Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 23, 1864.

☞ We tender our thanks to the different collectors and correspondents, who have so kindly aided us in tabulating the Coal Statistics for the last year.

COAL STATISTICS.

We furnish our readers this week with our Annual Statistics of the Coal Trade. They are all official except from one point, and show an increase in the production for the year unexampled in the history of the trade.

After separating the Coal which passed over the different Railroads, we find that the whole production of Coal was as follows:

Years.	Anthracite.	Semi. & Bits.	Total.
In 1863,	9,420,135	2,166,985	11,587,120
1862,	7,640,905	1,359,716	9,000,621
Increase,	1,779,230	807,269	2,586,499

Giving the enormous increase of 2,586,499 tons, which is more than one-fourth of the whole consumption of last year.

At the commencement of the business for the year no one anticipated such an increase, particularly when prices ruled so high, but it is only another evidence of the great prosperity of the North, notwithstanding the great Rebellion, and the extent to which the manufacturing industry of the country is pushed to supply the wants of the Government and the people.

The following table exhibits the progress of the trade from the commencement in 1820 to 1864, a period of 44 years:

From	Anthracite.	Semi-Anth. & Bit.
1820 to 1830,	359,190	273,568
1830 to 1840,	5,261,197	954,166
1840 to 1850,	19,373,429	1,744,460
1850 to 1860,	57,190,990	9,467,468
1860 to 1864,	32,604,729	6,371,510
	114,789,535	18,811,172

As regards the future state of the trade, we have only room to remark that there will be abundant colliery capacity to supply all the coal the market will require, even if the increase should run up to a million of tons the present year; but we doubt whether there will be facilities to transport such an increase to market.—The prices this year will depend upon the ability of the miners, &c., to maintain the present rates of wages, and the charges adopted by the different carrying companies. So far there has been no reduction in wages in the coal regions, and the future rates will depend altogether on the supply and demand when the spring trade opens.

☞ We are engaged in collecting further statistics of the coal trade, &c., and propose in the course of a few months, issuing the same in pamphlet form, which will be more convenient for reference and preservation.

ANTHRACITE COAL TRADE OF THE UNITED STATES.

We give below the official quantity of Anthracite Coal sent to market in 1863, together with the Semi-Anthracite and Bituminous Coal that is moved towards tide water from the regions named, and the importation of Foreign Coal. The Anthracite trade shows an extraordinary increase during the year, notwithstanding the high price of Coal and the drain of men from the Coal regions during the last two years:

	Tons.
The increase in Anthracite reached	1,779,230
Bituminous, Domestic and Imported	807,269
Total increase for 1863,	2,586,499

The largest increase that occurred in any one year previously, was in 1851, when the increase reached 1,139,997 tons, and in 1859 it reached 1,115,399 tons.

Of the increase of 807,269 tons of Semi-Anthracite and Bituminous, 455,342 were foreign importations.

	1862. Tons.	1863. Tons.	Incr'se. Tons.	Decr'se. Tons.
SCHUYLKILL REGION.				
By Reading R. R.	2,058,887	*2,633,824	774,937	
By Schuyl. Canal	981,729	885,542		96,187
From Pinegrove	37,890	†22,540		14,350
By Leh & Mahanoy		9,036	9,036	
[illegible]	2,078,506	3,751,342	783,373	110,537
By Lehigh, Shamokin & Lackawanna	187,908	315,077		130,169
	2,890,598	3,433,265	783,373	240,706
		2,890,598	240,706	
Increase in 1863		542,667	542,667	
LEHIGH REGION.				
By Lehigh Val. R. R.	882,574	1,195,155	312,581	
By Lehigh Canal	396,227	629,558	233,331	
From Wilkesbarre	26,723			26,723
McCauley's Mount.		5,078	5,078	
By Lit. Schuyl. R. R.	72,254	45,769		26,485
	1,377,778	1,945,560	620,990	53,208
		1,377,778	53,208	
Increase in 1863		567,782	567,782	
WYOMING REGION.				
Wyoming Canal S.	494,892	585,249	90,360	
North Branch " N.	64,357	77,472	13,115	
Penn. Coal Co.	591,091	592,904	61,813	
Scranton, North	327,841	327,506		341
Do. South	777,687	895,659	118,022	
Del. & Hudson Co.	637,066	828,150	191,084	
By Lit. Schuyl. R. R.		61,434	61,434	
Lack & Bloom R. R.	228,000	‡328,000	100,000	
	3,130,887	3,766,374	635,828	341
		3,130,887	341	
Increase in 1863		635,487	635,487	
SHAMOKIN REGION	241,642	‡274,936	33,294	
Total Anthracite	7,640,905	9,420,135		
		7,640,905		
Increase in 1863		1,779,230		
Semi-Anthracite				
Frank Coal Co, S. M.	95,119	63,674		31,445
" " L V.	82,002	77,608		4,394
Trevorton	63,223	62,200		1,023
Broad Top	334,135	305,678		28,457
	574,479	509,160		65,319
BITUMINOUS.				
Cumberland Coal	239,804	657,050	417,246	
Imported—foreign	545,433	1,000,775	455,342	
	1,359,716	2,166,985	872,588	65,319
Add Anthracite	7,640,905	9,420,135	65,319	
	9,000,621	11,587,120	807,269	
		9,000,621		
Total increase, 1863		2,586,499		

* The whole Coal Tonnage of the Philadelphia and Reading Railroad, including the Lebanon Branch, was 3,065,261 tons. We only embrace in our table the Coal from Schuylkill County.

† The Pinegrove Coal Trade was 212,794 tons. The balance is embraced in the Reading Railroad shipments.

‡ Only eleven months—to Nov. 30, when the official year closed.

§ Not official, but will not vary much from the quantity, sent to market, not reported by other avenues.

			Tons.
The Schuylkill region furnished in '63,			3,433,265
Lehigh	do.	do.	1,945,560
Wyoming	do.	do.	3,766,374
Shamokin	do.	do.	274,936
			9,420,135

The following is the gain from each district:

	Tons.
Schuylkill Region,	542,667
Lehigh do.	567,782
Wyoming do.	635,487
Shamokin do.	33,294
	1,779,230

Locust Mountain Coal and Iron Co.

The following is the quantity of Coal mined and sent to market from the lands of this Company in 1863:

	Tons.
From Big Run Mine Coll'y—Bast & Pearson A&B	73,777
Do. Locust Run Coll'y—C. A. Repplier, A&B,	138,451
Do. Big Run Coll'y—Hammett, VanDusen & Lockman, A&B,	49,508
Do. Hazel Dell (late Centreville) Coll'y,—R. Gorrell & Co., B.	65,553
Do. Centralia Coll'y—J. M. Freck & Co., B.	19,305
Do. Stuartville Coll'y—Montellus & Co., B.	18,024
Do. Coal Ridge Coll'y—Schall, Donahoe & Co., A.	[illegible]
Total,	400,045

A above, and B below water level.

Catawissa Railroad Company.

The following is the Coal tonnage that passed over this Road in the following years:

Year.	Lacka. Tons.	Lehigh. Tons.	McCauly Mt. Tons.	Bitu. Tons.	Total. Tons.
1861,	6,553	6,220	1,997	1,029	15,799
1862,	46,659	85,539	3,262	1,536	137,046
1863,	101,964	43,887	7,477	308	153,636
	155,176	135,646	12,756	2,873	306,451

Cumberland Coal Trade.

The following is the quantity of Coal sent to market from the Cumberland (Md.) Region in 1863:

	Tons.
By the Baltimore & Ohio R. R.,	432,683
" Chesapeake & Ohio Canal,	225,367
Total,	657,050
In 1862,	239,804
Increase in 1863,	417,246

LIST OF COAL OPERATORS.

The following is the quantity of Coal sent to market by each Coal Operator in Schuylkill County in 1863:

Names.	No. Col.		Tons.
George C. Potts & Co.,	1	132,102	
George H. Potts & Co.,	2	81,121	213,223
Charles S. Repplier,	2		[illegible]
Heckscher & Co.,	3		[illegible]
Kitzmiller, Graeff & Co.,	2		132,862
Bast & Pearson,	2		[illegible]
Wm. H. Johns,	1		[illegible]
Richard Kear,	1		[illegible]
Hewett, Clayton & Co.,	2		[illegible]
9 Firms,	19		1,172,[illegible]
Wm. Milnes, Jr., & Co.,	1		[illegible]
Geo. W. Snyder,	1		[illegible]
J. & W. F. Donaldson,	1		83,174
C. F. Schoener,	2		65,667
R. Gorrell & Co.,	1		65,453
Bancroft, Lewis & Co.,	1		62,572
Conrad & Heaton,	2		61,936
J. B. Cole,	2		59,837
Connor & Patterson,	2		53,367
Starr & Lanigan,	2		53,355
R. N. Rathbun,	2		50,271
20 Firms,	33		1,921,718
Wiggan & Triebles,	1		49,971
Hammett, VanDusen & Co.,	1		49,660
Wm. Dovey,	2		48,571
B. Hammett,	1		46,650
Kirk & Baum,	1		45,408
Henry Heil,	1		42,462
R. Hart & Co.,	1		41,383
N. Hindson,	1		40,439
A. C. Miller & Co.,	2		39,800
David Brown,	1		34,853
Wheeler, Miller & Co.,	1		34,435
Beddell & Robertson,	1		32,406
C. Garretson,	1		32,304
33 Firms,	52		2,413,946
J. H. Bracken,	1		28,286
J. & E. S. Silliman,	1		26,935
Henry L. Cake,	1		26,391
P. D. Luther & Brother,	2		26,326
H. Guiterman & Co.,	1		25,809
Moss, Wood & Co.,	1		25,246
Weist & Morgan,	1		24,983
Tyson & Kendrick,	1		24,656
J. H. Dutter & Co.,	1		23,925
Wm. Verner,	1		23,300
W. R. Williams, Agt.,	1		21,996
J. Buckley & Co.,	1		21,176
Samuel Ratcliffe,	1		20,014
Theo. McGinnes,	2		19,930
Charles Silver,	1		19,797
Silas Ball,	2		19,720
East Mt. Laffee Coal Co., & Dengler,	1		19,650
J. M. Freck & Co.,	1		19,278
Goodman Dolbin,	1		19,006
J. Seitzinger,	1		18,246
Wm. H. Dunne,	1		17,760
M. G. Heilner, Agt.,	1		17,406
John Ralston,	1		16,609
J. Doherty,	1		16,204
Wm. Littlehales,	1		16,076
H. M. Fuller & Smith,	1		15,875
Etien & Lomison,	1		14,131
Wm. J. Smith, Agt.,	1		13,966
J. H. Mallory,	1		13,573
J. Frantz, Agt.,	1		13,114
Pliny Fisk,	1		12,408
Hill & Harris,	1		12,240
Patrick Ganley,	1		11,517
Taylor & Purcell,	1		10,783
John Jones,	1		10,538
Charles Saylor, Agt.,	1		10,215
Wm. Price,	1		9,656
Allen Fisher,	1		9,541
John Ormrod,	1		7,825
Thomas Campson,	1		7,248
R. Lockhart & Co.,	1		6,153
J. & O. O. Bowman,	1		6,259
David Oliver, Agt.,	1		5,714
Isaac May,	1		5,671
Alfred Lawton & Co.,	1		5,620
David Whitehouse,	1		5,471
F. J. Anspach,	1		5,342
J. Wells & R. C. Hill,	1		5,248
John Brown,	1		4,829
T. H. Schollenberger, Agt.,	1		4,009
Job Rich,	1		3,402
John Jopling,	1		3,336
Martin Zerbe,	1		3,136
Philip Breen,	1		2,809
Wm. J. Moodie,	1		2,336
Winlack & Co.,	1		2,174
Holman & Sheard,	1		1,761
Taylor & Jones,	1		1,102
James McKeown,	1		1,100
Thomas Gorman,	1		1,073
Wm. Schwenk,	1		1,067
D. H. Goiger,	1		665
John Codrington,	1		608
J. B. Wright,	1		558
Wm. Maling,	1		308
Robert Williams,	1		275
John Anderson & Co.,	1		85
Schoener & Carter,	1		45
J. Eckert,	1		26
Sundry Screenings,			5,469
101 Operators,	125		3,255,684
In '62 78	105		
23	20		

During the year there has been an increase of 23 Operators and 20 Collieries. There is a large number of new Collieries preparing in the Mahanoy Region for this year's business, eighteen or twenty in number. In other portions of the Region, Collieries which had been abandoned heretofore, are in course of preparation for this year's business, and some new ones are also in course of preparation.

Mr. Repplier mined 144,000 tons from his Ashland colliery and prepared it on a single breaker, in 1863. This is the largest quantity of Coal mined from a single colliery in a year, since the trade commenced in Schuylkill County. Messrs. George C. Potts & Co., also mined 132,102 tons from a single colliery in 1863, and could have increased it to 150,000 tons, with a full supply of cars.

The supply from this region this year will depend in a great measure on the means of transportation during the active portion of the season, and the conduct of the employees.

The following Coal from the Shamokin Region passed over the Mine Hill and Schuylkill Haven Railroad in 1863:

	Tons.
Haas & Bowen,	41,091
Parvin & Cook,	38,225
Wm. Rhoads,	40,452
Joseph Bird,	40,038
Wm. H. Donty & Co.,	32,478
Herrick & Co.,	30,917
Schall & Donahue,	18,975
Wm. Montellus & Co.,	17,035
John Haas & Co.,	8,822
John H. Dewees,	4,897
W. R. Kutzmer, Agt.,	4,507
Hoover & Klinger,	3,571
J. Dunkleberger & Co.,	2,508
S. John & Son,	596
Total,	286,112

All the above Coal is reported in the Shamokin Coal Trade, except 74,316 tons shipped by Messrs. Haas & Bowen and Parvin & Cook.

Lateral Railroads.

The following is the Coal tonnage of the lateral railroads in Schuylkill County, for the years 1862 and 1863:

	1862.	1863.	Inc.	Dec.
Mine Hill,	1,606,328	1,472,558		133,770
Mill Creek,	718,747	1,182,905	374,445	
Schuylkill Valley	255,910	247,771		8,139
Mount Carbon,	106,795	138,017	31,222	
Little Schuylkill,	289,451	335,788	36,327	
Lorberry Creek,	159,983	167,297	7,314	
Swatara,	21,388	36,695	15,307	
	3,118,602	3,581,081		
Mahanoy & B. Mt.	110,287	685,979	574,445	
Union Canal,	191,871	203,991	12,620	

The Coal transported over the Mahanoy and Broad Mountain Railroad also passes over the Mill Creek Railroad, and is embraced in the tonnage of that Road; and the Coal that passed over the Union Canal Railroad is received from the Lorberry Creek and Swatara Roads.

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.
1856,	83,325	98,670	181,994
1857,	84,881	209,950	294,791
1858,	122,923	417,726	540,549
1859,	180,054	461,430	641,487
1860,	263,885	590,862	854,647
1861,	254,367	568,869	823,235
1862,	311,296	502,375	816,571
1863,	435,729	613,954	1,049,683
	1,686,423	3,463,823	5,153,158

Of the above quantity 63,290 tons Lehigh and 17,853 tons Lackawanna—in all 81,053 tons—were used on the line; the balance reached Elizabethport.

This Company is pushing its Railroad across the Raritan Bay, near Bergen Point, and up to Jersey City as rapidly as possible. They expect to have it completed early in the season.

Schuyl. & Susque. Railroad Coal Trade.

The following is the quantity of Coal transported over the Schuylkill and Susquehanna Railroad:

	East.	West.	Total.
In 1863 from Pinegrove,	189,254	23,540	212,794
" " Dauphin,		24,909	24,909
			237,703
In 1862,	146,086	[illegible]	199,937
" 1861,	101,823	91,520	193,343
" 1860,	94,975	14,718	109,693
" 1859,	81,600	19,887	101,487
" 1858,	60,450	42,483	102,933
" 1857,	44,801	37,424	82,285
" 1856,	42,893	34,914	77,307

This road is now owned and worked by the Reading Railroad Company.

Northern Central Railroad.

The following is the quantity of Coal transported over this Road in the following years:

	Tons.
1863,	216,530
1862,	200,389
1861,	151,05[illegible]

North Penna. Railroad Coal Trade.

Quantity transported over this Road from the Lehigh Region in the following years:

	Tons.
In 1863,	[illegible]
" 1862,	[illegible]
" 1861,	[illegible]
" 1860,	[illegible]
" 1859,	[illegible]
" 1858,	[illegible]
Increase in 1863	[illegible]

Philadelphia & Reading Railroad.

Balance of supply and distribution of Anthracite Coal from Schuylkill County, and of Bituminous and Anthracite from Harrisburg and Reading, [illegible] for the year ending November 30, 1863.

Anthracite Coal received from various Lateral Railroads in Schuylkill Coal Region.

	Tons.
Schuylkill Valley Railroad,	187,644
Mill Creek,	471,053
Mahanoy and Broad Mt.	[illegible]
Total at Port Carbon,	[illegible]
Mt. Carbon Railroad at Mt. Carbon,	[illegible]
Mine Hill and S. Haven R. R. at Schuylkill Haven,	1,047,867
Schuylkill and Susquehanna R. R. at Auburn,	194,590
Little Schuylkill R. R. at Pt. Clinton,	357,738
	[illegible]
Bituminous and Anthracite from Harrisburg,	332,987
Total,	3,065,261

Where delivered on line of Reading Railroad:

Station or Turnout.	1862. Tons.	1863. Tons.
Pottsville,	236	490
Port Carbon,	345	[illegible]
S. Haven,	599	1,401
Orwigsburg,	[illegible]	534
Auburn,	62	4,084
Port Clinton,	168	195
Hamburg,	[illegible]	2,181
Shoemakersville,	1,949	1,919
Mohrsville,	510	549
Between Reading and Mohrsville,	2,679	4,873
Reading,	97,878	136,013
Exeter,	117	64
Birdsboro',	3,704	8,624
Douglassville,	1,187	2,624
Pottstown,	11,593	12,799
Limerick,	1,228	1,384
Royer's Ford,	1,383	1,799
Phœnixville,	55,821	63,394
Valley Forge,	176	157
Port Kennedy,	3,384	12,450
Norristown,	66,874	90,330
Limekilns,	3,959	4,194
Swede's Furnace,	9,787	8,461
Conshohocken,	11,511	9,255
Egberts,	422	315
Falls and Manayunk,	11,364	26,920
Nicetown and Germantown,	61,118	71,829
Philadelphia,	316,631	388,352
Port Richmond,	1,325,400	2,128,154
LEBANON VALLEY BRANCH:		
Sinking Spring,	1,577	1,587
Wernersville, and Heidelburg,	1,280	1,245
Robesonia,	16,586	19,905
Womelsdorf,	964	1,571
Missemer's,	1,275	841
Richland,	1,013	1,127
Myerstown,	1,778	2,198
Lebanon,	39,718	46,308
Annville,	905	1,356
Palmyra,	705	1,119
Swatara,	138	834
Hummelstown,	25	3,847
Harrisburg,	54	109
	2,058,887	3,065,261

Schuylkill Navigation Coal Trade.

The following are the points of receipt and distribution of Coal transported by the Schuylkill Navigation Company in 1862 and 1863:

	1862. Tons.	1863. Tons.
Port Carbon	292,810	278,476
Pottsville	55,998	69,466
Schuylkill Haven	611,277	506,521
Port Clinton	21,644	31,078
	981,729	884,556
And was distributed as follows:		
Schuylkill Haven	318	109
Orwigsburg Landing	142	256
Hamburg	8,195	2,580
Mohrsville	5,390	5,426
Althouses	11,919	9,463
Felix Dam	2,373	2,209
Reading	40,671	40,204
Birdsboro'	6,144	12,771
Mount Airy	124	7,468
Port Union	535	535
Pottstown	1,329	588
Springville	286	1,326
Royer's Ford	2,827	3,537
Black Rock Dam	353	1,472
Phœnixville	6,972	1,127
Pawling's Dam	813	363
Brower's Landing		976
Valley Forge	106	1
Port Kennedy	370	
Norristown	10,658	6,135
Bridgeport	226	
Plymouth Dam	160	
Conshohocken	1,225	4,984
Spring Mills	20,774	14,059
Manayunk	8,415	7,447
New Castle		887
Brandywine		4,699
Wilmington		26,277
Chester		9,664
Gloucester		1,799
Darby		2,114
Philadelphia and South	290,383	
Philadelphia		192,123
New York and vicinity	562,677	525,145
	981,729	885,542
	885,542	
Decrease in 1863	96,187	

COAL TRADE OF THE LINE.

The trade of the Line between Pottsville and Philadelphia and on the line of the Lebanon Valley Railroad, was as follows:

Years.	Railroad.	Canal.	Total.
1850	166,993	40,871	207,836
1851	199,640	112,697	312,336
1852	189,661	132,550	322,211
1853	238,328	155,750	394,078
1854	283,212	160,949	441,160
1855	294,385	187,476	481,861
1856	329,365	191,139	520,499
1857	313,178	198,799	511,977
1858	235,577	205,589	441,166
1859	311,601	213,173	554,774
1860	385,860	223,017	608,887
1861	278,647	156,673	435,320
1862	416,856	129,060	545,916
1863	548,755	122,834	671,589

Showing a gain of 125,673 tons in 1863 over 1862.

Of the above tonnage 518,787 tons were delivered at the following points on the line where there are Iron Works:

	Railroad.	Canal.	Total.
Leesport		9,463	9,463
Reading	136,013	40,204	176,217
Birdsboro'	8,624	12,771	21,395
Pottstown	12,799	588	13,387
Phœnixville	63,394	1,127	64,521
Norristown	90,330	6,135	96,465
Conshohocken	9,255	4,984	14,239
Spring Mills		14,059	14,059
Swede's Furnace	8,461		8,461
Manayunk	26,920	7,447	34,367
Robesonia (L. Val.)	19,905		19,905
Lebanon do.	46,308		46,308
			518,787
Supply in 1862			433,351
Increase in 1863			85,436

In 1861 the supply delivered to the above places was only 350,861, showing an increase of 167,926 tons in two years.

Quantity sent to Philadelphia.

The following is the quantity of Coal sent to Philadelphia, in the following years. The quantity under the head of Canal embraces the tonnage to Philadelphia and South of Philadelphia:

Years.	Railroad.	Canal.	Total.
1855	342,311	286,087	628,398
1856	338,189	322,533	660,722
1857	320,327	387,479	707,806
1858	278,088	480,383	758,471
1859	286,791	512,670	799,461
1860	305,919	495,084	800,903
1861	273,473	473,965	747,438
1862	316,631	290,583	607,214
1863	388,352	237,563	625,915

According to these statements there is more Coal consumed on the line of the Philadelphia and Reading Railroad and Schuylkill Canal, than there has been delivered in Philadelphia by these avenues, for consumption.

The shipments from Port Richmond were as follows, since 1854:

Years.	Tons.
1855 (largest shipment made)	1,576,596
1856	1,421,313
1857	1,076,187
1858	1,029,005
1859	1,004,540
1860	1,186,477
1861	909,112
1862	1,325,400
1863	2,128,154
Increase in 1863	813,754

The quantity sent by Canal to New York and vicinity, was as follows since 1854:

Years.	Tons.
1855	631,700
1856	655,782
1857	689,711
1858	638,682
1859	684,178
1860	637,587
1861	551,932
1862	562,677
1863	525,145

The loss and gain for 1862 and 1863 at the various points, may be summed up as follows:

	1862 Loss.	1862 Gain.	1863 Loss.	1863 Gain.
On the line		118,586		125,673
At Philadelphia	140,224			18,701
Trade at Richmond		416,288		812,751
East. trade by Canal		10,745	37,532	
	140,224	[illegible]	37,532	[illegible]

Making the gain at the above named points in 1863, 920,596 tons against 287,415 tons in 1862.

The Locust Mountain Coal and Iron Company has declared a dividend of $1 a share.

Lehigh Coal Trade for 1863.

The following is the quantity of Coal sent to market from the Lehigh Region in 1863, by Railroad and Canal:

Collieries.	By R. R.	By Canal.	Total.
Lehigh Coal & Nav. Co.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Coleraine (W T Carter & Co)	[illegible]	[illegible]	[illegible]
German Penna. Co.	[illegible]	[illegible]	[illegible]
Jeddo (G B Markle & Co.)	[illegible]	37,674	159,716
Harleigh (Gillman & McKean)	[illegible]	[illegible]	[illegible]
Buck Mountain Coal Co.	[illegible]	[illegible]	[illegible]
Milnesville (John Fields)	[illegible]	[illegible]	[illegible]
Lehigh & Mahanoy R. R.	9,690		9,690
Other Shippers	28,409		28,409
Pea & Dust (D Massey and others)			4,478
Total,	[illegible]	[illegible]	1,894,713
In 1862,	[illegible]	[illegible]	[illegible]
Increase in 1863	[illegible]	[illegible]	615,912

The following is the distribution of Coal on the Lehigh Valley Railroad for the year ending Nov. 30, 1862 and 1863:

Destination.	1862. Tons.	1863. Tons.
To Lehighton,	333	987
" Parryville,	14,348	17,591
" Lehigh Gap,	142	901
" Slatington,	987	926
" Rockdale,	143	117
" Laury's,	100	176
" Whitehall,	359	311
" Coplay,	2,960	2,824
" Ironton Railroad,		
" Lehigh Val. Iron Works,	20,099	33,649
" Hokendauqua,	57,109	74,986
" Catasauqua,	48,799	67,487
" Catasauqua & Foglesville Railroad,	2,257	1,833
" Allentown Iron Works,	43,851	53,520
" East Penna. Railroad,	6,677	9,526
" Bethlehem,	13,565	17,192
" Freemansburgh,	242	572
" Lime Ridge,	575	159
" Glendon Iron Works,	4,044	28,893
" Easton,	8,182	9,521
" Delaware Canal,	29,605	13,894
" Morris Canal,	43,296	48,884
" Phillipsburg,	5,797	6,007
" Cooper Iron Works,	19,556	17,188
" North Penna. Railroad,	103,947	113,680
" Central R. R. of N. Jersey	306,624	473,773
" Bel. & Del. Railroad,	125,503	137,061
" Lehigh Valley Railroad,	12,349	16,640
" Allentown Rolling Mill,		21,434
" Bethlehem Rolling Mill,		15,209
Total,	882,574	1,195,155
		882,574
Increase in 1863,		312,581

Consumed on the Line in 1863.

The following is the quantity of Coal consumed on the line between Mauch Chunk and Bristol:

	Tons.
Lehigh Valley Railroad,	447,121
Lehigh Canal,	114,164
Delaware Canal,	24,420
Total in 1863,	585,705

The Lehigh Valley Railroad Company have in use 29 Locomotives, 703 8 wheel Coal cars, 874 4 wheel Coal cars, and 77 flat cars. They propose adding during 1863, 3 first class Locomotives, 1000 4 wheel Coal cars, and fifty flat cars. The grading for the second track is nearly completed on the whole line, and the rails laid except for the distance of about 10 miles.

Mahanoy Coal Trade for 1863.

	Tons.
George S. Repplier,	144,457
George C. Potts & Co.,	132,102
Bast & Pearson,	120,076
J. & W. F. Donaldson,	83,174
Robert Gorrell & Co.,	65,453
Bancroft, Lewis & Co.,	62,572
Conrad & Heaton,	61,936
Connor & Patterson,	53,367
Starr & Lanigan,	52,875
Wiggan & Triebles,	49,971
Hammett, Van Dusen & Lockman,	49,660
J. & E. S. Silliman,	26,935
H. L. Cake,	26,391
Tyson & Kendrick,	24,656
J. M. Freck & Co.,	19,278
Hill & Harris,	12,240
John Jones,	10,538
J. & O. O. Bowman, Lehigh & Mahanoy	6,259
A. Lawton & Co.,	5,620
F. J. Anspach & Co.,	5,342
Pliny Fisk,	5,196
W. J. Moodie,	2,336
C. Garretson,	2,173
Thomas Gorman,	844
John Anderson & Co.,	85
Schoener & Carter,	45
Frank Carter,	35
Sent by Mahanoy and Lehigh road,	1,025,613
Sent in 1862,	577,893
Increase in 1863,	447,720

Del. & Lackawanna & Western Railroad.

The following shows the sources from whence derived, and also the distribution, of the Coal transported over this road in 1863:

	Tons.
Received from the mines	1,240,143
An increase over 1862 of	146,908
Of this was mined by the Company	605,192
Purchased from other Companies	634,951
Total	1,240,143
Distribution as follows:	
Sold at the mines	16,508
Scranton and line of Northern Division D. L. & W. R. R.	46,452
Binghamton and Chenango Canal	72,400
Syracuse and from shipment	150,665
Ithaca and from shipment	43,003
Line of Erie Railway and connecting roads	17,156
Elizabethport	667,656
On line of Central R. R. of N. J.	19,979
Washington & Morris Canal	181,475
Southern division of D. & L. & W. Railroad	24,987
Total	1,240,144

Morris Canal Coal Trade.

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

	LEHIGH COAL FROM				
Year.	Canal. Tons.	R. Road Tons.	Total Tons.	Scran'n Coal. Tons.	Total. Tons.
1845	12,567		12,567		12,567
1846	41,142		41,142		41,142
1847	61,951		61,951		61,951
1848	82,159		82,159		82,159
1849	103,482		103,482		103,482
1850	98,100		98,100		98,100
1851	137,237		137,237		137,237
1852	180,189		180,189		180,189
1853	222,582		222,582		222,582
1854	267,864		267,864		267,864
1855	290,730		290,730		290,730
1856	284,828	808	285,636	17,764	303,400
1857	227,652	13,047	240,699	43,599	284,298
1858	281,949	5,350	287,299	55,426	342,725
1859	255,405	5,780	261,185	89,146	350,331
1860	276,947		276,947	127,517	404,464
1861	272,616	1,401	274,017	140,922	414,939
1862	106,431	45,738	152,169	172,128	324,297
1863	208,397	48,234	256,631	145,815	402,446
	3,412,228	120,358	3,532,686	792,317	4,324,903

Delaware & Hudson Canal Company.

Statement of the amount of Coal mined and forwarded over the Railroad of the Company for the year ending Dec. 10th, 1863, with the source from whence received:

	Tons.
From the mines of the Company at Carbondale	333,209
" " " at Providence	122,488
" " E. J. Kennedy, (Bronson) at Carbondale,	24,923
" " Winton Coal Co., (Gibson) at Rushdale	41,048
" " Eaton Co., at Archbald	105,641
" " John Jermyn (Bird's eye) at Archbald	48,556
" " E. Jones & Co. at Olyphant	106,111
" " Richmond & Co at Dickson	46,631
Total	827,558

Boston Coal Trade.

The following are the imports of Foreign and Domestic Coal received at the port of Boston for the last ten years:

From	Foreign, tons.	Domest., tons.
Great Britain,	28,141	
Provinces,	152,304	
Philadelphia,		330,309
Alexandria,		644
Baltimore,		71,998
Other places,		177,970
Total 1863,	180,445	580,921
1862,	157,285	477,580
1861,	130,687	508,815
1860,	188,895	584,408
1859,	110,210	570,325
1858,	88,531	417,333
1857,	98,063	371,926
1856,	64,354	411,093
1855,	86,244	387,239
1854,	77,800	373,601

Coal Trade of Elizabethport.

ELIZABETHPORT, N. J., Jan. 19, 1864.

MESSRS. EDITORS—Dear Sirs:—In accordance with your request I herewith hand you the annual statistics of the Elizabethport Coal Trade.

	1862. Tons.	1863. Tons.	Inc.	Dec.
L. Audenried & Co.	80,936	61,066		19,880
E. A. Packer & Co.	71,986	84,947	12,961	
Samuel Bonnell, Jr.	42,116	113,163	70,967	
A. Pardee & Co.	[illegible]	[illegible]	[illegible]	
Randolph Bros.	[illegible]	[illegible]	[illegible]	
Hammett & Co.	[illegible]	[illegible]	[illegible]	
A. T. Stout & Co.	[illegible]	19,165	17,575	
Riverside Coal Co.	[illegible]	[illegible]		1,472
Total Lehigh	[illegible]	[illegible]	[illegible]	
Total Scranton	[illegible]	[illegible]	[illegible]	

[illegible] Coal Trade.

The following is the quantity of Coal received at this port in the following years:

	Tons.
1862,	[illegible]
1863,	[illegible]

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the Anthracite Coal sent to Market from the different Regions in Pennsylvania, from the commencement of the Trade, in 1820, to 1863, inclusive, to which is appended the Semi-Anthracite Trade, the Cumberland Bituminous Trade, the Importations of Foreign Coal, and the Exportation of Domestic Coal:

HARD ANTHRACITES.

Years.	Schuylkill: Canal.	Schuylkill: R. Road.	Schuylkill: Total.	Pine Grove.	Little Schuyl.	Sold on Line of Schuyl.	Lehigh: Canal.	Lehigh: Railroad.	Lehigh: Total.
1820							365		365
1821							1,073		1,073
1822	1,480		1,480				2,240		2,240
1823	1,128		1,128				5,823		5,823
1824	1,567		1,567				9,541		9,541
1825	6,500		6,500				28,393		28,393
1826	16,767		16,767				31,280		31,280
1827	31,360		31,360				32,074		32,074
1828	47,284		47,284			3,154	30,232		30,232
1829	79,973		79,973			3,832	25,110		25,110
	186,059		186,059			7,486	166,131		166,131
1830	89,984		89,984			5,321	41,750		41,750
1831	81,854		81,854			6,150	40,966		40,966
1832	[illegible]		209,271		14,000	10,048	70,000		70,000
1833	[illegible]		252,971		40,000	18,420	123,000		123,000
1834	226,692		226,692		34,000	19,429	106,244		106,244
1835	339,508		339,508		41,000	18,571	131,250		131,250
1836	432,045		432,045		35,000	17,803	148,211		148,211
1837	523,152		523,152	17,000	31,000	21,749	223,902		223,902
1838	433,875		433,875	13,000	18,000	28,775	213,615		213,615
1839	442,608		442,608	20,539	9,000	30,390	221,025		221,025
	3,031,960		3,031,960	50,539	217,000	171,738	1,319,963		1,319,963
1840	452,291		452,291	28,860	20,000	26,924	225,318		225,318
1841	[illegible]	850	[illegible]	17,653	40,000	41,223	143,037		143,037
1842	491,602	49,902	541,504	22,381	87,000	40,584	272,546		272,546
1843	447,058	230,254	677,312	22,905	81,000	34,619	267,793		267,793
1844	398,887	441,491	840,378	34,916	57,000	60,000	377,002		377,002
1845	263,587	820,237	1,083,796	47,928	74,000	90,000	429,453		429,453
1846	3,440	1,233,142	1,236,582	56,920	91,000	155,460	517,116		517,116
1847	222,693	1,360,681	1,583,374	67,457	106,401	226,610	633,507		633,507
1848	436,602	1,216,233	1,652,835	61,880	162,620	252,837	670,821		670,821
1849	[illegible]	[illegible]	1,605,126	78,399	174,758	239,290	781,656		781,656
	[illegible]	[illegible]	[illegible]	445,855	798,788	1,160,547	4,317,749		4,317,749
1850	[illegible]	[illegible]	1,712,007	70,919	211,960	207,803	690,456		690,456
1851	[illegible]	[illegible]	[illegible]	none.	310,807	312,867	964,224		964,224
1852	[illegible]	[illegible]	2,450,950	66,549	325,099	322,211	1,072,136		1,072,136
1853	[illegible]	[illegible]	2,470,948	80,889	380,295	294,078	1,054,309		1,054,309
1854	907,354	[illegible]	2,895,208	91,462	444,194	444,160	1,207,186		1,207,186
1855	1,105,263	[illegible]	3,318,555	112,218	426,208	471,861	1,275,050	9,063	1,284,113
1856	1,169,453	[illegible]	[illegible]	157,152	454,515	520,400	1,186,230	165,740	1,351,970
1857	1,275,988	[illegible]	3,265,341	145,012	346,877	511,977	900,314	418,235	1,318,541
1858	1,383,804	[illegible]	[illegible]	137,876	368,951	441,166	909,000	471,030	1,380,030
1859	[illegible]	[illegible]	[illegible]	136,962	366,343	554,774	1,050,650	577,652	1,628,311
	[illegible]	[illegible]	[illegible]	986,860	3,658,719	4,181,156	10,309,664	1,641,720	11,951,286
1860	[illegible]	[illegible]	3,270,516	152,957	323,136	606,877	1,091,032	730,642	1,821,674
1861	1,102,570	[illegible]	2,697,650	167,257	171,432	485,320	994,705	745,672	1,738,377
1862	[illegible]	[illegible]	[illegible]	158,030	249,451	545,916	896,227	882,573	1,351,054
1863	[illegible]	[illegible]	[illegible]	212,794	285,793	871,589	698,558	1,195,155	1,894,713
	41,119,911	[illegible]	[illegible]	3,200,085	5,790,914	7,791,516	19,298,929	5,183,762	24,560,947

Years.	Wyoming: By Le'h R R.	Wyoming: Del. & Hud. Coal Co.	Wyoming: Penna. Coal Co.	Wyoming: By Canals.	Wyoming: G. West'n Railroad.	Wyoming: L. & B. R. R.	Wyoming: Total.	Shamokin.	Aggregate.	Annual Increase.
1820									365	
1821									1,073	708
1822									3,720	2,647
1823									6,951	3,231
1824									11,108	4,157
1825									34,893	23,785
1826									48,047	13,154
1827									63,434	15,387
1828									77,516	14,082
1829		7,000					7,000		112,083	34,567
		7,000					7,000		359,190	
1830		43,000					43,000		174,734	62,651
1831		54,000					54,000		176,820	2,086
1832		84,600					84,600		363,871	187,051
1833		111,777					111,777		487,748	123,877
1834		43,700					43,700		376,636	d111,112
1835		90,000					90,000		560,758	184,122
1836		103,861					103,861		684,117	123,359
1837		115,387					115,387		879,444	195,327
1838		78,207					78,207		738,697	140,747
1839		122,300					122,300	11,930	818,402	79,805
		846,832					840,832	11,930	5,261,197	
1840		148,470					148,470	15,505	864,384	45,982
1841		192,270					192,270	21,463	959,973	95,589
1842		205,253		47,346			252,599	10,000	1,108,418	148,445
1843		227,605		58,000			285,605	10,000	1,263,598	155,180
1844		251,005		114,906			365,911	13,087	1,630,850	367,252
1845		273,435		178,401			451,836	10,000	2,013,013	382,163
1846	5,886	320,000		192,503			518,389	12,572	2,344,005	330,992
1847	10,406	388,203		184,458			583,067	14,904	2,882,309	538,304
1848	10,425	437,500		237,271			685,196	19,356	3,089,238	206,929
1849	19,500	454,240		259,080			732,910	19,650	3,217,041	128,403
	46,367	2,897,881		1,371,905			4,216,253	146,597	19,873,429	
1850	32,156	441,403	111,014	243,250			827,823	19,921	3,321,136	103,495
1851	25,072	479,078	316,017	336,000			1,156,167	24,899	4,329,530	1,008,394
1852	41,890	497,105	426,164	319,841			1,284,500	25,846	4,899,975	570,415
1853	26,235	494,327	512,659	442,511			1,475,732	15,500	5,097,144	197,169
1854	39,232	440,944	496,648	493,689	133,965		1,603,478	63,500	5,831,834	734,690
1855	50,209	565,460	504,803	464,039	187,000		1,771,511	116,117	6,486,097	654,263
1856	44,270	499,650	612,500	510,631	305,530		1,972,581	137,406	6,751,542	265,445
1857	37,959	480,690	536,008	407,914	490,023		1,952,603	155,806	6,431,378	d320,164
1858	60,644	348,789	630,056	346,480	683,411	210,042	2,186,094	135,893	6,521,838	93,460
1859	71,309	591,000	688,854	453,548	829,435	223,606	2,731,236	180,758	7,517,516	1,092,678
	438,066	4,838,455	4,834,723	4,018,353	2,629,304	433,848	16,901,725	875,641	57,190,990	
1860	100,277	499,568	701,528	435,300	1,060,227		2,856,896	210,108	8,059,017	511,501
1861	111,073	726,644	629,657	316,765	1,104,310		2,918,456	241,451	7,484,672	d574,345
1862	26,728	687,064	601,091	559,240	1,094,315		3,130,887	241,642	7,640,905	158,233
1863		828,150	662,904	662,721	1,223,165		3,760,874	274,936	9,420,135	1,779,230
	722,506	11,281,69[illegible]	7,429,807	7,362,296	7,131,390		34,604,425	2,002,245	114,789,535	

SEMI-ANTHRACITE AND BITUMINOUS.

Years.	Lykens Valley.	Short Mountain.	Dauph'n County.	Trevorton.	Broad Top.	Cumberland.	Import of Foreign Coals.	Aggregate.	Increase and Decrease.	Aggregate of all kinds.	Total Increase and Decrease.	Exportation Domestic Coal.
1820										365		
1821							22,122	22,122	22,122	23,195	22,830	
1822							34,523	34,523	12,401	38,243	15,052	
1823							30,433	30,433	d4,090	37,384	d860	
1824							7,228	7,228	[illegible]	18,336	[illegible]	
1825							25,645	25,645	18,417	60,538	42,205	
1826							35,665	35,665	10,020	83,712	23,174	
1827							40,257	40,257	4,592	103,691	19,979	
1828							32,302	32,302	d7,955	109,818	6,127	
1829							45,393	45,393	13,091	157,476	47,658	
							273,568	273,568		636,903		
1830							58,136	58,136	12,743	232,870	75,394	
1831							36,509	36,509	d21,627	213,329	d19,541	
1832							72,978	72,978	36,469	436,849	223,520	
1833							92,432	92,432	19,454	580,180	143,331	
1834							71,626	71,626	d20,806	448,262	d131,918	
1835							49,969	49,969	d21,657	610,727	162,465	
1836							108,432	108,432	58,463	792,549	181,822	
1837							153,450	153,450	45,028	1,032,894	240,345	
1838							129,083	129,083	d24,367	867,780	d165,114	
1839							181,551	181,551	52,468	999,953	132,173	
							954,166	954,166		6,015,443		
1840							162,867	162,867	d18,684	1,027,251	27,298	
1841							155,394	155,394	d7,473	1,115,367	88,116	
1842						1,708	141,521	143,227	d12,167	1,251,645	136,278	
1843						10,082	41,163	51,245	d91,982	1,314,843	63,198	
1844						14,890	87,073	101,963	50,718	1,732,813	417,970	
1845						24,653	85,776	110,429	8,466	2,123,443	390,630	
1846						29,795	156,853	176,648	66,219	2,520,653	397,210	
1847						52,940	148,021	200,961	24,313	3,088,170	567,517	
1848						79,571	196,168	275,739	74,778	3,364,977	276,807	9,309
1849	25,325					142,449	198,213	365,987	90,248	3,583,628	218,651	9,661
	25,325					356,008	1,373,049	1,744,460		21,100,575		85,189
1850	37,763					196,848	180,439	415,050	50,063	3,736,186	152,558	38,741
1851	54,200		20,000			257,679	214,774	546,653	131,603	4,876,183	1,139,997	37,727
1852	59,857		33,639			334,178	183,015	610,689	64,036	5,510,664	644,481	45,396
1853	69,007		29,000			533,980	231,508	862,495	251,806	5,959,639	448,975	79,510
1854	57,500	50,000	63,000			639,681	252,865	1,071,664	209,169	6,903,498	943,859	93,884
1855	66,721	50,500	1,000			662,272	287,408	1,069,933	d1,731	7,556,030	652,532	110,586
1856	61,187	41,739		73,112	42,000	706,450	173,055	1,107,417	37,484	7,858,959	302,929	186,594
1857	65,201	50,538		110,711	78,813	582,486	238,192	1,161,746	54,329	7,593,118	d265,841	130,355
1858	72,398	55,447		106,686	105,478	649,650	259,885	1,249,550	87,804	7,774,388	181,270	118,304
1859	67,564	71,148		124,290	130,595	726,354	281,208	1,372,271	122,721	8,889,787	1,115,399	151,492
	611,898	325,372	146,639	414,799	356,886	5,809,584	2,302,349	9,467,468		66,160,401		942,529
1860	78,208	100,652		90,148	186,903	788,909	240,697	1,485,517	113,246	9,544,534	654,747	187,059
1861	81,000	91,880		49,477	272,625	836,930	533,115	1,359,292	126,225	8,843,964	d700,570	153,171
1862	82,002	95,119		69,223	333,606	239,804	545,433	1,359,716	424	9,000,621	158,657	216,453
1863	77,608	63,674		62,200	305,678	657,050	1,000,775	2,166,985	807,269	11,287,120	2,586,499	
	955,541	670,197		679,847	1,455,698	7,868,283	7,223,152	18,811,172		132,597,561		

BROAD TOP SEMI-BITUMINOUS COAL TRADE.

Statement exhibiting the amount of Coal mined and sent to Market in 1863, from the Collieries in the Broad Top Semi-Bituminous Coal Region, with present facilities and estimated capacity for 1864:

Name of Colliery.	Name of Proprietor.	Name of Operator.	Tons net, sent to Market in 1863.	Gangways, feet.	Headings & other parts, Feet.	Outside of Mines, Feet.	Total: Miles.	Total: Feet.	Length of Railroad Sidings, Feet.	Number of Miners at work.	Number of other workmen.	Number of Miners' Houses at Collieries.	Capacity with Boarders, Men.	Total population, all persons.	No. of galleries or rooms in working order.	Average capacity in tons per day.	Average No. days worked by Miners in year.	Estimated Value of Colliery Improvements & Fixtures.
Prospect,	H. & B. T. R. R. Co.,	H. & B. T. R. R. Co.	8,556	4,540	5,000	961	1	5211	800	16		6	25	30	8	30	264	$8,000
Crawford,	do do	do do	11,774	2,200	3,000	600		520	762	25	7	11	40	60	17	90	242	10,000
Powelton Collieries,	R. H. Powel,	R. H. Powel,	63,704	11,978	23,840	3,960	7	4718	3,810	70	25	67	200	700	90	450	240	60,000
Barnet,	Orbison, Dorris & Co.,	do do	31,413	6,450	14,450	1,065	4	675	2,248	50	7	24	60	200	40	200	264	15,000
Dudley Slope,	Wood & Bacon,	R. B. Wigton,	34,392	2,950	9,400	335	2	3125	965	55	16	16	48	200	44	250	204	20,000
Blair,	David Blair,	Blair & Port,	9,156	4,040	4,440	400	1	3490	782	22	5	10	45	50	17	90	204	10,000
Union,	Cummings & Hartman,	Reakirt, Bro. & Co.,	4,882	1,000	2,016	474		3490	504			14	40	40	10	50	216	8,000
Mooredale, No. 2,	Semi-Anthracite Co.,	P. Ammerman,	9,651	2,454	3,460	600	1	1234	779	25	6	27	108	120	16	80	240	10,000
" " 1,	do do	Dunn & Lawrence,	6,996	2,150	2,900	786	1	531	672	18	2	15	50	75	16	80	216	10,000
Broad Top,	Jesse Cook,	George Mears, Agt.,	18,350	1,592	9,900	283	2	1320	612	80	7	16	70	170	54	260	216	12,000
Cook (City),	B. T. Imp'nt Co.,	Blair & Port,	14,099	1,721	11,600	678	2	3439	858	45	7	24	96	100	35	170	242	12,000
Lancaster,	Lancaster Coal Co.,	Baker & Van Devander,	12,749	1,681	4,280	830	1	1512	1,463	43	10	22	44	110	25	125	240	10,000
Brewster,	A. P. Wilson,	William Brewster,	1,478	500		736		1236	1,100	20	4	8	40	37	9	50	216	8,000
Duvall,	H. & B. T. R. R. Co.,	H. & B. T. R. R. Co.,	6,022	1,295	1,023	382		2700	1,431	10	2	6	50	22	6	50	240	8,000
Canard,	R. B. Wigton,	R. B. Wigton,	9,005	1,100	1,850	368		3318	770	40	10	17	85	90	21	120	240	10,600
Bedford,	Reed, Wilson & Co.,	Dunn & Lawrence,	6,988	925	1,600	200		2725	804	20	2	12	60	48	16	100	240	8,000
North Point,	Rommel & North,	Maguire & Glven,	4,252	450	850	500		1800	779	8		13	52	80	2	10	252	6,000
Edge Hill,	Rathmell Wilson,	Noble, Caldwell & Co.,	41,571	1,500	9,850	617	2	1402	1,080	100	16	26	130	280	62	350	216	20,000
Delaware,	do do	do do	1,503	364	670	790		1824	910	16	2				7	100	240	8,000
Falton,	John Rommel, Jr.,	John Rommel, Jr.,	8,581	875	1,400	650		2925	910	23	4	14	56	51	13	120	240	10,000
Hopewell,	Hopewell Coal & Iron Co.,	Richard Langdon,	490	1,100	500	1,320		2920	1,475			11			13	30		7,000
Totals for 1863,			306,678	50,966	112,029	16,620	33	4275	23,397	681	132	359	1299	2463	521	2805	233	270,000
" " 1862,			334,135	41,936	43,750	14,061	19	27	22,865	845	188	295	1127	3114	417	2755	260	222,100
Increase and decrease,			28,457	8,930	68,279	1,059	14	5248	532	164	56	64	172	551	104	50		47,900

The Collieries were worked only nine months during the year. The raid into Pennsylvania checked transportation for one month, and a miners' strike lasting about two months, which also suspended shipments for that period.

JOHN FULTON, President and Mining Engineer H. & B. T. R. R. & C. Co.

Little Schuylkill Coal Trade for 1863.

The Coal from this Region was sent by the following Operators in 1863:

FROM TAMAQUA.	Tons.
C. F. Schoener,	65,667
John B. Cole,	59,837
Samuel Ratcliffe,	20,014
Moss, Wood & Co.,	25,246
John Ralston,	16,609
John Ormrod,	7,825
George Brown,	4,829
James Codrington,	608
	200,634
FROM MAHANOY.	
Starr & Lanigan,	27,627
J. & E. S. Silliman,	20,244
H. L. Cake,	13,220
Hill & Harris,	10,937
Thomas Gorman,	844
	273,508
From McCauly Mt.,	5,078
" Lehigh Region,	45,769
" Lackawanna,	61,434
Total tons in 1863,	385,789
" " 1862,	249,451
Increase in 1863,	136,338

Lorberry Creek Coal Trade.

The following is the quantity of Coal sent to market from the Lorberry Region in 1863:

	Tons.
Kitzmiller, Graeff & Co.,	132,862
Wheeler, Miller & Co.,	34,435
	167,297
In 1862,	159,982
Increase in 1863,	7,315

Belvidere & Dela. R. R. Coal Tonnage.

The following is the quantity of Coal transported over this Road, received from the Lehigh Region:

	Tons.
In 1863,	130,494
" 1862,	129,452
" 1861,	145,907
" 1860,	146,308
" 1859,	135,205
" 1858,	99,090
" 1857,	123,948

East Penna. Railroad Coal Trade.

The Coal Trade of the East Pennsylvania Railroad from the Lehigh Region, was,

	Tons.
In 1863,	[illegible]
" 1862,	10,623
" 1861,	[illegible]
" 1860,	3,336

[FOR THE MINERS' JOURNAL.]

MESSRS. EDITORS:—Having sojourned for a short time in the Coal Region, and in taking a view of the different Anthracite Coal Basins, I was favorably impressed with that part at and about the Locust Gap in the Mahanoy and Shamokin Coal Basins, it being the most central point to supply the north and south as well as the east and west, and is at or near the summit, or dividing grounds, where the waters run to the east into the Mahanoy Creek, and west into the Shamokin Creek, giving a down grade both ways with the exception of about 2 miles, which is a grade of only 24 feet to the mile. The Mine Hill and Schuylkill Haven Railroad runs into the Locust Gap and connects with the Locust Gap Railroad, which connects with the Shamokin Valley and Pottsville, or now a branch of the Northern Central Railroad, running direct to Baltimore via. Harrisburg, and also connects with the Philadelphia and Erie Railroad at Sunbury.

When the Philadelphia and Erie road is finished, there will be a direct chain of rail to Baltimore, Erie and Buffalo, via. Williamsport and Elmira. The Quakake Railroad is now being made to connect with the Shamokin Valley and Pottsville at Mount Carmel about 2 miles east of Locust Gap, making a direct rail to New York City; thus making the Locust Gap a point where the above railroads diverge in almost every direction.—The Locust Gap Improvement Company is situated on the east side of the Locust Gap; owns about 2000 acres and some of the best coal lands in the State, and has, under the efficient management of its enterprising President, A. S. Wolf, Esq., proved one of the most successful Coal Companies in the region. This Company is entirely free from debt, and have the following improvements: One large coal breaker, capable of preparing 100,000 tons of coal per year, known as the Locust Gap Colliery until recently, worked by Haas and Bowen; and one other extensive breaker nearly completed, which is being erected by the well known firm of Jos. Walton & Co., of Philadelphia, with a view of doing a very large business, and are preparing to be in full operation for the early Spring trade. They have, in honor of the President of the Company, named their works the Abm. S. Wolf Colliery. This Company likewise owns the Locust Gap Railroad, a good steam saw mill, and quite a number of miners' houses, and many more under contract and now being built. I understand it is the intention of the Company shortly, to put up one or two additional large collieries. This promises to be one of the most profitable Coal Companies in the region. Through the attention of the agent and general superintendent, Wm. H. Marshall, Esq., who has been such since its organization, I was shown the different workings in the veins, which are equal, if not superior to any in the Anthracite Coal Region. The vein now being worked for the Locust Gap Colliery, will average 20 feet of coal with a breast of 270 feet above water level. That part leased to Jos. Walton & Co., and which will be known as the Abm. S. Wolf Colliery, is cut by a tunnel, and has both north and south dips, and is from 20 to 36 feet thick. Quite a large amount of the coal is above water level. I am informed that it is the intention of the Company to sink two slopes, one for each of the above improvements, so as to be prepared to do a very extensive business as early as the demand of the country will warrant it.

Directly opposite, or on the west side of the Locust Gap, the Locust Summit Improvement Company's works are located, of which Jesse S. Hess, Esq., is the President, and is also under the superintendence of Wm. H. Marshall, Esq. This Company bears a good reputation; is well managed, and is now leased by Messrs. Parvin & Cook, of Philadelphia, having one large breaker erected and one other nearly completed. Are also sinking a slope, evidently preparing for an early trade.

Respectfully,

A VISITOR TO THE COAL REGION.

IMPROVEMENTS FOR 1864.

As far as we can learn, the following improvements are progressing in the Coal Region:

In the first or Southern portion of the Coal field there are not many collieries preparing, and these are principally in the Eastern and Western ends of the Basin.

MR. J. B. COLE is sinking a new lift at his colliery at Reevesdale.

At Tuscarora MR. WILLIAM DOVEY is sinking a new shaft, and is making preparations for a very extensive colliery establishment. At present he is taking some Coal out of the old Sillyman drift.

MR. J. H. BRACKEN is also sinking a new shaft on the saddle of the Mammoth White Ash Vein near his present shaft.

MESSRS. BEDDELL & ROBERTSON are also sinking a slope on the Peach Mountain Vein on the Eagle Hill property.

MR. W. G. HEILNER is also sinking a new lift at his present colliery.

THE BELMONT COAL MINING COMPANY are also making explorations on their property. Their Mining Superintendent, MR. JOHN W. DAVIS, has discovered an anticlinal on the tract, by which they can reach good Coal at a moderate depth by sinking. This is important for the Company.

THE POTTSVILLE MINING & MANUFACTURING COMPANY, of which MR. JONES is President, are also making preparations to sink the shaft which was commenced a few years ago near Port Carbon, and abandoned after sinking to a considerable depth, owing to the depressed state of the Coal trade.

MR. HENRY SAYLOR is sinking a slope at his colliery on the Mount Carbon Railroad.

MR. HENRY HEIL is sinking a new lift at his old slope, and is also opening a new colliery on property owned by the Messrs. Roberts, Beeman, and others.

MR. WILLIAM SCHWENK has opened a colliery near Tremont above water level, and has already shipped some Coal from it.

MR. OSTERMAN is also driving two drifts on the Sharp Mountain, near Tremont, and expects to ship Coal this season.

MESSRS. GREENAWALT & GEORGE are opening a drift on the Red Mountain.

MR. MARTIN ZERBE has taken C. M. [illegible] old colliery near Swatara, and is now working it.

THE LORBERRY COAL COMPANY are opening an extensive colliery on [illegible] Creek. MR. GILLIARD DOCK is the [illegible] for this Company.

MESSRS. GEORGE & JOHN ECKERT are opening a new colliery a few miles west of Donaldson, on land of ECKERT and others. They are erecting a Breaker, and expect to have the colliery ready by Spring. The Reading Railroad Company are extending the Swatara Railroad to this colliery, about two miles west of Donaldson.

THE BEAR VALLEY COAL COMPANY are opening an extensive colliery on the Bear Valley Lands in Bear Valley, about seven miles [illegible] of the Eckert Colliery. We understand it is the intention of the Reading Railroad Company to extend the Swatara Railroad to this colliery also, a distance of about [illegible] from the Eckert Colliery.

MESSRS. TAYLOR & JONES of Mine[illegible] have taken the old Atwood Colliery, and have already commenced sending Coal to market.

MR. JAMES MCKEOWN has also opened a colliery on the Mountain Branch of the Mine Hill Railroad and has commenced sending Coal to market.

Ashland and Mahanoy Basin.

In this portion of the Coal Region the improvements progressing are very extensive, and the trade will be considerably increased in 1864. All the new collieries reported last year have been in operation to some extent, and the following are in progress in the upper or Eastern end of the Basin.

Mr. L. P. Brooke, Agt., is opening a colliery near Mahanoy City.

Messrs. Focht & Alter are opening a colliery.

Messrs. Alfred Lawton & Co. have opened a new colliery, from which some Coal was shipped the latter portion of the year.

Mr. Wm. F. Patterson is also opening a new colliery.

Mr. Z. P. Pott is also opening a new colliery.

Mr. Thomas Gorman has also opened a new colliery from which some Coal has been shipped.

Mr. Pliny Fisk has also opened a new colliery from which he is shipping Coal.

The McNeal Coal Co., of which Mr. Robinson is Agent, is also opening a colliery.

Messrs. P. J. Barry & Co. are also opening a new colliery.

Messrs. Focht & Althouse are also opening a new colliery at Boston Run.

Messrs. H. G. Smith & Co. are also opening a new colliery at Gilberton.

Mr. C. Garretson has also opened a colliery on the Girard lands, from which Coal has already been shipped.

Wm. H. Schaeffer & Co. have taken the old Girard Tunnel on the Girard lands.

Messrs. Dengler and Robinson are opening a colliery at Bear Ridge, on the Girard lands.

Messrs. Seitzinger & Huntzinger are opening a colliery at Lead Run in the Shamokin Valley.

Mr. F. B. Kaercher is also opening a colliery on the Girard lands.

Messrs. A. C. Miller & Co. are opening a colliery at Shanandoah City.

Messrs. R. Carter & Co. are opening a colliery below the water level, in the Big Run Valley.

John Anderson & Co. are also opening a colliery in the Big Mine Run Valley.

Messrs. F. J. Anspach & Co. have opened a colliery in the Big Mine Run Valley, from which they have shipped Coal during the latter portion of the season.

At Locust Dale Messrs. Geo. C. Potts & Co. are erecting two additional large hoisting engines, and also a large new breaker, which when completed, will increase the capacity of their colliery up to at least 200,000 tons per annum. We understand that the machinery, &c., at this colliery, is admirably arranged, reflecting great credit on the proprietors and the Mining Superintendent. This colliery produced 132,102 tons in 1863, which, with one single exception, is the largest supply ever produced from a single colliery in any one year in this County.

Locust Gap and Shamokin.

Messrs. Parvin & Cook have sunk a slope on lands of the Summit Improvement Company at Locust Gap, at the western end of the Mahanoy Basin.

Messrs. Joseph Walton & Co. are erecting a new colliery on lands of the Locust Gap Improvement Company, in the neighborhood of Messrs. Parvin & Cook's new colliery.

Messrs. S. John & Co. have leased a colliery on the lands of the Green Ridge Improvement Company, and are preparing to sink a slope.

Mr. S. Bittenbender is also opening an extensive colliery on the Big Mountain Improvement Co.'s lands and others, which will be ready for business in a short time.

The Shamokin Valley and Pottsville Railroad Company are also preparing for one or two more collieries on their own lands.

Lehigh Region.

Messrs. G. B. Markle & Co. have prepared a new colliery for this year's business.

A. Pardee & Co. are also sinking a slope or two at their old works.

Messrs. J. B. McCreary & Co. are erecting a large Cornish pumping engine at Honeybrook Colliery. The engine is 150 horse power, 44 inch cylinder with 10 feet stroke. They are also sinking a slope in what is called the Middle Basin. This Basin is said to be as extensive as the Honeybrook Basin for the production of Coal.

Wyoming Region.

From this Coal Basin we have no definite information except that several new collieries are progressing in the neighborhood of Wilkesbarre, preparatory to the completion of the Lehigh & White Haven Railroad, which will again open this avenue to market from Wilkesbarre via. the Lehigh Valley. This connection, we learn, will be made at the opening of the Spring business.

In the neighborhood of Pittston, the [illegible] Groves, and Messrs. Waterman & Beaver, Danville, are opening new collieries.

Messrs. J. Langdon & Co. of Elmira, New York, are also sinking a slope for a colliery near Plymouth.

There are doubtless, other improvements progressing in this region of which we have not heard. Last year the mines already opened in the neighborhood of Wilkesbarre were not worked to their full capacity, owing to the outlet via. the Lehigh, having been cut off, but which will be restored again the ensuing Spring.

A new Railroad, called the [illegible] Route, is also proposed leading towards New York, crossing the mountain by grade planes. New York interests have secured the control of this road, and propose connecting it with the Delaware, Lackawanna and Western Road at or near Stroudsburg.

It is evident from the improvements progressing in all the different regions, that an abundant supply of Coal can be produced at the collieries for all the wants of the market, provided there are sufficient facilities to transport it and the employees permit mining operations to progress without any stoppages at the collieries.

THE CONSCRIPTION LAW.—The constitutionality of this law was affirmed in the Supreme Court of this State on Saturday last in Philadelphia. The opinion was given on a motion to dissolve the preliminary injunction granted some time since, at the Pittsburg session of the Court, when it was differently constituted, to restrain the Provost Marshals in the city districts from taking drafted men to recruit our armies. While Judge Agnew and his associates, Strong and Reed, proved conclusively and ably, the constitutionality of the law, Judges Woodward and Thompson presented in crafty opinions, which scarcely concealed their hostility to the Government.