopes are on fire, but they are opening two new veins	position was practised upon us last year by returning companies, as having mined, in one	
POTTSVILLE, PA.	Inntic markets. This table embraces all the Anthracite Coal mined and sent to market in		Most of the improvements noticed in our issue of last year have progressed more or	from which the surpect to ship as much Coal	instance 30,000 tons, when in fact they had not mined a single ton. This is characteristic of	occur
SATURDAY, JANUARY 10, 1857.	cother State in the Union produces Anthracite		less, and have been completed, but the de- pressed state of the Coal Trade in 1856, pre-	The fire is out in Charles Miller's Mount Leffee mines, and they will commence pump-		hand
After a month's hard labor, we have col-	Coal) except about forty boat loads sent North through the North Branch Cazal from Pitts		vented the commencement of many new im- provements in the Old Regions, and of course	ing the water out in a few days. The Collie-	rations in these Regions are rapidly assuming a business aspect, and in the course of the	displa
lected, condensed, arranged and put in shape for publication the statistics of the Anthra-	ton. The table embraces all the new Re-			ing the last year.	present year, we hope to make arrangements	portio
cite Coal Trade of the United States, and	and the importation of Foreign Coal.			F. VORRIES & Co's., J. C. HARPER, D. P	to have the statistics of this important Coal Basin collected connectly for publication.	thron
Coal Trade of Maryland, which enters into competition with the Anthracite Trade of the	is only 262,597 tons, against 654,223 tons in		prepared to ship Coal, but has no breaker	BROWN & Co's., JENKINS & Co's., WM. SPEK- CER's, and other Collieries on the line of this	sume are about as correct as any bublished.	years the S
sea-board. This trade is becoming of great magnitude and importance to the country—	in the table is only 302,968 tons against 652.	H	erected as yet. F. Bonna has prepared a new Colliery	Road, which will, in all probability, increase the tonnage from 50 to 100,000 tons.	mayor T	пов
but the increase is small this year compared	492 tons increase in 1855 over the previous gear:		above Payne's old workings, and shipped some Coal in 1856.	Mill Greek Railread. Messrs. Kink & Baum are busily engaged	Baltimore Coal Co., 100,000 Wilkesbarre Co., 40,000 Daniel Levi, Plymouth, 25,000	B
with former years, both of Anthracite and the other kinds. The quantity of Anthracite sent	1845. 185C. Inc. Dec. Supering Research Const. Form Form Form Form Form Form Form Form	3	WM. LITTLEHALES opened a new Colliery above Adams & Miller's Colliery, and sent a	in erecting their new machinery at the Mam- moth Shaft Colliery, which was burnt last	Mammoth Vein Coal Co., 20,000 John J. Shouk. Plymonth. 10,000	the h
to market in 1856, was 6,751,542 tons. Semi-Anthracite and Bitumi-	By Canal, 1,100,263 1,100,453 64,100 P. Pinegrove 419,458 74,550 20,641	a	a small quantity of Coal to market.	year, and will be ready by Spring for ahipping again. They can increase their supply	Mordecai Diamond Mine, 35,000 Maryland Co., 33,000	DATE
nous, including Cumberland and Foreign imported Coal, (173,055) was 1,110,304	Lanien Regard. 3,367,413 3,233,833 90,631 124,859 E 5,882,282,282,282,282,282,282,282,282,28		at Swatara, South of Brown & White's present Colliery.	in 1857. All the other improvements at the Collieries on the Mill Creek, noticed last year,	Hartford Coal Co., 12,000 Mill Creek, Co., 14,000 North Brasch, 11,000	1847
Total, 7,861,846 tons.	Rainrad. 9,003 165,740 166,677 WYOUNDE RESIDENCE OF THE PROPERTY OF THE PROPER	1	E. Davis' Colliery on Wolf Creek has been	have been completed. The shipments from	Pittston Coal Co., 25,000	1848 1849
This does not embrace the Bituminous Coal Trade of Virginia, Western Pennsylvania,	Penna. Cont. Co., 304,503 612,500 107,607 Del. & Hudson Co., 565,460 699,550 N. Branch Canal, 664,609 510,631 46,502 L. & West'n R.B.Co., 187,600 110,530 Salamora: Region. 116,117 117,466 22,229	0	THOS. CASSADY has prepared a new Celliery	this portion of this Begion will be consequently increased in 1857.	James Freeland, a 20,000 -	1851
nor the great West, which would in all probability swell the supply up to 10,000,000 tons,	SHAMORIS REGION. 110,117 127,006 21,289		on the West West, and shipped a small quantity of Coal in 1856.	Extension of the Mill Creek Rall Road. A survey for the extension of the Mill	Genesee Coal Co., 10,000 Erie and Susquehanna Coal Co., 300 Thompson, Morgan & Co., 400	1853
as the production of Coal in the United States in 1856—all of which will be consumed	Increase of Anthro-Hain 1884 942 847 942 847	H	Creek is abandoned for the present.	Creek Rail Road over the Broad Mountain to the Mahanoy Region, has just been complet-	Sharpa & Oliver, 32,000 J. Bowkley & Leyshon, 20,000	1855 1856
fore new supplies reaches many of the mar-	Trade.	H	is abandoned for the present.	ed by Frank. Hewson, Esq. The distance from Port Carbon to the point where it will	Tompkins, Price & Co., 30,000 Sundry operators, about, 100,000	1 . •
kets in the Spring of 1857. The increase of Authracite over the ship-	Short Mt. Co. 54,509 41,739 8,761 54558	Ħ	mont has been abandousd for the present.	strike the Mahanoy, about 8 miles above Girardville, will be 17 miles for the heavy	The following have shipped Coal, but we do not know the quantity:	1856.
ments of 1855 is only 262,597 tons. All other kinds, 40,371	Trevorticit, 73,112 73,112 73,112 73,112 73,112 74,000 75,112 74,000 75,112 75,	H		track, and the distance of the light track will be only 13 miles from the same point to Port	John Stanton & Co.	Th mine
Total increase in 1856, 302,968 tops. Aminst 652,492 tons increase in 1855.	BITURINOUS. Cumberl'd Region 865304 110,211 64,907 Torrier Chal 287 808 173,055	H	Messis. McFarland & Verner's new slope	Carbon. The grades from the Mahanoy South do not exceed 35 feet to the mile against the	Fender, Patton & Co. Wm. Lee, Jr.	ganii Th
The Anthracite Coal was furnished from	1,000,033 1,110,304 170,015 129,648 85,558,588,588,588,588,588,588,588,588	0	ticed on the West Branch last year, have been	trade. The grades on this side of the Moun-	R. Hutchison & Co.	ton p over, half o
the following points in 1856:	Increase in 1856, 40,871 40,871 10,87	4	Messrs. Hill & Hammen's Colliery on Hen-	tain or on the light track, will range from 90 to 100 feet to the mile for a portion of the	in 1857:	are o
From Schuylkill County, 3,333,855 From the Lebigh Region, 1,307,700	Total in. of all kinds in 1856, 302,968 tons.		tara Region, will be ready so soon as the	distance. It is located so as to be equally balanced for the trade. A Locomotive can	Consolidation Co. William Penn Co.	
From Wilkesbarre, Pittston, Plymouth, &c., 1,167,401 From the Scranton Region, 305,530	supply of 1855 over 1855, that the markets		Railroad is completed to the works. The	draw 40 loaded cars up the 35 feet grade—and the same Engine can draw the 40 empty	Hyde Park Co.	MeC
From Carbondale Region, 499,650 From Shamokin Region, 137,406	and the increase requiredthis year will, in all probability, be in the neighborhood of 800,000	أندأ	crease the supply this year in the neighbor-	cars up the steep grade returning. The esti- mated cost of the proposed Road will not ex-	There are 10 or 11 other small operations	of the
6,751,542	tons, which can be furnished from the old and			ceed \$600,000. The Report will be published shortly.	that will be ready in 1857.	obtair
Making the increase and decrease, com- pared with last year, as follows:	ing Companies progress the processor willing		MINE HILL OFFICE. Cressons, Jan. 6, 1857,	Schuylkill Valley Railroad. The trade has suffered greatly in this sec-	parations for mining, but will not do much	the C
Schuvikili. DEC. 33,558	mine Coal is equal to the demand, provided	H	Mr. B. Bannan—Dear Sire—By Mr. Wilder's instruction. I send you a statement of	The trade has suffered greatly in this section of the Region during the last year. Many of the Collieries have been abandoned,	Wyandott Co. Luzerne Coal Co.	and a
Wyoming Region, including Scranton and Carbondale, 207,010	Heretofore Schuylkill County has furnished	U		others are standing idle, and we have no	N. York & Pennsylvania Co. N. York & Pittston Co.	The large
Lehigh, 67,856 Shamokin, 21,289	more than half the supply of all the Anthracite Coal sent to market—but, as we predict.	((1)	road. We have put up a new stone Office, 50 by 30 feet, two stories high, so that the old office will be for the exclusive use of the	new improvements to notice, except the driving of a tunnel on the Eagle Hill proper-	N. York & Scranson Co. Dock Coal Co. Susquehanna Co.	Mead the
290,125 33,558 33,558	ed last year, she lost this position in 1856, by only 83,832 tons, and are inclined to believe		and offerme was worth Santas man Con	ty, from the bottom of a slope, on the 7 feet vein to the Mammoth White Ash Vein, which	West Pittston Co	Thi
Increase in 1856, 262,597 tons.	that she will not regain it hereafter, in consequence of the development of new Regions, and the increased avenues leading to market	H	and one new tenant houser. There has been 10.698 feet of track laid with new rail on new	they expect shortly to reach. Messrs. Monreius & Co., are also driving	And several others.	contai
Great Britain contains but 11,359 square miles of Coal area, while the extent of the			RIGHTING ONG PRINCIPAL PART OF WINCH IS FOR THE			beside
Coal area of the United States, is estimated at 133,132 square miles, with new discoveries	from these Regions. We must have the Auburn and Allentown Railroad completed as		to allow township road to pass under Railroad,	It is believed there will be no increase	Scienton Region.	The
constantly being made. The product of England in 1855 was estimated at 40,000,000	speedily as possible, otherwise we will lose ground more rapidly than we did in 1856.	· ' 1	1	in the supply of Coal from the Schuylkill Valley in 1857.	The Delaware, Lackawanna and Great Western Bailroad have four Collisies in	and E
tons. The product of the United States was about 10,000,000 tons only, one-fourth that	Total supply of Anthracite in '56, 6,751,542		meadow, which will be done and laid this year, and will straighten the road for a dis-	Тамаоца. Jan. 1. 1856.	operation. The Lackawanna Railroad and Coal Com-	of 25 We
of England. The product however has dou- bled within the last six years in the United	Furnished from Schuylkill Co., 3,333,855 The Regions, 3,417,687		tance of 2000 feet— mile further up road. Above Beck's tavern we are building two large dams to supply the road and the shops	MR. B. BANNAN—Dear Sir:—Enclosed you will find the quantity of Coal sent by the different operators at Tamaqua in 1856. The	pany have two or three.	the su
States—and as wood disappears, it will in all-	3,333,855	/ ,	at Cressona with a sufficient quantity of water all the year; also two new water stations, one	number of engines running on the Little Schuylkill Road, owned by the L. Schuylkill	Pennsylvania Anthracite Co.	good : ture o
probability continue to increase hereafter, in a much greater ratio. Our readers will be	Less than half the supply in 1856, 83,832 The principal increase is from the Wyo- RESERVE BEST RESERVE BE		at the shop, and one at Germantown; there has been re-laid from Germantown to the	Company, is eleven. None were added dur- ring the year. There were no additional im-	Crittenden & Co.	posit o
able to form some idea of its vast importance to the country by glaucing at England. Iron	ming Region, which amounts to 207,010 tons.	17	track with new 60lb rail. On the West	provements made during the year at Collier- ies. About 5 miles Railroad made by Com-	And one other firm, making in all twelve	predic
and Coal has made Great Britain the richest and most powerful nation in Europe, and	The quantity sent from Pinegrove in 1858, was 60,701 lone, and in 1866, 111,148 tone. The balance is included in the shipment by Philadelphia and Reading Railrood Report, it having been received from the Dauphin and Snayu shanna Railroad East. To the 305,530 tone sent to market by the Delaware, minishing in Schuylkill county, and the bus- The Coal sent by the Lehigh Valley	•]] [Branch division, extending from West Woods to Mine Hill Gap, we have laid 11,018 feet of new track, and relaid 1,554 feet of old track.	The Sharp Mountain Tunnel, which Messrs.	The supply from this region can be in-	and a
mistress of the seas. Says an English writer:	Report, it having been received from the Dauphin and Susquishanna Railroad East. 107 the 30,530 tons sent to market by the Delaware, minishing in Schuylkill county, and the bus- The Coal sent by the Lebigh Valley	Railmed	The new track is as follows:—a new lateral to Littlehale's new Colliery, 3,000 feet long.	Jones & Cole were running on the Little Schuylkill Company's property at Recycsdale,	were debend in a kicket incourte on the de-	Und W. Sh
"Coal is the true Philosopher's Stone. Not one of all the Romish questions ble miracles;	sers sent South towards New York. iness is concentrating into a smaller number in 1856 was disposed of as follows: To Furnaces on Lehigh,	72.185	a third track at foot of steep grade above Mi- nersville, and the extension of Messrs. Kear's,	in operation, and they expect to increase heir shipments largely this season.	mand.	the Co
not one of the numerous marvels which are detailed of the saints, in the Popish Cathe-	LIST OF COAL OPERATORS Of the whole quantity shipped in 1856, Retail trade on Lehigh, North Penna. Railroad, from Schuylkill county, 3,333,855 tons; 47 of Central Railroad,	6,121	Adams', Miller's, Spencer's, Brace's and Hoff man & Well's laterals. On the Ashland ex-	The slope also noticed, which Mr. Levan	A correspondent from Wilkesbarre writes	have r
drais, not all of them together can equal the accredited and unquestionable marvels of Coal. Let all the saints named in "Butler's	quantity of Coal sent to market by each in the 94 Operators, mined and shipped 2.806. Belvidere and Delaware Railroad,	54,719	Gap to junction of Peaked Mt. Branch, the	l'amaqua, is also completed and the quantity of Coal from this Colliery can be largely in	as follows: "The Mammoth Vein Coal Company's Col-	conne Willia
Lives of the Saint's," rise up again, and unite their marvel working powers, and one ton of	R. Hecksher & Co., 4 209,097. maining 47 Operators. Total for the year, tons,	165,740	rail. At the junction of Peaked Mt. Branch		liery sent to market 20,000 tons. Prepara- tions have been made by this company, for u	ander the co
coal will beat them all! Let the saints walk, after decapitation, with their beads comforts-	D. Glover, 1 40,281 Prilladelighta & READING RAILEGAD. crease very materially our rolling stocking of Gorden the and also build considerable of double	next year,	better tot caret . On erro resumme carculated !	e increased from 50 to 75,000 tons in 1857,	year. The mine worked by this company is well known as the Grand Tunnel Colliery.—	also be
bly under their arms—let them cross seas on their outspread mantles—let them call up plagues on heretics, and call down blessings	Bast & Pearson, 1 70,573 102,321 Paiddelpaid and Reading Mattroda, for the North Pennsylvania Mailroad has generating November 30th, 1856.	take con-	one new water station; there has been laid 2,568 feet of new track from Head of Upper	Lehigh Region.	It is located at the Nanticoke Dam. The company consists of Dr. Bernard Berens, C. David Levi, John Thomas, William D. Wil-co	Cessar
on priests; see visions of virgins, and dream dreams of St. Dominic and St. Frances; the	D. P. Brown & Co., 2 43,288 159,824 AMOUNT OF COAL RECEIVED FROM VARIOUS LAT- Siderable Coal to Philadelphia to supply L. C. White, 1 25,083 ME Carbon and Port Carbon B. R., at Port ME Carbon and Port Carbon B. R., at Port	· • v		n this Region. Those noticed last year have	liams and Charles M. Hall. The Coal is nourchased principally by the iron men of the	next s
whole of these saintly dreamings are every day surpassed by the realities of the results	Vm. Milnes, Jr., & Co., 1 116,973 146,580 Carbon. Carbon. From Valley and Mill Creek Railroad. 658,257 07 Ashiand Coal Trade for 185 Mount Carbon. Railroad at Mount Carbon. 123,331 14 Carbon Railroad at Mount Carbon.	56.		o do business.	Susquehanna Valley, answering their purposes better than any other article in the val-	spiba
etics more than a thousand saints. One box	Chas. Miller & Co., 4 84,707 119,205 Mine Hill and Schuylkill Haven Railroad at August Adams & Miller, 1 37,498 119,205 Bast & Pearson, Dauphin and Sasquehanna Railroad at August Adams & Miller, 1 37,498 119,205 Conner & Patterson,	70 572	rough manner, and was found to be fully com-	minimum and the same of the sa	ley of the Wyoming. The vein worked runs from 25 to 40 feet in thickness, and embraces the Bed and White Ash varieties. It is prob-	- 8v
of steel pens will conjure up more visions be- fore a thousand eyes, and that for year after year, than all the Eramites and Anchorites	Jeo. S. Repplier, 1 57,038 129,271 Little Schwylkill Ballroad at Port Clinton, 362,500 17 Bancroft, Lewis & Co., do. Ashland 1 72,233 129,271 George S. Repplier,	59,031 57,038	During the present suspension of the Ash- land trade, the Engines will be put in order	County, on the large Mammoth vein. No. 1	ably this combination that recommends it so strongly to the favor of the iron manufactur-	and, U
ever beheld in cave, cell, or chapel. Pio Nono, let the author tell you a secret (not un-	7 firms, 26 1,141,175 (stion or Turnout. 1855. Tons. E. Hammer & Co.,	24.165	with considerable additions made, which will thirther increase their power, and enable	where they find the vein about 40 feet thick	ers. Three of the company being practical miners, they intend to separate a portion of	10115 0
est enemy is not Archbishop of Canterbury,	George W. Snyder, 2 97,321 Port Carbon, 200 465 01 Rodgers, Sinnickson & Schuylkill Haven, 201 887 07 Total in 1856, Schuylkill Haven, 201 887 07 The quantity shipped from the Ashl	296,462	the foot of lower plane, two new tenant houses have been erected, and the locomotive house	prook slope, is on the Southern Basin in	the Red Ash bench from that of the White Rall, to ship to New York. There are but	R. H. Brown
nor Dr. Achili, nor Father Gavazzi, bat coal! Coal, for what it originates—from steel pens to steam-printing presses—Coal is the Prot-	I. & R. Carter, 3 86,586 Anders, Port Clinton, 1202 gion last year was 125,495 tons. Inc. Ones & Cole, 2 79,701 Hamburgh 445 225 17 1856, 170,970 tons.	crease in	enlarged, with 1,200 feet of new track laid.— The second track towards Ashland for a dis-	No. 1, is on the same vein, where they find	prest quantity and is a hantiful Chal	Clarke L. S. S
estantizer of the World! If a small coal field has effected so much in England, what	lich. Kear. 2 78.575 Between Mohrsville and Reading, 2.507 2.306 00 The Coal shipped by Messrs. Bast &	& Pear	rail. The trestling at Locust Run Branch is	very best quality of the celebrated Spring	Dauphin and Sasquehanna Rail Boad.	Fisher L. S. S J. Cla
may we not expect, on our posterity, from those vast basins shown by Lyell in the geo-	Wm. Donaldson, 2 76,323 Birdsboro, 706 220 17 son, and by George S. Repplier, was f Wm. Y. Agard, 3 71,406 Potatown, 5,286 11,557 19 property of the Locust Mountain Co	Coal and	hosebow and will be finished this week A	Mountain Lehigh Coal. They will be pre- pared to mine a larger quantity next season.	Lebanon Co., Pa., January 6th, 1857.	J. B.
logical map of the United States? Glancing over the three huge coal fields of the States, each surrounded by its ring of old red	Robt: Ratcliff & Co., 1 64,746 Royer's Ford, 974 1.248 05 From Company, amounting to 127,6 Ancel of Carter, 1 60,119 Valley Force, 370 371 01 The balance was from the Ashland Est	611 tons. 1	head of Big run, 54 miles long, has been lo- cated and is now under contract, and will be	and I twenty horse power engines, and the	marior or meet, meeting for the cost see.	Whee
sandstone, like patches of bitumen floating on clavey pools, we may call to mind the proph-	Conner & Patterson, 1 59,041 Port Kennedy, 6,519 6,715 17 longing to Brock & Co. Ino. Bancroft & Co., 1 59,031 Rembridge, 29,235 24,553 10 Solution of the control of the	_	from the new Breaker erected by Mr. Heilner, [7]	reakers, which are built upon the most ex-	tistics of our business of 1856. They are as follows:	Kitzet Molly
esy of Berkely as to the westward course of cmpire. Some of the numerous coal fields of	Clark & Co., 2 57,593 Swede's Furnace, below Norrist's, 4,495 12,190 07 Mountain Coal & Iron Company's land	nds. from	On the west West Branch Railroad from	One of the Beaver Meadow Collieries, which had been permitted to fill up, will, we	Coal by D. and S. Railroad from Pinegrove in 1856.	Of
	22 52 2,326,992 Falls, 49,225 48,800 01 Co., and Beaver, Geddes, Marsh & C John S. Graham, 1 46,942 Philadelphia Branch Ross. 37 135 08 1010 tong of Coal Tracking A Samuel Ross.	Co., 24,	there has been relaid 1,806 feet track with inew 60th rail, and 1,828 feet of track with	earn, be pumped out and worked this year. A couple of new Slopes will be sunk at the	TONS. TONS. TONS. b	shippe balanc
peculiarity of feature. If a patch of a few square miles has done so much for England,	Wm. De Haven, 4 43,660 Philadelphia, 342,311 388,188 16 UTS tons for Coal, making the production of the Lands of the Lands of the Lands of the Company, 151,630 (1915).	tons in	old 60lb rail, up to Silverton, at which place	old works. The ability of this region is equal to an increased supply of about 100 to	Being an increase over last year of about 50 per cent, in the aggregate.	Railre The
what may not fields containing many hun- dred square leagues do for the United States?"	F. J. Parviu, 2 40,499 Total, 2212,202 2,088,903 03 1806. Geo. H. Potts, 2 42,622 Lateral Hailroads. George Spencer, 3 40,416 Schwylbill Mavigation.		above Llewellyn, the new colliery of Mr. Cas-		From the Dauphin Company's Mines no Coal was shipped in this year, (1856.)	the La
Want of room compels us to close our remarks at present. We will resume them	Junes M. Beatty & Co., 1 40,229 Points of supply and destribution of Coal Coal transported over the different	antity of	feet in length, which has been graded and laid. 1,552 feet of new siding for empty cars	Wiconisco Region.	Very truly yours, ELLWOOD MORBIS, Esa. & Sup't.	out the
hereafter.	H. C. Harper, 2 37,619 on the Schuylkill Canal for the year 1856: Railroads in Schuylkill County in 1856.	356 : Det.	has been laid near C. Miller's Phoenix Col- liery, and at the head of road the track has	The Northern Central Railroad has been connected with the Lykens, Valley Railroad		veio, a ry for
THE ORGANIZATION OF THE COAL TRADE. All doubt is removed in regard to putting	1aylor & Co., 1 13,783) 1bolbin & Rodgers, 2 24,076 (10 Mount Carbon, 63,749 Mine Hill & S. Haven, 1592421 15,480 (10 Mount Carbon, 12 Mount Carbon, 12 Mount Carbon, 12 13,783) 1aylor & Co., 1 13,783 1aylor & Co., 1 1	TOES.	on it, instead of horse power formerly in use.	which will materially increase the trade from that Region in 1857. They expect to in-	Coal were commenced from this region.	\$25,00 again
the plan of JOHN TUCKER, Esq., for the thorough organization of the Coal Trade into op-	Peter Bowman, 1 30,931 " Port Clinton, 78,267 Little Schuylkill, 454,515 28,807	7 - 100,018	On Muddy Branch 1,863 feet of track re- laid with new rail, and 4,621 feet with old rail.	crese the supply 50 per cent. Treverton Region.	Shinned manions to Tule let 0.220	The
eration. A determination is expressed by almost all the operators to give it a fair trial.	Tons 1,169,453 Lorberry Creek, 45,224 37 81 2,561,701 Wh. delicated in 1985 1985 University Creek, 45,224	2,294 6 51,718	and two new switches at the Otto Colliery. On Tremont extension a new siding has been graded and laid, and I,200 feet of track	The North Central Bailroad will be com- pleted to the termination of the Trevoston	" from July to January, 32,670 F	ABDIES
Mr. Tucker will therefore, at the commence-	Wheeler & Miller, 1 29,055 Where delivered in 1600. Samuel Sillyman, 1 28,373 Overgaburg, 22 00 202 01 The Coal transported over the Mou Associated Patterson, 1 28,641 Mohrsville, 1,667 09 1,351 10 bon and Port Carbon Bailroad, was r	ount Car-	at Summit, relaid with 60lb rail, and Dundas'	Railroad in all of April next. This gives his company a new avenue to market also.	Two mines were reached by the road and have been in operation since March last, and a	hanna
the head of the Coal Association, and con-	L.P. Brooke & Co., 7 26,614 Lessport, 15,83 02 14,272 05 from the Schuylkill Valley and Mil Wm. Levan. 1 24,240 Resident 42,110 17 45,236 08 Resilved and the Co. Levans 1 24,240 Resident 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ill Creek	On Swatara Branch—new siding graded and laid, 1,497 feet long, to C. M. Hill's new	They shipped upwards of 73,000 tons in	four since August. Six new ones will com-	marke
trol the supply, so that the Coal cannot fall below a paying price to the operator. The	E. Hammer & Co., 1 24,165 Birdsboro, 18,081 07 17,327 15 Union Canal Railroad, was received fi B. Tyson, 1 22,277 Port Enfort. 510 00 a 433 00 Min. Tell Control of the Canal Railroad, was received fi	from the	Colliery, 2,329 feet of new track, 60lb rail.	1856, and will be prepared to ship 1000 tons day as soon as the trade opens in the	mence shipments in February and March, making a total by that time of fen. Of the	The
plan as arranged, will certainly inure to the benefit of the entire Begion, while to the con-	H. Guiterman, 1 20,706 Springville, 206 10 488 60 roads. The tonnage, it will be observ	rved, was	Messrs. Brown & White's Colliery, to allow locomotives to take up cars to the breaker	Shamokin Region.	above 42,000 tons about 17,000 tons were in mined and shipped by Robert Hare Powell,	ly on t
sumer it will not advance the price of Coal a single penny per ton. Under the system	John G. Hewes, 1 20,187 Black Hork, 519 10 444 00 increased on all the lateral roads in 18 16,284 16 20,595 06 cept the Schuylkill Valley, where	the de-	instead of mules as featmerly done. The Mt. Eagle & Thomont Railroad is still in progress, instead of being finished as was	The business of this Region has increased but slightly over that of 1855.	from his mines, and the remaining 25,000 by it Messra. Kessler & Whitney, Orbison Dorris	it has 3677
which at last is to be brought into one of the most important branches of general trade, we	McFarland & Verner, 1 19,250 Rower's Landing, 250 10 422 10 crease is large. Mount Carbon an George Mason, 1 16,582 Valley Forge, 96 00 176 00 Carbon, and on the Lorberry Creek; valley for the control of the control	nd Port	anticipated, owing to the failure of the con- tractors at Summit cut to fulfil their contract,	Several new and extensive Collieries have	& Co., and Maguire & Post. Two large openings are now ready for active operations	and o aiona :
anticipate the happiest results. Many grave errors have heretofore been committed. With	Holman & Co., 1 15,544 Indian Creek, 90 00 is slightly decreased, but will be increased. S. Spangler, 2 14,439 Norristown, 23,687-10 1857-	reasso in	the work is now in the MCE & T Cole hands	are in progress. At Locust Gap, the Locust Gap Improve-	on the lands of the Broad Top Improvement Company, and the Semi Anthracite Coal Co., 1	
at stated periods an illy supplied market, and annual increasing consumption, what has	Ing. 1: Noville. 2 14.491 Conshehocken 1.001 10 3.213 101	856.	with what is relaid. Feet.	ment Company has completed a very exten-	both of which will be actively worked the 1 coming season. The shipments of Coal for 1	
been the policy of the Region? Take the	T. Jenkins & Co., 1 13,339 Manyunk, 11,677 17 11,530 18 Philadelphia and south of 28,087 08 22,233 01 ped from this Region by the different New York and whinty of 12,003 18 12,003 19 19 19 19 19 19 19 19 19 19 19 19 19	oal ship- nt opera-	New track with old rail, 11,879 Track relaid with new rail 21,197	will hold 1,700 tons of Coal, upon a	1857 from this region are estimated at from	1851, 1852,
year just passed, for instance. At the dull season, when a reduction in the supply of	S. Chadwick, 1 11,642 New York and vicinity, 631,700 07 635,781 15 tors: T. H. Winterstieg, 1 10,962 Total, 1,105,203 08 1,169,453 08 Cochran, Peale & Co.,	31,584	Track relaid with old rail 6,767 There has been received on the road 4 new	plan prepared by Kimber Cleaver, Esq., Fe- geley Seasholts & Co. are working the Col-	Diametrical months of the state	1853) 1854, 1855,
50,000 tons—which could have been easily borne by the entire Region—would have	J. Wasley, J. Thomas, J. Thomas, J. J. Williams, J. William	14,665	engines, Coal burners, the first two, 25 tons each, the last, 30 tons each, miling 28 loco	liery. Another Colliery, equally extensive and up-	by Huntingdon and Broad Top	1855, 1856, Imp
regulated the trade; maintained prices; es- tablished confidence, and saved to our op-	Lewis Diehl, 1 8,197 Inc Coal sent from the Lenigh Legion in Ayres & Co., Daniel Edwards, 1 8,195 1856, was sent by the following companies Reaver, Gedden, March & Co.,	14,265 1 13,503	motives in use, including the Gam and Middletown. There has been considerable addition and improvement made will the remain	on a similar plan, is progressing near the Dove, by the Locust Summit Improvement	From rightinggon to Philadelphia 200	mp ending \$604,1
erators half a million of dollars, then the sui- cidal policy which has too long held undilpu-	Chas. M. Hill, Agt., 1 8,173 and individual firms. We give the quantity Ammerman & Weitzel, Fegelev. Seasholts & Co	8,560 s 7,345	shops, which, together with the new tools re- ceived, will enable them to ment all the ne	Company. This Colliery is worked by Jos. Anthony and James Lloyd. Their Breaker	Railroad, to Baltimore by	The
ted sway in our midst, revelled in the distress it had the power to inflict. Experience is a	G. G. Schollenberger, I 7,534 shipped in 1855, \$1850 Seasholtz, Fegoley & Co. J. J. Ostermán & Co., 1 7,935 Br Carat. M. Rright 1 7,512 Sample Mines. 312,535 284,711 11 Worst & David.	5,942 c	cessary demands to keep the estimes in good order for the coming season.	will also hold 1700 tons of Coal. Near Mt. Carmel, the Susquehanus and	The Coal sent from this region the past year has been used in the locomotives on the	uue 3 Daniai
	R. Jones, 1 7,066 Room Run Mines, 79,855 64,291 10 Ammerman, Zerne & Weitzel, (aban-Wm. Price. 1 6,618	4,374 3,029	Your Ac. W. E. Coultes.	Coal Mountain Company has completed and	State Road, on the Pennsylvania Road and G	Danisi Gibral Canad
	J. Beacham, 1 6,213 A. Lathroy's Pea Coal, 2545 1.315 69 T. Garretson & Co., 1 6,137 Rever Mealow Co., 38.838 none J. B. Douty, (abandoned.)	1,353	L. P. BROOKE & Co., are saking a Slope	are now sinking a slope upon what is sup-		Other, British
adopted—and they will be able to say truly, "the night is past; joy cometh with the morn."	Morgan Brace; 1 5,567 S. Mt. Mines (W. Milnes & Co) 179,220 98,655 01 Bacon, Price & Co., \1 5,096 S. E. Losi (Packer, Carter & Co.) 51,482 67,100 15 77,173 03 The Trade of the Line. Colerans, (Satching & Johnson.) 976,123 77,173 03 We give below the trade of the L.	i	it is expected will be ready by opring.	and machinery are building at the shop of	Semi-Anthracite or Semi-Bituminous, and has Been pronounced by most of the parties using F	ornist Britist F
There is no reason why Coal, a necessary of	R. Gould, Thos, Wren & Co., 1 5,917 N.Y. & L. Coal Co., (Taggard & Son.) 32,856 41,354 04 22,670 09 tween this region and Philadelphia Comp. Wren & Co., 1 5,313	is, which	tensive Colliery on the Mannoth Vein on	worked by Mears & Davis.	it, to be superior to the Cumberland Coal, E	Frenci Spain
life, abould not always command a good pay- ing market. The only impediment so far, to	Molly & Newcommer, 1 4,171 Harleton C. Ca. (A. Pardee & Co.,) 100 197 125,238 05 A 2712 Cranberry Mines, do., 84,550 74,748 06 R. ROAD. CAMAL. 70	OTAL		old workings, on their property at the Gap,	- " - " - " - " - " - " - " - " - " - "	Caba, Two C
the present the properties of this to	Wmr. Littlehales. 1 33781 Council Ridge (Rhart & Co.) 1357 2259 05 1550, 166,992 40,871 20	07,836	Messra. Brock are also ming a new Col-	worked by Zimmerman & Purcell	and eastern sections of our country will be H	Hayti, Mexic
that desideratum, has been the cut throat sys- tem of carrying on the business. Let us car- nestly hope that the error, though it has	Miller, do. 25,464 48,528 02 1850, 16G,992 40,871 20 Willesters Coal Co. 1 3,510 Suck Mountain Cal Co. 2,982 Willesters Coal Co. 2,982 William Coal Coal Co. 2,982 William Coal Coal Coal Coal Coal Coal Coal Coal	22.211	liery on the extension Ashland Raif- road, which they expend the ready by the		using the Broad Top Coal for the motive Copower of their roads, and in their forges and N	Can+

329,365 191,138 520,499

132,650 322,211 155,750 394,078 160,949 444,160 187,476 481,861

283,212 294,385

the following eight points

Of this supply 438,776 were delivered at

1850, 1851, 1852, 1853, 1854, 1855, 1856,

Iron Works:

Total, By Lehigh Valley H. R.

Wm. Hilms & Co., Rateliff & Johnsons, Packer, Carter & Co., H. X. & Lahigh, Sharpo, Leissuring & Co., German Punn. Cui Co., Dubbit & Dehavyn, Hasieton,

1,156,229 19

166,740

1,351,970

788,70

tire mass of our operators, in Mr. Tucker's Jno. McGinnis,

elered a dividend a on the preferred stock of four W. Parmley, and a haif per cent., payable on and after the 15th Adams & Powell,

inst, in preferred stock at par, to the holders as

Sing stood registered on the 1st instant. The preferred stock their worth 27s per share of \$50,

No sell state of the dividend is less than two

34 operators,

The number of

amended, by a hearty co-sporation of the en-

SCHUTLEILL NAVIGATION CONPANY,-It has de.

.. C. Dougherty, ... Smeltz & Co., W. & C. Brittain,

takins & Williams,

140 Collieries.

The number of Operators are annually di-

shes in the coal 4.00.

oke spongy but hard. he Coal of the Broad Top Basin exhibits interesting confirmation of the general early noticed by me, that as we advance ards the north-west, the Coals acquire and more bitumen. This Coal field pying a position intermediate between range of the anthracite basins on the one I and the bituminous basins beyond the ghany Mountain on the other, its Coal lays a corresponding or intermediate pro-

Morris Canal. give below the shipments of Coal ugh the Morris Canal, for the last twelve s, which has been kindly furnished us by

Superintendant The tray this are should be superintendant The tray this are should be superintendent The tray this are should be superintendent of the Annual Canal Office.

BENJ. DANNAN — Dear Sir: — Below is the tement of the Anthracite Coal entering Morris Canal for each of the years as sta-Pt. Delaware. Pt. Wash'en. Total. TONS. 12,568 42,142 61,951 TONS...
12,563
42,142
61,951
82,169
103,482
98,330
137,237
180,189
222,864
290,731
803,441 82,159 103,482 98,330 137,237 180,189 222,582 267,864 290,731 285,636 17,805 1,784,871 17,805 1,802,676

the Railroad was opened to this point during he above is all the Coal received from the isation of the Morris Canal since the or-ization of the present company.
The rate of freights is about one cent per per mile; for distances of 60 miles and r, and one and one-fourth to one and one-cents for shorter distances. The tellecents for shorter distances. The tolls one and one-fourth cents per ton per s, with a maximum of 90 cents per ton.

W. H. TALCOTT,
Sup't. and Engineer. Jamley's Mt. Coal Basin, in Columbia County, Penna. Is all now enterprises for the development e Anthracite Coal Regions of Pennsyl. s, naturally interest our readers, we have ned the following information respecting Solumbia Coal and Iron Company, whose ations are beginning to attract attention, are becoming a theme of frequent notice siness circles:

ie lands of this Company embrace a tract, including a portion of the Beaver low and Hazleton range, generally known McCauley's Mountain Coal Basin. is basin, although separate from the deposit, is several miles in length and ins the mammoth bed of Coal 27 feet which is a superior White ash Coales this, there is another bed of 10 feet

e natural outlet for the Coal of this baby way of the Catawissa, Williamsport Elmira Railroad to Danville, a distance

can of course, only wish this Company uccess in opening their lands which their prise deserves. As they possess a very article of Coal suited to the manufacof Iron, and nearer than any other de-of a similar kind to the Iron works of rille, and the Susquehanna generally, we et for them a ready sale of their products, commanding position in the Coal trade

Susquehanna district. der the direction of our townsman, P. heafer, Esq.; Civil and Mining Engineer, ompany have, during the past summer, extensive explorations for Coal, which resulted in a very satisfactory manner. silroad 54 miles in length, intended to ect the Coal basin with the Catawissa, amsport and Elmira Railroad is already r construction, and will be completed in ming spring. Active preparations have een made in opening the mines, coming a saw mill, breaker and other nery improvements, which will enable the any to commence their operations early season. We expect soon to quote the ents of this company among the reguents of the Coul trade.

waters or Pinegrove Coal Trade for 1856. e quantity of Coal sent over the Swaters Juion Railroads in 1856, was as follows, of 2240 lbs., 5 per cent. off: From Donaldson and Tremont.

TONS. TONS. 46,887 33,366 12,805 8,941 5,203 F. Horton, e & Co., Spangler, 8,941 er & Co., 5,203 Spangler, (Spohn vein) 3,138 lande White, 1,214 McCreary, 370 From Lorberry Creek.
eler & Miller, 29,05
miller & Stees, 12,00
y & Newcomer, 4,17 29,055 12,003 4,171

the above quantity 75,640 tons were ed by Canal from Pinegrove, and the ce over the Dauphin and Susquehanna oad, East and West.

shipments have fallen off some from orberry Creek Region in consequence essra. Kitzmiller & Stees having worked e colliery above the water level. They commenced sinking a slope on the same and are erecting the necessary Machinean extensive Colliery at a cost of about 00. They expect to be ready to ship in the early part of next season. trade from the Swatara section of the on is rapidly increasing. It has the adge of two markets, via. the Dauphin and schanna Railroad, west to the Susquea country, and the Baltimore markets, East to the Philadelphia and New York

EPORTATION OF DOMESTIC COAL, exportation of domestic Coal is rapidthe increase. In 1848 the whole quanas only 9,309 tons, and in eight years increased to 136,596 tons, valued at 420. The large bulk goes to Canada other British North American posses-

9,309 9,661 38,741 37,727 45,336 79,510 93,884 110,586 \$41,113 40,896 167,090 163,977 168,906 336,003 443,506 637,006 136,594 677,420 portation of Foreign Coal for the year Jan 30, 1856, 173,055 tons, valued at Coal exported for the year ending 30, 1856, was sent as follows: 70xs. 705 317 British N. A. Possessions, West Indies, Australia, -120 25 th East Indies, ce on the Mediterranean, it, to be superior to the Cumberland Coal, Spain on the Atlantic, be and there can be no doubt but that in a few present the most of the roads in the northern Two Cicilies, 494 583 10,332 220 303 5,875 8,534 and eastern sections of our country will be Hayti, Ashland RailMessrs. Cocaran & Practs expect to douthe Broad Top Coal for the motive Mexico,
Central Republic,
New Granada, 8,534; 16,168, 893 1,222 301 33; 115 303 2,747 Venezuela. Analysis of the Broad Top and Alleghany Coals taken from the State Beport, published in 1838, made by Hunny D. Rounns, State Geologist. Buenos Ayres, Chili, Sandwich Islands Coal from Hopewell Farnance Mines; Broad Top Mountain, Bedford County-mas-

> Porto Bica, 136,594 Total tons, 11.20 The value of the exports are greater than 88.80 the value of the imports, although, the ton-100.00 nage is less.

Chius, Whale Fisheries,

Volatile matter,

Bive, string distinct, somewhat columnar,

shining jet black, in parts kidescent. Analysis in 100 parts,

time the Railroad is a last running a tunuel from the Manuel and North to the anderlying veins. He received to open another basin of the received to Vein.

Means Baronos: Co., Connen the Shamokin Region. That is, to Elmira by the Sunbury and Eric Railroad and by Calliant to increase the business next year.

A. Partenson and Has a saking arrangements in 1857.

The increase from the Manuel to open another basin of the Sanbary in July, which will give three avenues to market from the Shamokin Region. That is, to Elmira by the Sunbury and Eric Railroad—to Baltimore by the Northern Central Railroad and by Calliant to increase from the sunbury and South.

Wyeming and Seranten Regions.

We endeavored to procure official returns from these regions, but have failed in doing