Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 11, 1862.

Our best thanks are due to the different Railroad and Canal Companies, and our correspondents, for their kind attention in forwarding us Coal returns Till we go to the Press to-day.

Annual Coal Statistics.

We present our readers with our Annual Statistics of the business of the year 1861. In 1860 there was an increase in Anthracite of 543,501 tons, and 114,196 tons of Anthracite and Bituminous, making a total increase in 1860, 657,697 tons. In 1861 there is a decrease in Anthracite of 584,109, and in the other kinds of 419,340, making a total loss of 1,003,449 tons. This is the heaviest decrease the trade has ever sustained in one year. In 1857 the loss was only 265,830 tons, and for twenty-three years previous there had been no loss.

	Tons.
In 1858 the trade increased,	181,264
In 1859 " " "	1,115,389
In 1860 " " "	657,697
And in 1861 the loss is	1,003,449

Of the loss of 584,109 tons of Anthracite, Schuylkill County loses 573,057 tons—within 11,052 tons of the whole quantity. It requires no further argument that these figures to show that our Operators were not placed on an equal footing with other Regions. We have ample Colliery capacity to have produced much, and even more Coal than in 1860, and it is well known that Schuylkill County Coal, ranging from the free burning in the Lorberry and Swatara Regions, to the hard Broad Mountain and Ashland Coal, enjoys a reputation equal to the best from other Regions, for manufacturing purposes, and is superior to all other kinds for domestic purposes; we have also, the superior activity of Individual enterprise over Corporations; consequently the falling off in our shipments can be attributed to no other cause than the high rates of transportation to market, and the difficulty of procuring vessels for transhipment at Philadelphia, and the much higher rates of freight to the East from Philadelphia, than those paid from New York.

To remedy these evils to some extent, we would suggest that the rates of toll and transportation be promulgated to the trade the latter end of January or the beginning of February, in order to enable our dealers to enter the market early in competition with the New York Companies in making contracts with Manufacturers and others, who buy largely.

Fix the rates very low for the months of April, May, June and July, and allow a sufficient drawback on Lump Coal, to enable our dealers to compete with the New York Companies in supplying Lump Coal in that market. The Landholders ought also to reduce the rents on Lump Coal, in order to prevent its being broken up and destroyed.—They will gain more than the reduction by so doing, in the increased product of their Collieries.

Place all the Wharves, in the hands of Commission Men, if practical, at Philadelphia, who will sell the Coal for the producers at the usual Commission rates, and not buy it, as at present.

Encourage the building of Colliers for carrying Coal to the East, by drawbacks or otherwise, until a sufficient fleet of vessels for all purposes are secured.

With low rates of transportation, and these changes carried into effect as far as possible, the trade for Schuylkill County would soon receive a new impetus, and its backward tendency would be effectually checked.

ANTHRACITE COAL TRADE OF THE UNITED STATES.

We give below the official quantity of Anthracite Coal sent to market in 1861, together with the Semi-Anthracite and Bituminous that is moved towards tide water. The Anthracite Trade shows a decrease of 584,109 tons, and the Semi-Anthracite and Bituminous trade a decrease of 419,340 tons, making the aggregate decrease in 1861 1,003,449 tons.

	Tons.
The Aggregate supply of Anthracite reaches	7,474,908
Semi-Anthracite & Bituminous,	826,177
Imported, (estimated)	240,000
Total,	8,541,085

All of which was destined for the seaboard except about 400,000 tons of Anthracite from Shamokin, Scranton and Pittston, which was sent into the interior of Pennsylvania and New York.

SCHUY'L REGION.	1860. TONS.	1861. TONS.	Inc. TONS.	Dec. TONS.
By Reading R. R., Treverton Coal,	1,578,156	1,460,822		110,716
" " "	6,008			
	1,571,548			
By Canal,	1,356,738	1,183,570		172,818
From Pinegrove,	42,540	43,057	10,477	
	3,370,516	2,687,450	10,477	683,534
				10,477
				673,057
Decrease in 1861.				
LEHIGH REGION.				
By Canal from Lehighton,	990,855	883,632		107,223
By do from Wilkesbarre,	100,000	111,078	10,901	
By Railroad	730,642	743,672	13,030	
	1,821,769	1,738,377	23,931	107,223
				83,531
Decrease in 1861.				
WYOMING REGION.				
Canal South,	392,341	253,757		138,584
do North,	52,965	53,344	379	
Penn. Coal Co.,	701,522	629,657		71,866
Scranton North,	252,272	270,822	18,550	
do South,	87,792	833,497	6,543	
Del. & Hudson Co.,	499,548	726,944	227,396	
Lack. & Bloom. R. R.,	40,000	50,000		10,000
	2,785,624	2,797,021	251,467	219,450
			219,450	
Increase in 1861,			32,017	
SHAMOKIN REGION.	210,108	241,481	31,343	
Total Anthracite,	8,039,017	7,474,908	72,340	636,449
				72,340
Decrease in 1861.	584,109			564,109
Semi-Anthracite.				
St. Mt. (H. Thomas,)	100,652	91,230		9,372
Lykens Valley do.,	78,208	81,000	2,792	
Treverton,	90,144	49,477		40,671
Broad Top,	180,903	237,390	56,487	
	449,911	459,127	57,279	49,943
BITUMINOUS.				
Cumberland Coal,	788,909	336,930		451,979
Imported,	240,697	240,000		697
	1,465,517	1,036,117	57,279	502,619
Add Anthracite,	8,039,017	7,474,908		62,279
Total of all kinds,	9,544,534	8,541,085	Inc. 419,340	
	8,541,085			
Total decrease, 1861,	1,003,449			

*Tons.

*The actual quantity of Coal which had its outlet at Pinegrove in 1861 was 167,940 tons, but the balance is reported in the Reading Railroad and Canal tonnage.

(Not actual, but will set very much from the actual quantity.

Up to 1857, Schuylkill County furnished more than one half the quantity of Anthracite Coal sent to market, but she is rapidly falling behind in this respect, as the following figures will show:

	Tons.
Furnished in 1861 from Schuy'l Co.,	2,691,459
Other Anthracite Regions,	4,777,449
Total tonnage,	7,474,908

The Wyoming Basin which sent but 1,952,603 tons to market in 1857, sends this year 2,908,694, and exceeds the tonnage sent from Schuylkill County in 1861, by 211,235 tons.

The following is the loss and gain for the year:

	Loss.	Gain
Schuylkill Region,	573,057	
Lehigh,	94,193	
Wyoming Basin,		51,798
Shamokin,		31,343
	667,250	83,141
	83,141	
Decrease,	584,109	

We append the following which will show the extent of the different Coal Fields in acres, (which however, gives no adequate idea of the quantity of Coal deposited in each district, because that depends on the number of veins in the district, their thickness and depth below water level,) together with the production of each district in 1861 compared with 1860:

THE ANTHRACITE COAL FIELDS.

The First or Southern Coal District embracing the Schuylkill, Pinegrove and Lykens Valley Regions, contains	75,950	Acres.
The Second or Middle Coal Field, embracing Mahanoy, Catawissa, Shamokin and Trevorton Regions, contains	85,425	"
The Third or Northern Coal Field, comprising the Wyoming Basin, contains	76,800	"
Total,	238,175	Acres.

From these Districts there were sent to market in 1860 and 1861 the following quantity of Coals, showing the increase in each District:

	1860.	1861.	Inc.	Dec.
1st District,	3,448,276	2,860,219		588,057
2nd "	2,021,743	1,915,222		106,521
3rd "	2,000,000	2,000,000	51,797	
	7,470,019	6,775,441	51,797	694,578
			51,797	
			642,781	

LIST OF COAL OPERATORS.

The Coal sent to market from Schuylkill County in 1861, was mined by the following firms and individuals:

Names.	No. Coll's.	Tons.	
B. Heckscher & Co.,	4	218,952	284,613
E. Borie,	1	65,661	
Charles A. Keppler,	4	155,520	
George W. Snyder,	2	131,191	
Geo. H. Potts & Co.,	2	74,374	136,964
Geo. C. Potts & Co.,	1	58,590	
Wm. H. Johns,	1	137,612	
Wm. Milnes, Jr., & Co.,	1	92,246	
Hewett & Claydon,	2	83,326	
Henry Heil,	1	83,082	
Connor & Patterson,	1	80,194	
Kirk & Bauer,	3	75,454	
Bast & Pearson,	1	38,822	73,489
E. Bast & Co.,	1	35,667	
Graff & Nutting,	1	64,535	
Bancroft, Lewis & Co.,	1	62,217	
Richard Kear,	2	57,528	
Geo. W. Cole,	2	55,133	
E. M. & G. M. Hollner, Agt.	2	53,932	
17	33	1,611,038	
B. Bartholomew, Jr.,	2	46,375	
Wm. T. Carter,	2	45,034	
Wm. C. Smith,	2	44,092	
Kitzmiller, Sisss & Co.,	2	43,823	
R. Ratcliffe & Co.,	2	42,150	
John Doherty,	3	40,677	
Wm. Coyne,	2	40,413	
Robert Garrell,	1	40,196	
G. T. Jones & Co.,	2	39,676	
A. C. Miller & Co.,	2	38,234	
C. Garretson,	2	36,520	
Wm. E. Smith,	1	35,484	
Wm. Verner,	1	35,437	
Wheeler & Miller,	1	32,565	
T. H. Burnell,	1	30,210	
32	58	2,202,944	
P. D. Luther & Bro.,	1	26,353	
Henry Saylor,	1	26,253	
I. P. Voorhies,	1	26,112	
Tyson & Kendrick,	1	24,726	
Peter Brown,	1	23,985	
Wm. Price,	1	23,382	
Pliny Fisk,	1	23,084	
J. W. Davis,	1	14,293	
J. H. Christ, Agt.,	1	13,618	
James Gillillan,	1	13,510	
Henry Guiterman,	1	13,154	
John Buckley & Co.,	1	13,060	
Wm. Littlehales,	1	11,390	
Henry Haas,	1	9,811	
John Beury,	1	9,639	
Wm. Dewey,	1	9,624	
Bedell & Robinson,	1	9,506	
Chris. Frantz, Agt.,	1	9,150	
J. Seltzinger,	1	7,509	
W. R. Williams, Agt.,	1	6,811	
Graver & Wagner,	1	6,662	
G. W. Huntzinger,	1	6,601	
Taylor, Turnbull & Co.,	1	5,604	
Thos. Campion,	1	5,331	
H. H. Dunn, Agt. assn'd,	1	5,236	
Wm. Burton,	1	5,117	
J. Beachem, Agt.,	1	4,669	
Lore & Whitehouse,	1	4,646	
Conh. Coal & Iron Co.,	1	4,407	
Silas Ball,	1	3,843	
John Jopling,	1	3,556	
H. H. Huntzinger & Co.,	1	2,377	
Philip Breer,	1	1,995	
Sundry Cols. abandoned,		3,568	
66	91	2,589,927	
From the above it appears that 32 firms with 58 Collieries mined		2,202,944	
34 firms with 33 Collieries mined,		386,983	
		2,589,927	
In 1860 they stood 78 Operators.	113 Colls. mined	2,278,879	
In '61 66 "	91 "	2,589,927	
Loss, 12	22	686,952	

The number of Operators, and also the number of Collieries, are rapidly diminishing, particularly in the Southern portion of the Coal Basin. Several of those worked last year have already been abandoned.

Philadelphia & Reading Railroad.

The Anthracite Coal transported over the Philadelphia and Reading Railroad in 1861, was received at the following points:

	Tons.
Mt. Carbon and Pt. Carbon Railroad at Pt. Carbon from Valley and Mill Creek Railroad,	449 362 07
Mt. Carbon R. R. at Mt. Carbon, Mine Hill and Schuylkill Haven R. R. at Schuylkill Haven,	23,272 04
Schuylkill and Susquehanna R. R. at Auburn,	739,880 00
Little Schuylkill R. R. at Pt. Clinton,	100,544 00
At Harrisburg,	132,773 16
At Dauphin,	13,329 08
	5,516 11
	1,479,278 05
In addition to the above there was transported over the Lebanon Valley, Broad Top and other Coal amounting to	157,283 09
Total,	1,636,561 06

Last year this tonnage was only 68,939 tons.

Schuylkill Navigation Company.

Statement of the distribution of Coal via Schuylkill Canal, for the year 1861:

	Tons.
To Schuylkill Haven,	5,376 02
" Orwigsburg Landing,	20 00
" Hamburg,	4,248 10
" Mohrsville,	1,378 00
" Athouses,	14,956 15
" Duncan Canal,	3,016 02
" Reading,	41,754 05
" Birdsboro,	12,278 10
" Morris Alry,	1,998 12
" Port Union,	671 00
" Pottstown,	948 10
" Springville,	830 00
" Royer's Ford,	3,458 00
" Black Rock Dam and Phoenixville,	2,484 00
" Pawling's Dam,	1,649 00
" Norristown and Bridgeport,	23,082 05
" Conshohocken,	34,878 00
" Spring Mills,	20,748 00
" Manayunk,	10,997 00
" Philadelphia and South,	472,865 00
" New York, N. J. and vicinity,	581,931 17
Total,	1,183,579 08

Lateral Railroads.

The following is the quantity of Coal transported over the different Lateral Railroads in Schuylkill County, in 1861, compared with 1860:

	1860.	1861.	Inc.	Dec.
M. Hill & S. Haven,	1,851,622	1,512,191		339,431
Mill Creek,	929,786	838,323		91,453
Schuylkill Valley,	228,159	223,540		4,619
Mt. Carbon,	211,916	117,097		94,819
Little Schuylkill,	323,135	171,625		151,510
Tamaqua,	33,336	32,449		887
Berger's Creek,	119,371	146,923	30,382	
Union Canal,	3,367,856	2,799,923	30,382	739,315
	133,297	132,750		547
Decrease in 1861,				739,968
The Coal transported over the Union Canal Railroad, was received from the Mine Hill, Swatara and Lorberry Creek Railroads.

Schuylkill and Susquehanna R. R. Coal Trade.

The following is the quantity of Coal transported over the Schuylkill and Susquehanna Railroad, formerly the Dauphin and Susquehanna Road, in the following years:

	East.	West.	Total.
1861 from Pinegrove,	101,390	10,836	112,166
" from Dauphin,	223	89,934	91,157
	101,613	91,828	193,343
Sent in 1860,	94,875	14,718	109,593
" " 1859,	81,609	19,857	101,457
" " 1858,	66,415	42,493	108,928
" " 1857,	44,801	37,434	82,235
" " 1856,	42,392	24,915	67,307

This road has been leased by the Philadelphia and Reading Railroad Company. The Coal transported East and West from Dauphin is principally from Treverton, Lykens Valley and Shamokin.

Union Canal Coal Trade.

The following is the Coal Trade of the Union Canal since the enlargement in 1861:

	Tons.		Tons.
1852,	54,450	1857,	71,308
1853,	66,939	1858,	58,000
1854,	63,614	1859,	51,677
1855,	63,231	1860,	59,686
1856,	79,065	1861,	43,171

The trade by this avenue shows a little increase over last year.

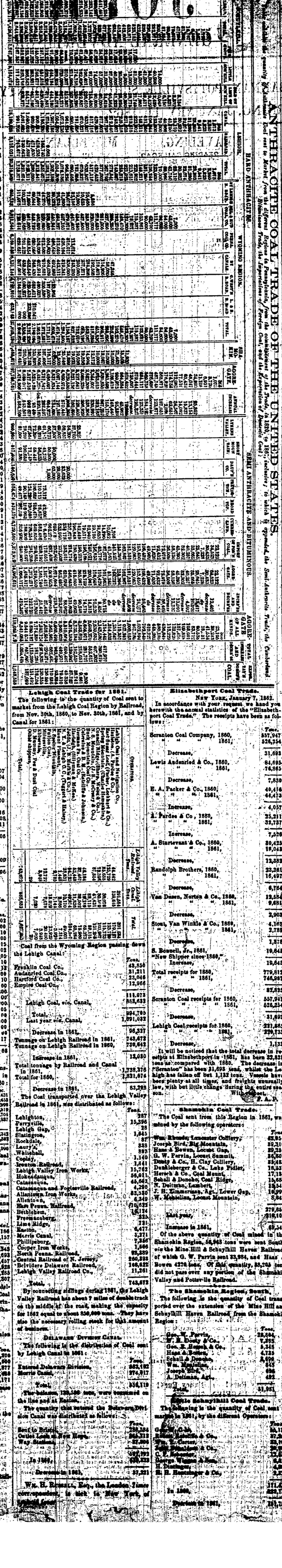
North Penna. R. R. Coal Trade.

Quantity transported over this Road from the Lehigh Region:

	Tons.
In 1856,	63,136
In 1857,	82,417
In 1858,	91,022
In 1859,	98,300
In 1860,	97,237
Increase in 1861 over 1860,	2,063

Mine Hill & N. H. Coal Trade.

For Coal Trade of the Mine Hill Railroad from the Lehigh Region see



Lehigh Coal Trade for 1861.

The following is the quantity of Coal sent to market from the Lehigh Coal Region by Railroad, from Nov. 30th, 1860, to Nov. 30th, 1861, and by Canal for 1861:

	Tons.
Scranton Coal Company, 1860,	857,947
" " " 1861,	826,254
Decrease,	31,693
Lewis Audenried & Co., 1860,	84,695
" " " 1861,	76,865
Decrease,	7,830
E. A. Packer & Co., 1860,	49,416
" " " 1861,	44,473
Increase,	4,057
A. Pardee & Co., 1860,	25,211
" " " 1861,	32,737
Increase,	7,526
A. Sturtevant & Co., 1860,	30,425
" " " 1861,	19,043
Decrease,	11,382
Randolph Brothers, 1860,	23,261
" " " 1861,	16,497
Decrease,	6,764
Van Dusen, Norton & Co., 1860,	12,554
" " " 1861,	9,651
Decrease,	2,903
Stout, Van Winkle & Co., 1860,	4,167
" " " 1861,	2,789
Decrease,	1,378
S. Bonnell, Jr., 1861,	19,645
New Shipper since 1860,	
Increase,	19,645
Total receipts for 1860,	779,812
" " " 1861,	746,997
Decrease,	32,815
Scranton Coal receipts for 1860,	557,917
" " " 1861,	556,254
Decrease,	1,663
Lehigh Coal receipts for 1860,	221,565
" " " 1861,	220,433
Decrease,	1,132

It will be noticed that the total decrease in receipts at Elizabethport in 1861, has been 32,815 tons as compared with 1860. The decrease in "Scranton" has been 31,693 tons, whilst the Lehigh has fallen off but 1,132 tons. Vessels have been plenty at all times, and freights unusually low, with but little change during the entire season.

Wilkes-Barre.

P. A. P.

Shamokin Coal Trade.

The Coal sent from this Region in 1861, was mined by the following operators:

	Tons.
Lehighton,	287
Parryville,	15,296
Lehigh Gap,	28
Slatington,	1,845
Rockdale,	87
Laury's,	828
Walnhall,	897
Coplay,	1,140
Trevorton Railroad,	1,441
Lehigh Valley Iron Works,	15,762
Hokendauqua,	56,011
Catasauqua,	45,563
Catasauqua and Fogelsville Railroad,	4,260
Allentown Iron Works,	33,530
Allentown,	8,349
Bear Pawn Railroad,	110,622
Bethlehem,	16,124
Freemansburg,	325
Lime Ridge,	231
Easton,	6,477
Morris Canal,	3,271
Phillipsburg,	7,346
Cooper Iron Works,	1,646
North Penna. Railroad,	95,339
Central Railroad of N. Jersey,	260,893
Belvidere Delaware Railroad,	168,622
Lehigh Valley Railroad Co.,	11,261
Total,	743,672

By connecting sidings during 1861, the Lehigh Valley Railroad has about 7 miles of double track on the middle of the road, making the capacity for 1862 equal to about 350,000 tons. They have also the necessary rolling stock for that amount of business.

Delaware Division Canal.

The following is the distribution of Coal sent by Lehigh Canal in 1861:

	Tons.
Entered Delaware Division,	663,182
Morris Canal,	274,917
Total,	938,099
Last year *via* Canal,	1,091,032
Decrease in 1861,	96,327
Tonnage on Lehigh Railroad in 1861,	743,672
Tonnage on Lehigh Railroad in 1860,	730,642
Increase in 1861,	13,030
Total tonnage by Railroad and Canal in 1861,	1,738,376
Total for 1860,	1,821,676
Decrease in 1861,	83,298

The Coal transported over the Lehigh Valley Railroad in 1861, was distributed as follows:

	Tons.
Lehighton,	287
Parryville,	15,296
Lehigh Gap,	28
Slatington,	1,845
Rockdale,	87
Laury's,	828
Walnhall,	897
Coplay,	1,140
Trevorton Railroad,	1,441
Lehigh Valley Iron Works,	15,762
Hokendauqua,	56,011
Catasauqua,	45,563
Catasauqua and Fogelsville Railroad,	4,260
Allentown Iron Works,	33,530
Allentown,	8,349
Bear Pawn Railroad,	110,622
Bethlehem,	16,124
Freemansburg,	325
Lime Ridge,	231
Easton,	6,477
Morris Canal,	3,271
Phillipsburg,	7,346
Cooper Iron Works,	1,646
North Penna. Railroad,	95,339
Central Railroad of N. Jersey,	260,893
Belvidere Delaware Railroad,	168,622
Lehigh Valley Railroad Co.,	11,261
Total,	743,672

Elizabethport Coal Trade.

NEW YORK, January 7, 1862.

In accordance with your request, we hand you herewith the annual statistics of the "Elizabethport Coal Trade." The receipts have been as follows:

	Tons.
Scranton Coal Company, 1860,	857,947
" " " 1861,	826,254
Decrease,	31,693
Lewis Audenried & Co., 1860,	84,695
" " " 1861,	76,865
Decrease,	7,830
E. A. Packer & Co., 1860,	49,416
" " " 1861,	44,473
Increase,	4,057
A. Pardee & Co., 1860,	25,211
" " " 1861,	32,737
Increase,	7,526
A. Sturtevant & Co., 1860,	30,425
" " " 1861,	19,043
Decrease,	11,382
Randolph Brothers, 1860,	23,261
" " " 1861,	16,497
Decrease,	6,764
Van Dusen, Norton & Co., 1860,	12,554
" " " 1861,	9,651
Decrease,	2,903
Stout, Van Winkle & Co., 1860,	4,167
" " " 1861,	2,789
Decrease,	1,378
S. Bonnell, Jr., 1861,	19,645
New Shipper since 1860,	
Increase,	19,645
Total receipts for 1860,	779,812
" " " 1861,	746,997
Decrease,	32,815
Scranton Coal receipts for 1860,	557,917
" " " 1861,	556,254
Decrease,	1,663
Lehigh Coal receipts for 1860,	221,565
" " " 1861,	220,433
Decrease,	1,132

Shamokin Coal Trade.

The following is the quantity of Coal sent to market in 1861, by the different Operators:

	Tons.
Geo. W. Cole,	55,133
E. M. Boyle & Co.,	53,932
Robert Ratcliffe & Co.,	42,150
Wm. C. Carter,	45,034
Jno. Shoemaker & Co.,	44,092
C. F. Schaeffer,	17,164
Henry Wagner & Bro.,	6,618
H. Dieffenbach,	4,800
H. H. Huntzinger & Co.,	2,377
In 1861,	171,872
In 1860,	122,126
Increase in 1861,	49,746

Shamokin Region, South.

The following is the quantity of Coal transported over the extension of the Mine Hill and Schuylkill Haven Railroad from the Shamokin Region:

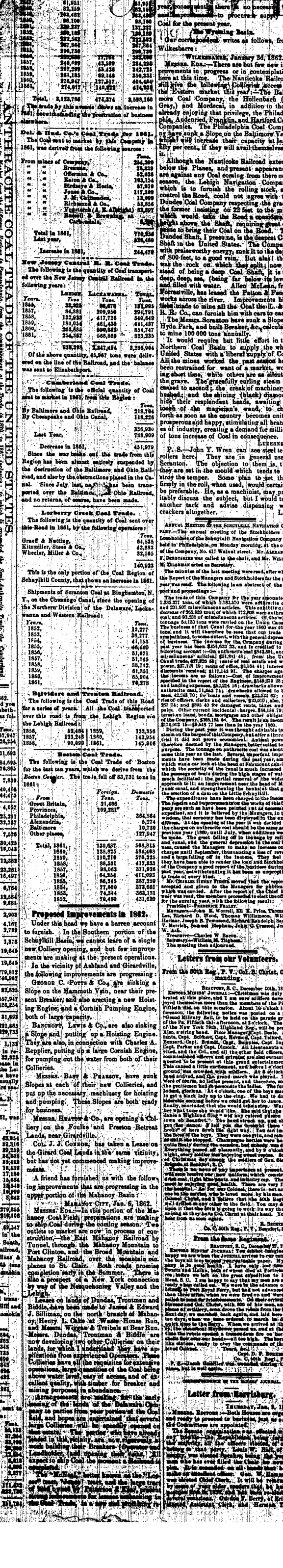
	Tons.
Geo. W. Parvin,	28,604
E. M. Boyle & Co.,	7,265
Geo. E. Hesch & Co.,	5,345
Haas & Bowen,	4,725
Schall & Dunche,	3,692
Wm. Maxfield,	843
Joseph Bird,	696
A. Delisman, Agt.,	492
Total,	51,861

Middle Schuylkill Coal Trade.

The following is the quantity of Coal sent to market in 1861, by the different Operators:

	Tons.
Geo. W. Cole,	55,133
Robert Ratcliffe & Co.,	42,150
Wm. C. Carter,	45,034
Jno. Shoemaker & Co.,	44,092
C. F. Schaeffer,	17,164
Henry Wagner & Bro.,	6,618
H. Dieffenbach,	4,800
H. H. Huntzinger & Co.,	2,377
In 1861,	171,872
In 1860,	122,126
Increase in 1861,	49,746

WM. H. RUSSELL, Esq., the London Times correspondent, is sick in New York, of typhoid fever.



Morris Canal Coal Trade.

The following is a statement of the amount of Coal which entered the Morris Canal since 1845:

Years.	Lehigh Coal at Phillipsburg. Tons.	Schuylkill Coal at Weehawken. Tons.	Total. Tons.
1845,	12,567		12,567
1846,	41,143		41,143
1847,	61,951		61,951
1848,	82,159		82,159
1849,	103,483		103,483
1850,	96,100		96,100
1851,	129,327		137,237
1852,	160,169		168,169
1853,	227,583		232,583
1854,	267,846		267,846
1855,	290,730		290,730
1856,	322,298		322,298
1857,	246,499	17,784	264,283
1858,	287,299	45,549	332,848
1859,	261,185	69,428	330,613
1860,	276,947	127,517	404,464
1861,	274,017	140,822	414,839
Total,	3,123,786	474,374	3,598,160

The trade by this avenue shows an increase in 1861, notwithstanding the prostration of business elsewhere.

Del. & Hud. Co.'s Coal Trade for 1861.

The Coal sent to market by this Company in 1861, was derived from the following sources:

	Tons.
From mines of Company,	284,309
" " Brennan,	28,829
" " Offerman & Co.,	52,026
" " Eaton & Co.,	183,134
" " Birdsaye & Hoole,	87,000
" " Jones & Co.,	117,309
" " J. M. Chittenden,	13,099
" " Richmond & Co.,	51,856
" " Ynsuita (A. E. Albright)	83,597
" " Rudolf & Browning, at Carbondale,	6,299
Total in 1861,	770,956
Last year,	526,480
Increase in 1861,	244,476

New Jersey Central R. R. Coal Trade.

The following is the quantity of Coal transported over the New Jersey Central Railroad in the following years:

Years.	Lehigh. Tons.	Lackawanna. Tons.	Total. Tons.
1855,	33,923	90,670	124,593
1857,	84,881	209,950	294,791
1858,	122,935	417,726	540,649
1859,	180,054	461,430	641,487
1860,	263,885	590,842	854,747
1861,	254,367	568,869	823,235
	939,995	2,347,494	3,286,964

Of the above quantity, 46,987 tons were delivered on the line of the Railroad, and the balance was sent to Elizabethport.

Cumberland Coal Trade.

The following is the official quantity of Coal sent to market in 1861, from this Region:

	Tons.
By Baltimore and Ohio Railroad,	218,794
By Chesapeake and Ohio Canal,	118,226
	336,930
Last Year,	788,909
Decrease in 1861,	451,979

Since the war broke out the trade from this Region has been almost entirely suspended by the destruction of the Baltimore and Ohio Railroad, and also by the obstructions placed in the Canal. Since July last, no Coal has been transported over the Baltimore and Ohio Railroad, and no returns, of course, have been made.

Lorberry Creek Coal Trade.

The following is the quantity of Coal sent over this Road in 1861, by the following operators:

	Tons.
Graeff & Nutting,	64,535
Kitzmiller, Sisss & Co.,	43,823
Wheeler, Miller & Co.,	32,565
	140,923

This is the only portion of the Coal Region of Schuylkill County, that shows an increase in 1861.

Shipments of Scranton Coal at Binghamton, N. Y., on the Chenango Canal, since the opening of the Northern Division of the Delaware, Lackawanna and Western Railroad:

Years.	Tons.
1852,	17,277
1853,	36,277
1854,	41,153
1855,	46,640
1856,	51,671
1857,	51,145
1858,	38,742
1859,	61,351
1860,	65,904
1861,	70,378

Belvidere and Trenton Railroad.

The following is the Coal Trade of this Road for a series of years. All the Coal transported over this road is from the Lehigh Region *via* the Lehigh Railroad:

1856,	52,484	1859,	133,356
1857,	123,248	1860,	142,954
1858,	90,699	1861,	145,906

Boston Coal Trade.

The following is the Coal Trade of Boston for the last ten years, which we derive from the *Boston Courier*. The trade fell off 83,731 tons in 1861:

From	Foreign. Tons.	Domestic Tons.
Great Britain,	21,046	
Provinces,	109,231*	
Philadelphia,		364,364
Alexandria,		5,274
Baltimore		10,730
Other places,		127,947
Total, 1861,	130,627	508,315
" 1860,	133,522	554,483
" 1859,	110,710	570,325
" 1858,	88,531	417,233
" 1857,	98,063	371,926
" 1856,	64,354	411,093
" 1855,	86,145	357,259
" 1854,	77,800	373,531
" 1853,	74,244	353,131
" 1852,	70,490	431,620

Proposed Improvements in 1862.

Under this head we have a barren account to furnish. In the Southern portion of the Schuylkill Basin, we cannot learn of a single new Colliery opening, and but few improvements are making at the present operations.

In the vicinity of Ashland and Girardville, the following improvements are progressing:

GEORGE C. POTTS & Co., are sinking a Slope on the Mammoth Vein, near their present Breaker, and also erecting a new Hoisting Engine, and a Cornish Pumping Engine, both of large capacity.

BANCROFT, LEWIS & Co., are also sinking a Slope and putting up a Hoisting Engine. They are also, in connection with Charles A. Keppler, putting up a large Cornish Engine, for pumping out the water from both of their Collieries.

MESSRS. BAST & PEARSON, have sunk Slopes at each of their new Collieries, and put up the necessary machinery for hoisting and pumping. These Slopes are both ready for business.

MESSRS. HEATON & Co., are opening a Colliery on the Foulke and Preston Retreat Lands, near Girardville.

COL. J. J. CONNOR, has taken a Lease on the Girard Coal Lands in the same vicinity, but has not yet commenced making improvements.

A friend has furnished us with the following improvements that are progressing in the upper portion of the Mahanoy Basin:

MAHANOY CITY, Jan. 6, 1862.

MESSRS. EDS.:—In this portion of the Mahanoy Coal Field, preparations are making to ship Coal during the coming season. Two outlets to market are now in process of construction,—the East Mahanoy Railroad by Tunnel, through the Mahanoy Mountain to Port Clinton, and the Broad Mountain and Mahanoy Railroad, over the mountain ridge planes to St. Clair. Both roads promise completion early in the Summer. There is also a prospect of a New York connection by way of the Nesquehoning Valley and the Lehigh.

Leases on lands of Dundas, Troutman and Biddle, have been made to James & Edward J. Silliman, on the north branch of Mahanoy, Henry L. Cake at Waste House Run, and Messrs. Wiggins & Treibels at Bear Run. Messrs. Dundas, Troutman & Biddle are now developing two other Collieries on their lands, for which I understand they have applications from experienced Operators. These Collieries have all the requisites for extensive operations, large quantities of the Coal being above water level, easy of access, and of excellent quality, with timber for breaker and mining purposes in abundance.

Arrangements are making for the early leasing of the lands of the Delaware Company to parties from your portion of the Coal field, and hopes are entertained that several large Collieries will be speedily opened on those lands. The parties who have already leased in this vicinity, are now organizing at work building their Breakers (Opossum and Laudholder, (and opening their veins. All expect to ship Coal the moment a Railroad is completed.

The "McNeal" better known as the "Locust" vein, Nicholas Tracy, and the large tract of land owned by Pottsville & Tuscarora Iron Works, are the most promising for large operations for the Coal Trade, in a new and prospering region, with abundant prospects for convenient outlets to market.

No new Collieries are opening in the Lehigh and Shamokin Regions. The truth is, that in none of the Anthracite Regions were the Collieries worked up to their capacity last year, consequently there is no necessity for any improvements to procure a supply of Coal for the present year.

The Wyoming Basin.

Our correspondent writes as follows, from Wilkesbarre:

WILKESBARRE, January 3d, 1862.

MESSRS. EDS.:—There are but few new improvements in progress or in contemplation here at this time. The Nanticoke Railroad will give the following Collieries access to the Eastern market this year:—The Baltimore Coal Company, the Hollenbach (A. Gray,) and Mordecai, in addition to those already enjoying that privilege, the Philadelphia, Audenried, Franklin, and Hartford Coal Companies. The Philadelphia Coal Company have sunk a Slope on the Baltimore Vein, which will increase their capacity at least fifty per cent., if they will avail themselves of it.

Although the Nanticoke Railroad extends below the Planes, and present appearances are against any Coal coming from there next season, the Lehigh Navigation Company, which is to furnish the rolling stock, and control the Road, could not agree with the Dundee Coal Company respecting the grade, the former insisting on 22 feet to the mile, which would take the Road a considerable height above the Shaft, requiring great expense to bring their Coal on the Road. The Dundee Shaft, I presume, is the deepest Coal Shaft in the United States. The Company, with praiseworthy energy, sunk