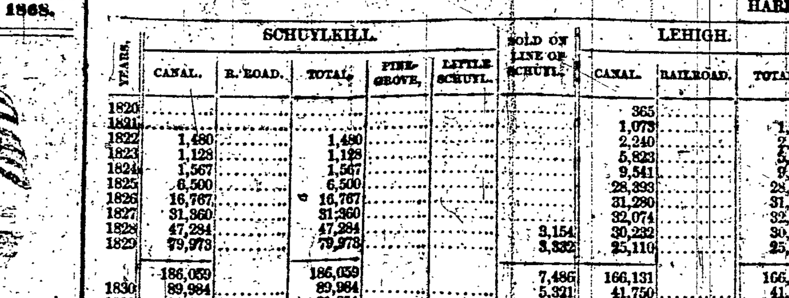
Miners' Journal.

POTTSVILLE, PA.

SATURDAY, JANUARY 25, 1868.



Be just and fear not;
Let all the ends thou aim'st at be thy country's,
Thy God's and truth's."

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 1867, inclusive, to which is appended the Semi-Anthracite and Bituminous trade moved towards the seaboard, together with 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			3,332	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			6,156	40,966		40,966
1832	209,271		209,271		14,000	10,048	70,000		70,000
1833	252,971		252,971		40,000	13,429	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	17,863	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	13,000	28,775	213,615		213,615
1839	442,608		442,608	20,639	9,000	30,390	221,025		221,025
	3,031,960		3,031,960	50,539	217,000	171,725	1,319,963		1,319,963
1840	452,291		452,291	23,860	20,000	28,924	225,318		225,318
1841	584,692	850	585,542	17,653	40,000	41,223	143,037		143,037
1842	491,602	49,902	541,504	32,381	37,000	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	58,926	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	61,530	162,626	252,837	670,321		670,321
1849	489,208	1,115,918	1,605,126	78,299	174,758	239,290	781,656		781,656
	3,790,360	6,468,708	10,358,740	445,855	793,788	1,169,547	4,317,749		4,317,749
1850	288,030	1,423,977	1,712,007	70,919	211,960	207,863	690,456		690,456
1851	579,156	1,650,270	2,229,426	none.	310,307	312,367	964,224		964,224
1852	800,038	1,650,912	2,450,950	66,543	325,099	322,211	1,072,136		1,072,136
1853	888,695	1,582,248	2,470,943	80,660	389,295	394,078	1,054,309		1,054,309
1854	907,354	1,987,854	2,895,208	91,462	444,184	444,160	1,207,186		1,207,186
1855	1,105,263	2,213,292	3,318,555	112,213	426,208	471,861	1,275,050	9,063	1,284,113
1856	1,169,453	2,088,903	3,258,356	157,152	454,515	520,499	1,186,230	165,740	1,351,970
1857	1,275,989	1,709,552	2,985,541	145,012	346,877	511,977	900,314	418,235	1,318,541
1858	1,323,804	1,542,645	2,866,449	137,376	383,931	441,166	909,000	471,030	1,380,030
1859	1,372,021	1,632,932	3,004,953	125,262	366,343	554,774	1,050,659	577,652	1,628,311
	9,709,803	17,482,585	27,192,390	986,599	3,658,719	4,181,156	10,309,564	1,641,720	11,951,286
1860	1,356,688	1,878,156	3,270,516	152,957	323,136	608,877	1,091,032	730,642	1,821,674
1861	1,183,570	1,460,832	2,697,489	167,357	171,432	435,320	994,705	743,672	1,738,377
1862	981,729	2,305,606	2,890,598	183,985	249,451	545,916	396,227	882,573	1,351,054
1863	885,842	3,065,216	3,433,265	212,794	885,788	671,589	699,558	1,195,155	1,894,713
1864	1,000,500	3,065,577	3,642,218	211,216	537,498	748,448	758,087	1,295,419	2,054,669
1865	1,022,740	3,090,814	3,735,802	157,840	585,534	746,629	888,784	1,402,277	2,040,913
1866	1,297,047	3,714,644	4,633,487	167,833	617,278	1,010,905	1,066,303	1,730,475	2,452,560
1867	1,030,235	3,446,826	4,334,820	157,817	549,097	1,107,826	1,006,604	1,948,385	2,502,054
	25,470,433	45,929,007	69,390,626	2,894,612	8,088,481	11,385,427	23,115,734	11,540,318	33,631,335

Years	Wyoming: By Lehigh R. R.	Del. & Hud. Coal Co.	Penna. Coal Co.	By Canal	D. L. & Western Railroad	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					846,832	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	10,466	388,203		284,398			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	19,590	454,240		259,080			732,910	19,650	3,217,641	128,403
	46,367	2,897,981		1,371,905			4,216,253	146,537	19,373,429	
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	319,341			1,284,500	25,846	4,899,975	570,445
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	492,689	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	256,445
1857	37,959	480,699	536,008	407,914	490,023		1,952,603	155,806	6,431,378	d320,164
1858	69,644	348,789	630,056	346,430	683,411	210,042	2,186,094	135,893	6,524,838	93,460
1859	71,399	591,000	688,854	453,548	829,435	223,806	2,731,236	180,753	7,517,516	1,092,678
	438,066	4,838,455	4,834,723	4,018,353	2,629,364	433,848	12,961,725	875,641	56,954,864	
1860	100,277	499,568	701,523	435,306	1,080,227	519,777	2,941,817	210,108	8,143,938	626,422
1861	111,073	726,644	629,657	316,765	1,104,319	648,399	3,055,140	241,451	7,621,334	d522,663
1862	26,723	637,066	601,091	559,246	1,094,315	767,661	3,145,770	241,642	7,499,555	d121,799
1863		828,150	662,904	662,721	1,223,165	964,753	3,759,610	274,936	9,427,619	1,937,064
1864	9,314	852,136	759,544	630,142	1,302,457	929,374	3,960,836	333,478	9,998,046	564,388
1865	250,694	759,575	577,494	358,463	1,007,074	674,744	3,256,658	457,162	9,490,535	d507,488
1866	344,218	1,302,894	535,385	569,401	1,519,538	1,050,313	4,736,616	557,161	12,379,490	2,909,212
1867	452,935	1,422,229	861,730	451,475	1,719,321	1,184,110	5,328,000	485,697	12,650,571	271,081
	1,779,667	15,618,545	10,158,050	9,373,927	12,679,780	7,172,979	52,116,786	4,136,743	159,154,771	

SEMI-ANTHRACITE AND BITUMINOUS.

Years	Lykens Valley	Short Mountain	Dauphin County / Summ't Coal C.	Trevorton	Broad Top	Cumberland	Import of Foreign Coal	Aggregate	Increase and Decrease	Aggregate of all kinds	Total incr'se and decr'se	Exportation Domes'c Coal	Aggregate of Bituminous mined in other portions of the United States, not included in our table	Total Consumption of Coal in the United States
1820										365				
1821							22,122	22,122	22,122	23,195	22,830			
1822							34,523	34,523	12,401	38,243	15,058			
1823							30,433	30,433	d4,090	37,384	d865			
1824							7,228	7,228	d30,156	18,336	d25,999			
1825							25,645	25,645	18,417	60,538	42,202			
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	36,496	436,849	223,520			
1833							92,432	92,432	19,454	580,180	143,381			
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	27,296			
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	25,825					142,449	198,213	365,987	90,248	3,583,628	218,651	9,681		
	25,325					358,008	1,373,049	1,744,460		21,109,575		85,189		
1850	37,763					196,848	180,439	415,050	50,063	3,736,186	152,558	38,741		
1851	54,200					257,679	214,774	546,653	131,603	4,876,183	1,139,997	37,727		
1852	59,857		20,000			334,178	183,015	610,689	64,036	5,510,664	644,481	45,336		
1853	69,007		33,639			533,980	231,508	862,495	251,806	5,959,639	448,975	79,510		
1854	57,500	50,000	29,000			659,681	252,865	1,071,664	209,169	6,903,498	943,859	93,884		
1855	66,721	50,500	63,000			662,272	287,408	1,069,933	d1,731	7,556,030	652,532	110,586		
1856	61,187	41,739	1,000	73,112	42,000	706,450	213,376	1,107,417	37,484	7,858,959	302,929	136,594		
1857	65,201	56,538		110,711	78,813	582,486	238,192	1,161,746	54,329	7,593,118	d265,841	130,355		
1858	72,308	55,447		106,686	105,478	649,656	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		
	611,398	325,372	146,639	414,799	356,886	5,309,584	2,302,349	9,467,468		66,169,401		942,529		
1860	78,208	100,652		90,148	186,903	788,909	240,697	1,485,517	113,246	9,629,455	739,668	187,059		
1861	81,000	91,380		49,477	272,625	336,930	533,115	1,359,292	d126,225	8,980,646	d648,888	153,171		
1862	82,002	95,119		68,223	333,606	239,804	545,433	1,359,716	428	9,015,504	d121,371	216,453		
1863	77,608	63,674		62,200	305,678	657,050	660,086	1,826,299	475,589	11,580,356	2,412,653	173,021		
1864	68,021	61,952	Summ't Coal C.	56,301	386,645	665,605	510,708	1,749,142	d77,157	11,747,984	487,231	175,039	9,000,000	23,300,000
1865	61,405	75,495		27,095	315,996	903,495	685,052	2,068,538	319,106	11,559,073	d188,382	132,438	8,500,000	22,800,000
1866	36,950	112,851	70,112	53,648	265,720	1,155,741	643,294	2,338,316	269,778	14,738,063	3,178,990	149,273	11,000,000	25,600,000
1867	76,106	89,288	127,642	48,118	244,412	1,149,367	521,305	2,255,738	d 82,578	14,906,309	188,503	286,758	11,000,000	25,800,000
	1,198,023	1,015,783	197,754	865,009	2,688,471	11,742,493	9,190,316	27,222,870		180,497,898				

☞ In making up this table the Coal transported over all the Rail Roads is given in full—but a large portion of the Coal is transported over two or more roads from the same regions. In our tables the Coal reported double is separated, deducted and credited to the different regions.

COAL TRADE OF THE UNITED STATES.

We present our readers this week with our usual Coal Statistics embracing the whole product of Anthracite and nearly all the Semi-Bituminous and Bituminous that is moved towards the seaboard. The whole supply of Anthracite

In 1867 was	12,650,571	Tons.
" 1866 "	12,379,490	"
Increase of Anthracite 1867	271,081	"
1867—Semi-Bituminous and Bituminous	2,255,738	"
1866—Semi-Bituminous and Bituminous	2,338,316	"
Decrease in 1867	82,578	"

Making the whole increase for the year, 188,508 tons.

The whole supply for 1867 in the United States we estimate as follows:

Supply of Anthracite sent to market (official)	12,650,571	Tons.
Semi Bituminous and Bituminous in table (official)	2,255,738	"
	14,906,309	"
Consumed in the different Anthracite Regions, (estimated)	2,000,000	"
	16,906,309	"
Bituminous mined and consumed in the United States not embraced in our tables (estimated)	8,893,691	"
Making the whole supply of Coal mined in the United States in 1867	25,800,000	"

Of the supply of anthracite mined, amounting to 14,650,571 tons, there were upwards of 5,000,000 tons, more than one-third, that did not reach the sea-board, but was consumed in the Coal Regions, sent to the interior, and on the lines of the different carrying companies. The consumption in the valley of the Schuylkill, and on the line of the Lehigh leading from Mauch Chunk to Bristol, was upwards of 2,000,000 tons, as follows:

	Tons.
On the line of the Schuylkill	1,107,826
Between Mauch Chunk and Bristol	912,325
	2,020,159

The coal trade has not been so unprofitable in this region since 1861, as it was in 1867. In this region we believe there was an average loss on the whole trade to the producers. The roundabout way to the principal market, at New York; the high charges on the Philadelphia & Reading Railroad; the difficulty of shipping coal from Philadelphia to the East for the want of vessels, when there is a demand for it—together with our inability to send coal direct to New York harbor in the winter season, except from a few collieries in the East Mahanoy Basin, will always embarrass and cripple the coal business in this County. With a new outlet leading to New York harbor direct, the trade from this County would double in a few years, and prosperity would then prevail throughout the whole County.

The other regions, with a choice of markets, have been more prosperous, although they did not realize the usual profits.

If we can prevail upon Congress to take the internal taxes off our domestic manufactures, and adjust the tariff in the interest of American, and not European interests, this winter, the markets will take a million tons increase of Anthracite in 1868, provided transportation is reduced, so as to give to labor and the producer the reduction as their profit, and thus keep prices at about last year's rates. But without protection to American industry, the business will prove as disastrous this year, as it was the last. If it pays so as to start all the collieries, their capacity will be found equal to furnish any increase that may be wanted. We append the official statement in detail:

Regions.	1866. Tons.	1867. Tons.	Incr'se. Tons.	Decr. Tons.
Schuyl. Region.				
By Reading R. R.	3,425,413	3,099,560		325,853
By Schuyl. Canal	1,297,047	1,030,235		266,812
By Mahan'y & Le'h	323,693	439,608	115,915	
From Pinegrove	21,100	27,962	6,862	
	5,067,253	4,597,365	122,777	592,665
Less Leh'h, Sham'n & Lackawanna	433,766	262,545		171,201
	4,633,487	4,334,820	122,777	421,444
	4,334,820			122,777
Decrease in 1867	298,667			298,667
Lehigh Region.				
By Lehigh V. R. R.	1,730,475	1,948,385	217,910	
By Lehigh Canal	1,066,303	1,006,604		59,699
	2,796,778	2,954,989	217,910	
Less Wyo'g Coal	344,218	452,935	108,717	
	2,452,560	2,502,054	109,193	59,699
		2,452,560	59,699	
Increase in 1867		49,494	49,494	
Wyoming Region.				
Wyo'ng Canal &	463,642	369,099		94,543
North Branch "	105,943	82,356		23,587
Penn. Coal Co.	535,385	861,730	326,345	
Scranton, North	433,570	515,637	82,067	
Do. South	1,085,456	1,203,650	118,214	
Del. & Huds'n Co	1,302,894	1,422,229	119,335	
Lack. & Bloom. S	465,180	420,310		44,870
By Lehigh	344,218	452,935		
	4,736,282	5,328,000	754,698	162,980
		4,736,282	162,980	
Increase in 1867		591,718	591,718	
Shamo'n Region.	557,161	485,697		71,464
	485,697			
Increase in 1867	71,464			71,464
Total Anthracite	12,379,490	12,650,571		
		12,379,490		
Total Inc. in 1867		271,081		
Semi-Anthracite.				
Short Mt. Coal Co	112,851	89,288		23,563
Lykens Valley Co	36,950	76,106	39,156	
Summit Branch C	70,112	127,642	57,530	
Trevorton	53,648	48,118		5,530
Broad Top	265,720	244,412		21,308
	539,281	585,566	96,686	50,401
Bituminous.				
Cumberland Coal	343,173	384,322	41,149	
Balt. & Ohio R. R.	812,563	764,545		48,018
Imported	643,294	521,305		121,989
	2,338,316	2,255,738	137,835	220,413
Add Anthracite	12,379,490	12,650,571		137,835
Total tons	14,717,806	14,906,309		82,578
		14,717,806		
Total Inc. in 1867		188,503		

*The whole quantity of Coal transported over the Philadelphia and Reading Railroad in 1867 was 3,446,826 tons. Of this quantity 347,246 tons were principally Bituminous Coal, received at Harrisburg, and a small quantity of Anthracite, reported in the tables.

†The whole coal trade of Pinegrove was 157,817 tons. The balance is reported in the Reading Railroad tonnage.

‡Of this quantity 21,170 tons were sent via Delaware and Hudson Canal.

§Of this quantity 28,435 tons was coal belonging to the Union Coal Co., and 21,170 for the Penn Coal Co.

		Tons.
The Wyoming Region furnished in '67		5,328,000
" Schuylkill " "		4,334,820
" Lehigh " "		2,502,054
" Shamokin " "		485,697
		12,650,571
To which may be added consumption in Regions		2,000,000
Total mined in 1867		14,650,571

The loss and gain in 1867 was as follows:

	Loss.	Gain.
Wyoming Region		591,718
Schuylkill	298,667	
Lehigh		49,494
Shamokin	71,464	
	370,131	641,212
		370,131
Gain of Anthracite in 1867		271,081

To show how rapidly Schuylkill County is losing her position, we give the shipments from the Schuylkill, Lehigh and Wyoming Regions for a series of years:

	Schuylkill.	Wyoming.	Lehigh.
1860	3,271,514	2,941,817	1,821,674
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,433,265	3,759,610	1,894,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	2,040,913
1866	4,633,487	4,736,616	2,452,560
1867	4,334,820	5,328,000	2,502,054

A glance at the above figures will show that in 1860, Schuylkill County sent more Coal to market than from Wyoming. In 1867 the Wyoming has increased nearly a million tons over the Schuylkill Regions, while Schuylkill County contains more Coal than the Wyoming Region.

Many of the landholders complain that they are not receiving sufficient rents to pay expenses—others are losing more than half the Coal in their lands, because the operators are forced to "rob" the collieries in order to keep them going. Other coal land is almost entirely ruined by the manner in which it is worked, and has depreciated nearly one-half in value, in consequence. A large number of collieries have been standing idle during the year, pumping water at a great expense, because the proprietors found they could do better by buying Coal from other parties than to mine Coal themselves and pay the high rates of transportation from Schuylkill County to New York. And notwithstanding this depression in the coal trade, the Reading Railroad Company, according to their report, have earned a dividend of 10 per cent., and also added to the Sinking Fund, in consequence of their high rates of transportation. The result, however, is that we do not know of a single new colliery preparing in this Region, and a number have been abandoned.

If the landholders will not take any means to relieve themselves from these difficulties, we would advise them to sell out their property as speedily as possible, if they want to realize anything like a fair value.

Coal Trade of England, Ireland and Scotland in 1866.

We give below the quantity of Coal mined in the United Kingdom in 1866, which we copy from the London Mining Journal, the most reliable mining publication in England:

	Tons.
Durham and Northumberland	25,194,550
Cumberland	1,490,451
Yorkshire	9,714,700
Derbyshire	4,750,520
Nottinghamshire	1,600,540
Leicestershire	865,560
Warwickshire	775,000
Staffordshire and Worcestershire	12,298,550
Lancashire	12,320,500
Cheshire	895,500
Shropshire	1,220,700
Gloucester and Somersetshire	1,800,700
Monmouthshire	4,445,000
South Wales	9,376,443
North Wales	2,062,000
Scotland	12,625,000
Ireland	122,760
Total produce of the United Kingdom	101,630,544

It is the immense supply of Coal and Iron scattered over the United Kingdom that gives England her supremacy in manufactures and commerce, while here in the United States we have members of Congress voting against developing our own Coal fields, in order to benefit a few speculators, who have invested in the Nova Scotia Coal fields in a foreign country. Shame on such a mockery and perversion of American legislation. Men are unfit to sit in our National Councils, who would thus betray the interests of their own country to subserve the interests of speculators, who have invested their money in a foreign country in preference to the development of their own Coal fields.

To give our readers some idea of the immensity of the Coal trade of Great Britain, we will state that the WHOLE PRODUCT, of the Schuylkill and Lehigh Coal Regions from the commencement of the trade in 1820 to 1867 inclusive, a period of 47 years, only exceeds the annual product of England, Ireland and Scotland in 1867, 1,391,417 as the following figures will show:

	Tons.
Whole product from Schuylkill since 1822	69,390,626
Whole product from Lehigh since 1820	33,631,335
Total	103,021,961
Product of United Kingdom in '67	101,630,544
Excess only	1,391,417

We append also the following statistics of the Coal fields of Europe and the United States with their productions, taken from the valuable book, entitled "Coal, Iron & Oil," which contains the latest and most authentic information on this subject:

	Area in Sq. Miles.	Production. Tons—1866.
British Islands	6,196	100,000,000
United States	200,000	26,000,000
Prussia and Saxony	1,000	19,008,600
France	1,000	11,000,000
Belgium	510	10,000,000
Austria and Bohemia	1,000	5,000,000
Spain	200	500,000
Acadia (British provinces)	2,000	600,000
Estimated coal production of the world		163,000,000

AREAS OF THE COAL FIELDS OF THE UNITED STATES.

		Thickness. Feet.	Sq. Miles.
Massachusetts & R. Island	Anthracite,	?	500
Pennsylvania,	"	90	470
Oregon,	"	?	100
Pennsylvania,	Bituminous,	45	12,650
Maryland,	"	30	550
West Virginia,	"	45	15,000
East Virginia,	"	20	225
North Carolina,	"	10	45
Tennessee,	"	15	3,700
Georgia,	"	10	170
Alabama,	"	25	4,300
Kentucky,	"	25	13,700
Ohio,	"	25	7,100
Indiana,	"	20	6,700
Illinois,	"	20	30,000
Michigan,	"	10	18,000
Iowa,	"	15	24,000
Missouri,	"	15	21,000
Nebraska,	"	7	4,000
Kansas,	"	4	12,000
Arkansas,	"	4	12,000
Indian Territory,	"	4	10,000
Texas,	"	?	3,000
Oregon,	"	?	500
Washington Territory,	"	?	750
Other Coal Fields West of Rocky Mountains,	"	?	5,000
Total square miles			200,266

The average thickness of the Bituminous Coal Fields is about 30 feet, and the working thickness about 20 feet.

Look at Kentucky, Illinois, Iowa, &c., with their immense deposits of coal and iron ore, with a large portion of their Republican, and every one of their Copperhead members, voting in Congress against protection to American industry, which would build up iron works and manufactures of every description in the West, create a market for their own farm products at their doors, and would double the value of their property.

Was ever such stupidity exhibited by legislators, who professed to have common sense? If such men were found in the legislative halls of England, France, Belgium or Prussia, they would be put into an insane asylum.

These representatives have not yet discovered that more European produce is imported into this country from Europe, in competition with their own in the shape of foreign manufactured goods, than is exported from the United States to Europe.

Is it not time to open a school at Washington, to teach many of the members of Congress political economy, preparatory to their entering upon the duties of legislators?

It is such a self evident fact that no nation can prosper or increase in wealth, that does not foster and protect its own industry, that we get out of patience whenever we find it necessary to write upon this subject.

England and Scotland, with a population of about 25,000,000 of inhabitants, work machinery equal to the labor of 850,000,000 men. This machinery she built up under a system of protection continued for 150 years; she has drawn her wealth from every nation, and with this immense machinery and cheap capital, which is the best protective system that any nation ever had, she calls free trade. Give us but 30 years of protection, and we will also imitate her example. The shortest road to free trade is through protection, which in a few years, by the addition of machinery and capital, will equalize the advantages and disadvantages of different nations.

The West are also clamoring for more currency. If you were to give them $100,000,000 more without protection to American industry, it would result in a positive injury to them. But with protection to American industry, so as to check the drain of coin, and the issue of currency distributed among the States in the proportion of $1 in currency to $30 of the assessed value of real and personal property, the increase in population, manufactures and wealth, would become so great in the West as to astound the whole world.

The Practical Development of the Schuylkill Coal Region.

We have on several occasions, pointed out the difficulties under which the coal business in the Schuylkill Regions of the Anthracite coal fields is conducted. At the same time we have demonstrated the superior advantages of their natural position, as the nearest Anthracite deposits to the great centres of consumption in the manufacturing East; while extent or quality and quantity of its mineral resources are equal to any demand and practically unlimited.

The difficulties are artificial and arbitrary, and consequently remediable. They consist mainly in this—that the coals of the Schuylkill Regions cannot reach the principal markets during a large and perhaps the best portion of the year, and in the fact that their coals cannot even reach their nearest ports in favorable competition with other regions—principally for want of competition in the carrying trade, which, from these Regions, is monopolized by a soulless and extortionate corporation controlled in Europe, having no sympathy with its customers. While the latter has realized an average loss on the general year's business the former has made an enormous profit of $2,840,062!! and divided 10 per cent. to the stockholders, with a surplus carried to the sinking fund.

We append the distances from the different regions to New York harbor.

DISTANCES FROM THE COAL REGIONS TO THE NEW YORK MARKETS.

	Miles.
Pottsville to Schuylkill Haven Junction	5
Schuylkill Haven to Lizzard Creek on the Leh'h	30
Lizzard Creek to Allentown via L. V. R. R.	18
Allentown to Easton via L. V. R. R.	16
Easton to New York C. R. R. of New Jersey	75
Pottsville to New York	142
From Beaver Meadow to Mauch Chunk	20
From Mauch Chunk to Easton	46
Easton to New York	75
From nearest Lehigh Basins to New York	141
From Hazleton to New York	146
From Scranton to Hampton Junction	83
From Hampton Junction to New York	59
From Scranton to New York	142
From Wyoming Region to Mauch Chunk	44
From Mauch Chunk to New York	121
Wilkesbarre to New York	165
From Pottsville to Lizzard Creek via Allentown and Flemington, N. J., to South Amboy, about	112
From Pottsville to New York via Port Richmond and Delaware and Raritan Canal	196
From Pottsville to New York via Schuylkill Canal and Delaware and Raritan Canal	226

We also append the outlets to market from the different Regions;

AVENUES TO MARKET FROM THE RESPECTIVE REGIONS.

Schuylkill Region.

1. Philadelphia and R. R. control of P. and R. R.
2. Schuylkill Navigation to Philadelphia.
3. Lehigh and Mahanoy Rail Road. A few collieries only in Schuylkill County are connected with this Road.

Lehigh Region.

1. Lehigh Valley R. R. to New York.
2. Lehigh Coal and Navigation Company's R. R. to New York.
3. Lehigh Coal and Navigation Company's Canal to New York and Philadelphia.
4. North Pennsylvania R. R. to Philadelphia.

Shamokin Region.

1. Northern Central R. R. to Baltimore.
2. Philadelphia and Reading R. R. and Schuylkill Canal to Philadelphia.
3. Lehigh and Mahanoy R. R. to New York.
4. Susquehanna Canal to Baltimore.
5. Philadelphia and Erie R. R. to the Lakes.
6. Williamsport and Elmira R. R. to Northern N. Y.

Lackawanna and Wyoming Regions.

1. Delaware and Hudson Canal Company to N. Y.
2. Pennsylvania Coal Company's R. R. to Erie R. R. and New York.
3. Delaware, Lackawanna and Western R. R. North to the Lakes, &c., &c.
4. Delaware, Lackawanna and Western R. R. South to New York.
5. Lackawanna and Bloomsburg R. R. to Baltimore.
6. Lehigh and Susquehanna R. R. to New York.
7. Lehigh Valley extension to New York.
8. Lehigh Valley (North Branch extension) to the North West.
9. North Branch Canal to Elmira and the North West.
10. Wyoming Canal to Baltimore, &c.
11. Catawissa R. R. to the Lakes and North West.

This tells the tale why the Schuylkill Coal Region is losing ground so rapidly.

The following is the area of the Anthracite Coal Fields, together with the thickness of Coal measures:

COMPARATIVE ESTIMATE OF THE TOTAL RESOURCES OF THE SEVERAL REGIONS IN THE ANTHRACITE COAL FIELDS.

Regions.	Area in square Miles.	Coal-Thickness in feet.	No. of Acres.
Schuylkill Regions	180	100	115,200
Lehigh Regions	44	50	28,160
Shamokin Region	50	70	32,000
Lackawanna Region	100	60	64,000
Wyoming Region	98	100	62,720

BLACK BAND.

The Iron Ores of the Anthracite Coal Measures.

We are gratified to be able to reiterate our former statements in regard to the carbonaceous ores of our coal fields, and to notice the substantial developments of our iron mines and resources. We have published but little in regard to this subject, believing that practical and legitimate developments are of more permanent value to the best interests of our community than the wild speculations of stock-brokers and "land-jobbers." We are pleased however, to state that our former publications were correct, even in regard to the number and position of the beds, with this exception:—We were not positive of the exact position of the original Black-band; because, the beds then opened, and now worked at widely different localities, are *not identical*, though then, and even now, supposed by many to be, each and all the "Maginnes."

But an eminently practical Scotch Engineer, of great experience in regard to the British mines, Alexander McDonald, President of the British Mining Association, pronounces them to be *two*, if not *three* distinct beds.

The original Maginnes, near J, is a true Black-band, of the most valuable kind; while the other beds are clay-carbonates of, perhaps, not less value, when used in connection with other ores.

The mines opened on these beds are on the most primitive scale, and conducted with limited capital and equally limited experience. We are however, creeping slowly but surely into a permanent and valuable iron business, which in our candid opinion, is destined at no distant day, to be equally productive with our coal trade.

Prudent and far-seeing men are quietly preparing to undertake practically and legitimately, the manufacture of iron in our midst with the best prospects of success, and we may reasonably hope, that the pig iron of Schuylkill County will yet rival the famous production of Scotland in both quality and quantity. We should prefer *this* to grow as surely and steadily as *that*, which in 1845 employed 88 blast furnaces and produced 475,000 tons; while in 1867, 112 blast furnaces produced 1,031,000 tons of pig iron. All that is required to do so is to throw off the tyranny that controls transportation to the principal markets, to realize these hopes.

Of this quantity there was exported to the following foreign countries in 1865, 1866 and 1867, the following quantities in round numbers:

	1865	1866	1867
To France	82,500	74,500	60,500
" Germany and Holland	146,000	85,000	99,000
" Belgium, Denmark & Sweden	20,300	20,100	
To British America	23,700	36,600	48,000
" United States	69,700	95,000	117,000

It will be observed that while the quantities sent to European countries have diminished since 1865, the quantity sent to the United States has nearly doubled. The value of these 117,000 tons at $30 a ton at New York, would give $3,510,000 sent abroad for Scotch Pig alone in 1867. Nearly all this iron could be made at home with adequate protection to American Industry.

We may here also mention a fact not generally known, or credited in regard to the extent or spread of our ores in the Anthracite measures, or coal fields. Only a single ore-bed of carbonaceous ore, the Primrose or G., which is not yet recognized among the valuable or productive beds, though nevertheless fully equal to the largest Scotch beds—exists outside of the Schuylkill Region of the first coal field. This will appear plain on reference to Coal, Iron and Oil, pages 279, 280, and 281, where vertical sections of all the regions are given, in which I. is the upper coal bed, and above this coal bed all the valuable carbonaceous ore exists with the one exception as above stated. Our book was written and partly printed before any practical notice was taken, or efforts made towards the development of our ores, and in fact, while our most practical men doubted the existence of valuable carbonaceous ores in the Anthracite measures. But immediately after its publication, and nearly a year before any notice was taken of the Maginnes Black-band, a series of letters were published in this Journal, strongly urging the practical development and use of the iron ores of the Anthracite measures, by the principal author of Coal, Iron and Oil, and the same gentleman is preparing the available data which he has been industriously collecting for our New Edition. We may state, however, that this new matter, in connection with our statistics, will make a second volume, as an indispensable companion of our First Edition.

COAL OPERATORS.

The following is the quantity of Coal mined and sent to market by each company, firm and individual, from the Schuylkill Region in 1867:

Names.	No. Col.		Tons.
Preston Coal & Improve. Co (Kendrick & Co.)	2		190,071
Mam'oth Vein Con. Coal Co	5		152,858
Repplier, Moodie & Co	1	106,431	
G. S. Repplier & Co	1	18,264	124,695
Miller, Graeff & Co	3		121,467
George W. Johns & Bro	1		114,090
McNeal Coal Co	1		103,793
R. Gorrell & Co	1		102,135
E. S. Silliman	1		101,881
9 Firms	16		1,010,990
Davis, Pearson & Co	1		99,960
Philadelphia Coal Co	1		96,260
G. W. Snyder	1		94,880
Wm. Kear & Co	2		92,756
Miller, Son & Rhoads	1		90,005
Little Schuylkill Co	5		89,835
Hill & Harris	1		83,739
J. M. Freck	1		79,400
Bancroft, Lewis & Co	1		77,817
J. J. Conner	2		76,948
Henry Heil	1		74,711
Greenwood Coal Co	1		74,443
Robertson & Guiterman	1	38,683	
H. Guiterman	1	35,513	74,196
Gilberton Coal Co	1		72,380
S. E. Griscom & Co	1		70,831
Suffolk Coal Co	1		70,281
Theodore Garretson	1		70,011
George W. Cole	1		69,001
VanDusen, Lochman & Co	2		68,831
Althouse & Focht	1		66,942
Swatara Falls Coal Co	1		66,501
Wiggan & Treibels	1		63,314
Maple Dale Colliery	1		60,274
Continental Coal Co	1		59,660
Knickerbocker Coal Co	1		58,616
Miller, Son & Rhoads	3		57,437
Lee, Grant & Co	1		56,332
S. M. Heaton & Co	1		55,422
Pine Knot Coal Co	2		53,079
J. H. Bracken	1		50,795
Focht, Whitacre & Co	1		50,689
John Anderson & Co	1		50,076
42 Firms	64		3,286,429
Cain, Hacker & Cook	1		48,678
Wm. Hindson	1		47,645
Boston & Mahanoy Coal Co	1		46,052
St. Nicholas Coal Co	1		44,809
Girard Mammoth Coal Co	1		44,013
Thomas Coal Co	1		37,452
Enterprise Coal Co	1		35,563
Delano Colliery	1		35,061
New York & Schuyl. Coal Co.	4		34,250
Wm. Dovey & Co	1		33,531
*Wolf Creek Diam'd Coal Co	1		32,830
Hosle & Longstreet	1		31,885
*Locustdale Coal Co	1		31,812
*Girard Coal Co	1		30,362
Chas. Henderson, Agt	1		29,687
*New Boston Coal Co	1		29,262
East Mt. Laffee Coal Co	1	15,419	
Potts & Sigfried	1	13,622	29,041
Mr. Wadleigh, Agt	1		27,929
Morgan, Williams & Co	1		26,893
Rathbun, Stearns & Co	1		25,431
†Gross & Clark	1		25,059
Hartford Coal Co	1		20,168
Keystone Coal & Iron Co	1		19,717
Schall & Donahue	1		19,707
Duncan Coal Co	1		17,871
*Salem Coal Co	1		17,841
G. D. Whittlesey & Co	1		17,181
Glendon Coal Co	1		17,860
Glenny Carbon Coal Co	1		[illegible]
Murray, Winlack & Co	1		17,364
Ellen & Lomison	1		16,844
Mahanoy Coal Co	1		15,620
Eckert & Co	1		15,000
T. C. Foote	1		14,582
Whetstone & Wood	1		12,031
John Maginnis & Co	1		12,025
John E. Wynkoop	1		11,214
Norwegian Coal Co	1		11,668
Williams & Herring	1		10,975
Lucas, Demming & Co	1		10,524
Gilfillan & Lynch	1		9,379
John Buckley & Co	1		9,327
Goodman Dobbin	1		8,908
Gay, Hine & Co	1		8,358
Peach Orchard Coal Co	1		8,005
E. F. Leake, Agt	1		7,527
Mount Etna	1		6,895
*Feeder Dam Coal Co	1		6,893
J. A. Dutter & Co	1		6,443
Thomas Gorman & Co	1		5,337
L. A. Cooke & Co	1		5,234
Littlehales & Bro	1		3,702
Cleaver & Yocum	1		3,577
B. L. Eshelman	1		3,209
W. H. Lewis	1		2,481
Caledonia Colliery	1		2,397
Br'd Mt. Mam. Vein Coal Co	1		2,387
Richardson & Co	1		2,949
M. ___, Sutten & Anschitz	1		2,170
Trenton Coal Co	1		1,794
†Boner & Leam	1		1,161
*J. Van Winkle	1		954
Sundries	2		7,217
	108	137	4,454,015

*Only partially worked during the year.
†New colliery, worked late in the season.
‡Abandoned.

An average production of 32,511 tons to each colliery.

The difference in the above aggregate from that of the aggregate shipped by Railroad and Canal, is owing to a portion of the product of the Region being used at the towns in the Region at the shipping points.

Last year there were 118 operators, and 152 collieries worked.

Of the 4,424,096 tons mined and transported on the laterals roads in the Schuylkill Region in 1867, 42 firms with 64 collieries, produced 3,286,429 tons, an average of 51,350 tons to each colliery.

The largest production of a single colliery, is that of George W. Johns & Brother at St. Clair, 114,090 tons. The next largest production of a single colliery, is that of Repplier, Moodie & Co., Ashland, 106,431 tons.

Little Schuylkill Railroad.

Annual Report of Coal transported over the Little Schuylkill Railroad, ending Nov. 30, 1867:

Names of Operators. *Little Schuylkill Railroad.*	No. of Collieries.	Total. Tons.
Greenwood Coal Co.	1	74,443
George Ormrod	1	4,541
Whetstone & Wood	1	12,031
Little Schuylkill Co.	5	89,835
		180,850
East Mahanoy Railroad.		
St. Nicholas Coal Co.	1	44,809
Maple Dale Coal Co.	1	[illegible]
Hill & Harris	1	[illegible]
Harford Coal Co.	1	[illegible]
Focht & Co.	1	[illegible]
Richardson & Co.	1	[illegible]
George W. Cole	1	[illegible]
B. L. Eshelman	1	[illegible]
Thos. Gorman & Co.	1	[illegible]
		[illegible]
From Mahanoy and Broad Mt. Railroad, Hosle & Longstreet	1	[illegible]
Lackawanna Region		[illegible]
Total		[illegible]

Lehigh & Mahanoy Railroad.

The following is the quantity of coal sent from Schuylkill County on this road in 1867, by the different operators:

	Tons.
Trenton Coal Co.	1,794
Mount Etna	6,895
Mahanoy Coal Co.	15,620
Delano Colliery	35,061
Glendon Coal Co.	17,181
Rathbun, Stearns & Co.	25,431
E. S. Silliman	101,881
McNeal Coal & Iron Co.	[illegible]
Knickerbocker Coal Co.	58,616
Thomas Coal Co.	34,048
Williams & Herring	10,975
New Boston Coal Co.	29,262
Caledonia Colliery	2,397
E. W. Keevels	[illegible]
Other Shippers	[illegible]
Total	[illegible]

Mahanoy and Locust Mountain Coal Trade.

The following is the quantity of Coal sent from the Mahanoy and Locust Mountain Coal Fields in 1867:

Preston Coal & Impro. Co. (Kendrick & Co.)	2	190,071
Repplier, Moodie & Co.	1	106,431
McNeal Coal Co.	1	103,793
R. S. Gorrell & Co.	1	102,135
E. S. Silliman	1	101,881
Davis, Pearson & Co.	1	99,960
Philadelphia Coal Co.	1	96,260
Hill & Harris	1	83,739
J. M. Freck	1	79,400
Bancroft, Lewis & Co.	1	77,817
J. J. Conner	2	76,948
Gilberton Coal Co.	1	72,380
S. E. Griscom & Co.	1	70,381
Suffolk Coal Co.	1	70,281
Theo Garretson	1	70,011
George W. Cole	1	69,001
VanDusen, Lochman & Co.	2	68,831
Althouse & Focht	1	66,942
Maple Dale Colliery	1	60,274
Continental Coal Co.	1	59,660
Knickerbocker Anthracite Coal Co.	1	58,616
Miller, Son & Rhoads	1	57,437
Lee, Grant & Co.	1	56,332
S. M. Heaton & Co.	1	55,422
Focht, Whitacre & Co.	1	50,684
John Anderson & Co.	1	50,076
Cain, Hacker & Cook	1	48,678
Boston & Mahanoy Coal Co.	1	46,052
St. Nicholas Coal Co.	1	44,809
Girard Mammoth Coal Co.	1	44,013
Robertson, Guiterman & Co.	1	38,683
Thomas Coal Co.	1	37,452
Mammoth Vein Con. Coal Co.	1	36,836
Delano Colliery	1	35,061
Enterprise Coal Co.	1	33,966
Hosle & Longstreet	1	31,885
Locustdale Coal Co.	1	31,312
Girard Coal Co.	1	30,362
New Boston Coal Co.	1	29,262
Mr. Wadleigh, Agt.	1	27,929
Rathbun, Stearns & Co.	1	25,431
Hartford Coal Co.	1	20,168
Keystone Coal & Iron Co.	1	19,717
Schall & Donahue	1	19,707
Glendon Coal Co.	1	17,181
Mahanoy Coal Co.	1	15,620
T. C. Foote	1	14,582
John E. Wynkoop	1	11,214
Williams & Herring	1	10,975
Mount Etna	1	6,895
Thomas Gorman & Co.	1	5,337
Cleaver & Yocum	1	3,587
B. L. Eshelman	1	3,209
Richardson & Co.	1	2,949
Trenton Coal Co.	1	1,794
Boner & Leam	1	1,161
Total	59	2,750,161
Last year		2,508,621
Increase in 1867		241,540

Average Colliery product in 1867, 46,713 tons.

Philadelphia & Reading Rail Road.

Points of supply and distribution of anthracite coal from Schuylkill County, and bituminous and anthracite from Harrisburg, on the Philadelphia and Reading Railroad, for the year ending November 30, 1867.

Amount of coal received from various lateral railroads in Schuylkill coal region:

Schuylkill Valley R. R.	115,094
Mill Creek R. R.	249,582
Mahanoy and Broad Mt. R. R.	1,228,991
Total at Port Carbon	1,593,667
Mt. Carbon R. R., at Mt. Carbon	24,682
Mine Hill & Schuylkill Haven R. R., at Schuylkill Haven	863,621
Schuylkill and Susquehanna R. R., at Auburn	132,123
Little Schuylkill R. R., at Port Clinton	485,484
	3,099,580
Bituminous and anthracite from Harrisburg	347,246
Total of all, tons of 2,240 lbs	3,446,825

Where delivered on Line of Reading R. R. and Branches.

Station or turnout.	1866. Tons.	1867. Tons.
Tremont	14	7
Cressona and Ashland	254	272
Tamaqua	233	289
Pottsville	1,201	2,685
Schuylkill Haven	9	462
Orwigsburg	1,238	871
Auburn	8,094	8,712
Port Clinton	240	92
Hamburg	5,831	3,770
Shoemakersville	1,209	2,674
Mohrsville	544	426
Leesport	2,682	3,455
Tuckerton	658	689
Reading	188,461	189,031
Sinking Spring	57,825	45,673
Wernersville	1,074	1,385
Robesonia	17,550	20,550
Womelsdorf	2,028	1,751
Sheridan	851	847
Richland	1,458	2,606
Myerstown	4,590	4,500
Lebanon	70,198	67,275
Annville	2,143	2,268
Palmyra	1,685	2,674
Derry	1,062	915
Swatara	1,932	1,903
Hummelstown	2,730	2,431
Beaver	161	94
Harrisburg	1,060	414
Exeter	565	563
Birdsboro'	10,508	12,729
Douglassville	12,827	3,140
Pottstown	33,506	21,478
Limerick	4,901	4,332
Royer's Ford	1,795	1,338
Phoenixville	88,639	75,195
Valley Forge	1,305	1,460
Port Kennedy	17,614	17,886
Norristown	138,331	138,418
Rambo's Limekilns	5,807	3,949
Swede Furnace	13,256	11,856
Conshohocken	14,965	13,283
Egbert's	233	305
Belmont [Junction R. B.]	172,976	
Falls and Manayunk	22,386	161,946
Nicetown and Germantown	119,060	
Philadelphia [Broad St. etc.]	389,933	475,189
Richmond [Phila.]	2,121,199	2,402,897
Tons of 2,240 lbs	3,446,825	3,714,684

Schuylkill Navigation Company.

The following are the points from which the tonnage of Coal was received and distributed to by the Schuylkill Navigation Company, in 1866 and 1867.

From	1867. Tons.	1866. Tons.
Port Carbon	398,911	423,221
Mount Carbon	24,898	29,396
Schuylkill Haven	545,196	751,496
Port Clinton	51,233	71,951
Total	1,030,235	1,297,046

To: Port Carbon, Mount Carbon, Schuylkill Haven, Orwigsburg Landing, Hamburg, Mohrsville, Althouse, Felix's Dam, Reading, Birdsboro, Mount Airy, Port Union, Pottstown, Spring Mills, Royer's Ford, Black Rock Dam, Phoenixville, Brower's Landing, Port Kennedy, Norristown, Conshohocken, Spring Mills, Manayunk, Salem, New Castle, Brandywine, Wilmington, Marcus Hook, Chester Creek, Gloucester, Darby, Philadelphia and vicinity, New York and vicinity, Totals — [illegible]

Morris and Essex Railroad.

This is a new competitor for carrying coal from the Lehigh and Wyoming Regions. It connects at Easton with the Lehigh Valley Railroad, and will also connect with the Lehigh Navigation Company's road at Easton as soon as completed. Its terminus is at Hoboken, opposite New York. The grades are not so favorable as those on the New Jersey Central road, but it traverses rich manufacturing districts. The trade only commenced in March, and was small during the first three months:

Sent in 1867 .... 229,970 tons.

COAL TRADE OF THE LINE.

The trade of the Line between Pottsville and Philadelphia and on the Lebanon Valley Railroad, was as follows in the last 18 years:

Years.	Railroad.	Canal.	Total.
1850	166,992	40,871	207,836
1851	199,650	112,697	312,836
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	341,601	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
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629
1866	836,598	174,407	1,010,905
1867	935,694	172,132	1,107,826

Of the above tonnage 1,021,123 tons were delivered at the following points on the line where there are iron works:

	Railroad.	Canal.	Total.
Leesport	2,682	16,461	19,143
Hamburg	5,831	7,074	12,905
Reading	188,461	45,844	234,305
Birdsboro	10,508	7,547	18,055
Douglassville	12,827	7,349	20,176
Pottstown	33,506	1,429	34,935
Phoenixville	88,639	862	89,501
Norristown	138,331	5,605	143,936
Conshohocken	14,965	19,794	34,759
Spring Mills		15,846	15,846
Swede's Furnace	13,256		13,256
Manayunk, Falls, Nicetown, Germantown and Belmont	214,412	24,321	238,733
Robesonia	17,550		17,550
Sinking Springs	57,825		57,825
Lebanon	70,198		70,198
			1,021,123
Supply to these points in 1866			897,939
Increase in 1867			123,184

Quantity Sent to Philadelphia.

The following is the quantity of Coal sent to Philadelphia, in the following years, by Railroad and Canal:

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	305,819	495,084	800,903
1861	273,473	473,965	747,438
1862	316,031	290,583	607,214
1863	388,352	237,563	625,915
1864	373,070	307,430	680,500
1865	380,233	296,925	677,158
1866	475,189	421,525	896,714
1867	389,933	336,364	726,297

Showing a falling off of 170,417 tons in 1867.

The receipts of Coal at Port Richmond were as follows, since 1854:

Years.	Tons.
1855	1,576,596
1856	1,421,213
1857	1,076,187
1858	1,029,003
1859	1,004,540
1860	1,186,477
1861	909,112
1862	1,325,169
1863	2,128,154
1864	2,058,423
1865	2,051,202
1866	2,402,897
1867	2,121,199

The loss and gain for 1866 and 1867, at the following points we sum up as follows:

	1866 Loss.	1866 Gain.	1867 Loss.	1867 Gain.
On the line	123,134			109,928
At Philadelphia		219,556	170,417	
At Port Richmond		351,695	282,698	
Eastern trade by Canal		109,448	275,859	
		918,839	728,974	109,928
			109,928	
			619,046	

Loss at these points in 1867, 619,046 tons, against a gain of 918,839 in 1866. The only increase is on the line, where the consumption reached 1,107,826 tons in 1867.

Schuylkill County Lateral Roads.

The following is the tonnage of the Lateral Railroads in Schuylkill County for the years 1866 and 1867:

	1866.	1867.	In.	Dec.
Mine Hill & S. H.	1,821,499	1,395,785		425,714
Mill Creek	404,782	340,459		64,324
Mahanoy & Br'd Mt.	1,278,432	1,400,000	121,568	
Schuylkill Valley	285,017	228,854		56,163
Mount Carbon	86,939	65,873		20,066
Little Schuylkill	617,278	549,097		68,181
Lorberry Creek	120,153	121,743	1,590	
Swatara	45,281	41,927		3,354
	4,659,411	4,144,769		
Leh'h & Mahanoy	323,693	439,608	115,915	
	4,983,094	4,584,377		
Union Canal	165,434	163,670		1,764

*Not Official.

The coal that passed over the Union Canal Railroad was received from the Lorberry Creek and Swatara roads. All the coal from the Mahanoy and Broad Mountain Railroad passed over the Mill Creek Railroad also, making the tonnage of that road about 1,878,433 tons.

In addition to the coal tonnage of the Mill Creek Railroad, 5,103 tons of black band iron ore were transported over the road in 1867. This is a new trade, and with Protection to American Industry, will become very large in a few years.

Shamokin Coal Trade.

The following is the quantity of Coal sent to market in 1867 by the different operators:

Names of Collieries and Lessees.	Tons.
Cameron—John Haas & Co	92,177
Burnside—S. Bittenbender & Co	32,649
Bear Valley—Sha'kin & Bear Val. Coal Co	50,262
Henry Clay—John B. Douty, Agent	36,047
Big Mountain—J. Langdon	18,918
Buck Ridge—May, Patterson & Brother	65,789
Lake Fidler—Burnside Coal & Iron Co	9,631
Lambert—John H. Dewees & Brother	13,730
Lancaster—Shamokin Coal Co	16,790
Brady—John B. Douty & Co	33,662
Greenback—Robertson, Gentleman & Co	2,986
Excelsior—Excelsior Coal Mining Co	18,422
Enterprise—Enterprise Coal Co	7,834
Green Mountain—S. John & Sons	14,986
Locust Gap—F. J. Parvin	3,052
Coal Mountain—S. V. & N. Y. Coal Co	9,742
Smartsville—Wm. Montelius	31,830
Daniel Webster—James B. Henry	1,302
Reliance—Mt. Carmel Locust Mt. Coal Co	2,842
Coal Ridge—Coal Ridge Improvement Co	23,420
	485,697

The following is the distribution of the Shamokin Coal in 1867:

	Tons.
Eastward, by Mine Hill and Reading Railroads	232,763
Eastward, by M. H. & Schuyl. Canal	49,440
" by Lehigh & Mahanoy R. R.	4,309
Southward, by Northern Central Railway and Pennsylvania Railroad	100,861
Southward, by Can'l, Sunbury inclusive	46,751
Westward, by Philadelphia & Erie R. R.	51,573
Total	485,697

Schuylkill and Susquehanna Rail Road Coal Trade.

The following is the quantity of Coal transported over the Schuylkill and Susquehanna Rail Road in 1867:

	East.	West.	Total
From Pinegrove	129,556	27,962	157,518
" Dauphin, West			92,079
" Auburn, West			7,472
			257,069
In 1866	146,783	21,100	209,487
" 1865	168,296	18,458	186,754
" 1864	191,591	24,594	240,057
" 1863	199,264	48,449	237,708
" 1862	146,095	53,842	199,937
" 1861	101,623	91,620	193,243
" 1860	94,973	14,718	109,691
" 1859	81,600	19,857	101,457
" 1858	60,485	45,428	105,913
" 1857	44,601	37,484	82,085
" 1856	42,993	34,914	77,907

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

Lehigh Coal Trade.

The following is the quantity of Coal sent to market from the Lehigh Region by the different operators in 1867:

Operators.	R. Road.	Canal.	Total.
Lehigh Coal and Nav. Co.		361,355	361,355
A. Pardee & Co.	139,607	73,167	212,774
Honeybrook Coal Co.	126,475	46,968	173,443
Packer & Co.		1,313	1,313
G. B. Markle & Co.	114,641	54,547	169,188
Sharpe, Weiss & Co.	73,644	34,747	108,391
German Penna. Coal Co.	37,223	11,765	48,988
Buck Mountain Coal Co.	57,666	44,298	101,964
Harleigh Coal Co.	46,744	14,644	61,388
Ebervale Coal Co.	42,293	59,189	101,482
Stout Coal Co.	30,725	21,736	51,461
Spring Mt. Coal Co.	127,249	9,775	137,025
Thos. Hall & Co.	92,362	13,175	105,537
N. T. Carter & Co.	85,060	14,610	99,670
Taggart & Halsey	11,327	5,834	17,161
Lehigh Zinc Co.			
Beaver Meadow	1,733		1,733
John Connery	1,635		1,635
Coxe Bro. & Co.		13,074	13,074
East Sugar Loaf	129,229		129,229
Other Shippers	11	12,990	12,807
Total	1,247,712	782,561	2,030,273

Lehigh Valley Railroad.

The Coal carried on this road in 1867, was received from the following points:

	Tons.
Beaver Meadow Region	478,202
Hazleton Region	775,053
Mahanoy	426,965
Wyoming	373,165
Total	1,948,388

It was distributed as follows:

Destination.	1867. Tons.	1866. Tons.
To Mauch Chunk		86
Lehighton	2,198	1,004
Parryville	196	121
Carbon Iron Co.	32,894	33,958
Slatington	645	459
Rockdale	5,532	3,461
Laury's	51	449
Whitehall	305	266
Coplay	856	1,018
Lehigh Valley Iron Works	5,181	5,026
Hokendauqua	30,924	22,415
Thomas Iron Co.	113,763	110,370
Catasauqua	1,418	1,770
Lehigh Crane Iron Co.	114,800	110,290
Catasauqua Manf. Co.	11,297	3,689
Catasauqua and F. R. R.	7,130	5,063
Fullerton	994	53
East Penn Iron Co.	5	1,788
Allentown Furnace Station	2,295	1,517
Allentown Iron Works	59,006	57,263
Lehigh Rolling Mill	5,524	8,831
Allentown Rolling Mill	23,633	17,249
Roberts Iron Co.	23,798	27,960
Jordan Manufacturing Co.	3,879	5,801
Allentown	16,030	13,085
East Penn R. R.	6,441	10,050
Bethlehem	9,650	6,794
North Penn R. R.	140,527	141,841
Lehigh Zinc Co.	39,041	39,729
Bethlehem Rolling Mill	57,430	43,557
Freemansburg	732	443
Lime Ridge	358	383
Glendon Iron Works	45,546	44,373
Easton	7,936	8,080
Phillipsburg, New Jersey	6,204	5,091
Morris Canal	105,330	111,552
Cooper Iron Works	20,064	23,968
Warren Foundry "	4,725	4,985
Central R. R. of N. J.	514,945	582,774
Belvidere Delaware R. R. N. J.	278,458	195,016
Morris and Essex R. R.	217,423	53,420
Lehigh Valley R. R. Co.	22,335	14,384
Total	1,949,385	1,730,475

Morris Canal Coal Trade.

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

Year.	Lehigh Coal From 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	64,951		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
1864	194,097	37,644	231,741	151,122	382,866
1865	217,814	74,171	291,984	124,204	416,189
1866	205,351	112,790	318,141	141,034	459,175
1867	171,266	107,206	278,472	146,359	424,831
	4,200,113	452,169	4,836,662	1,355,036	6,007,958

Delaware and Hudson Canal Company.

OFFICE COAL DEPARTMENT,
PROVIDENCE, PA., Dec. 10th, 1867.

Statement of Coal mined and forwarded by Delaware and Hudson Canal Company for the year ending December 9th, 1867, with sources whence received:

Carbondale—Coal Brook	88,394	
" Slope	36,372	
" No. 1 Shaft	48,886	
" No. 3 Shaft	43,120	
" Racket Brook	144,288	
		379,960
Rushdale—J. Jenny		129,029
Archbald—Easton & Co.	144,025	
" Easton & Lackawanna	90,181	
		234,215
Olyphant—Grassy Island	67,280	
" "Oly" No. 1	96,649	
" No. 2	108,087	
" No. 3	123,078	
		471,556
Dickson—Elk Hill C. Co.		60,397
Providence—Leggitt's Creek	76,050	
" Vonstorch	161,670	
Mill Creek—Union Coal Co.		257,720
		44,660
Total for 1867		1,587,467
Total for 1866		1,391,674
Increase in 1867		195,813

R. W. WESTON, Supt.

Lehigh Coal and Navigation Company.

The total tonnage of the Lehigh Canal (Coal) in 1867 was 1,006,604 tons, distributed as follows:

Consumed on line of Lehigh Canal	67,840
Passed into the Del. Div. Canal	937,560
" Morris Canal	171,366
The Coal passed into the Del. Div. Canal was distributed as follows:	
Consumed on line of Del. Div. Canal	49,144
Passed into Del. and Raritan Canal	472,531
Passed through to Bristol	251,490

W. B. WHITNEY, Manager Coal Department.

Central Railroad of New Jersey.

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	33,325	98,670	131,994
1857	84,881	209,950	294,791
1858	122,923	417,726	540,649
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
1864	474,921	675,743	1,149,964
1865	509,619	494,687	1,004,306
1866	511,076	779,173	1,290,249
1867	513,983	854,520	1,369,903
	3,694,742	6,267,946	9,964,688

Of the above quantity 113,692 tons Lehigh, and 10,852 Lackawanna, in all 124,544 tons, were consumed on the line; the balance reached Elizabethport and Port Johnson.

We are indebted to P. H. Wyckoff, Esq., General Freight Agent of the road, for the following detailed account of the Coal distribution:

Statement of number of tons Coal transported over the Central Railroad of New Jersey, during the year 1867.

		Tons.
Lehigh		513,383
Lackawanna		854,520
Total		1,367,903
Of this amount there was consigned to—		
Lehigh.	Port Johnson	103,299
	Elizabethport	296,392
	Points on line of road	113,692
Lackawanna.	Elizabethport	843,668
	Points on line of road	10,852
The Coal at Port Johnson was consigned to the following parties:		
Rathbun, Stearns & Co.		7,640
Wm. Hunter, Jr.		1,756
Hunter & Rommel		1,400
Morris & Ely		1,255
A. Pardee & Co.		99,779
Caldwell, Conrad & Co.		5,383
L. Audenried & Co.		31,431
Honey Brook Coal Co.		31,197
New Boston Coal & Mining Co.		9,090
Day & Huddle		833
P. B. Spindle		4,150
Ashburton Coal Co.		319
L. J. Bellont, Jr.		1,078
Tyler & Co.		126
A. T. Stout & Co.		5,118
J. E. Rathbun		43
The Lehigh Coal at Elizabethport was consigned to the following parties:		
E. A. Packer & Co.		46,344
L. Audenried & Co.		8,405
Samuel Bonnell, Jr.		48,510
Day, Huddle & Co.		23,829
John White		95
Wilkesbarre C. & I. Co.		10,697
Randolph Bros.		11,253
A. T. Stout & Co.		25,904
VanDusen, Lochman & Co.		1,733
D. Van Lieu		876
New Boston Coal & Mining Co.		20,682
Hunter & Rommel		735
Mineral Springs		5,836
Honey Brook Coal Co.		397
G. B. Linderman & Co.		9,255
John Rommel, Jr.		826
J. B. Cochran		196
J. E. Rathbun		123
The Lackawanna Coal at Elizabethport was consigned to Del., Lacka'a & West'n R. R. Co.		843,668

Blossburg & Barclay Coal Trade.

The following is the quantity of Coal sent to market, annually up to the present time.

Years.	Blossburg. Tons.	Barclay. Tons.
1840	4,235	
1841	25,966	
1842	13,164	
1843	6,268	
1844	14,234	
1845	29,836	
1846	16,509	
1847	29,087	
1848	33,762	
1849	32,095	
1850	23,161	
1851	25,000	
1852	20,000	
1853	45,507	
1854	70,244	
1855	73,204	
1856	70,669	2,295
1857	94,314	6,265
1858	41,894	17,560
1859	48,592	30,143
1860	96,918	27,718
1861	112,712	40,835
1862	179,334	52,779
1863	235,643	54,735
1864	384,977	62,058
1865	394,642	73,197
1866	411,759	99,453
1867	*481,318	174,739
	3,015,214	541,577

*The Coal at Blossburg was mined in 1867 by the following Companies:

Fall Brook Coal Co.	159,318
Onondago Salt Co.	162,942
Morris Run Co.	118,717
Blossburg Coal Co.	41,341
Total	481,318

Since the commencement of the trade the Coal was furnished from the following points:

Total tons from old Blossburg mines '40 to '53	533,748
Fall Brook	[illegible]
Morris Run	[illegible]
Blos. Co.	46,675
Total	3,015,214
Of the above mined the Barclay Coal Co. sent	[illegible]
Towanda Coal Co.	71,488
Fall Creek Coal Co.	[illegible]
	541,577

From the commencement of the trade in 1856, the supply has been furnished as follows:

Barclay Coal Co.	410,650
Towanda Coal Co.	67,435
Fall Creek Coal Co.	63,492
Total	541,577

Cumberland Coal Trade.

The quantity of Coal sent to market from the Cumberland Region in 1866 and 1867, was as follows:

	1866.	1867.
By Baltimore & Ohio R. R.	812,563	764,545
By Canal	343,178	384,822
	1,155,741	1,149,367
	1,149,367	
Decrease in 1867	6,374	

BROAD TOP SEMI-BITUMINOUS COAL TRADE.

Statement exhibiting the amount of Coal mined and sent to Market in 1867, from the Collieries of the Broad Top Semi-Bituminous Coal Region, with present facilities and estimated capacity for 1868, furnished by JOHN FULTON, Mining Engineer:

Name of Colliery.	Name of Proprietor.	Name of Operator.	Tons net, sent to Market in 1867.	Length of Gangways.	Number of Miners at work.	Number of other workmen.	Number of Miners' Houses at Collieries.	No. of galleries or rooms in working order.	Average capacity in tons per day.	Estimated Value of Colliery Improvements & Fixtures.
Coalmount	Broad Top Coal & Iron Co.	Broad Top Coal & Iron Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cumberland	H. & B. T. R. R. Co.	Reakirt, Bro. & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Crawford	do	W. A. Orbison	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Powelton	Powelton Coal & Iron Co.	Powelton Coal & Iron Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Barnet Plane	do	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Burroughs	Orbison, Dorris & Co.	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Barnet	do	W. A. Orbison	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dudley Slope	Wood & Bacon	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Blair	David Blair	Wood & Bacon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Union	Cambridge & Hartman	David Blair	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mooredale, No. 1	Semi-Anthracite Coal Co.	Reakirt, Bro. & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Broad Top	Jesse Cook's heirs	J. W. Ammerman & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carbon	Rathwell Wilson	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cook	do	George Mears	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mansion	Broad Top Improvement Co.	J. W. Ammerman & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mount Equity	Jesse Cook's heirs	Weaver, Shreets & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Duvall Shaft	Riddlesburg Coal & Iron Co.	Riddlesburg Coal & Iron Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Brewster	Rathwell Wilson	William Brewster	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cunard	Gen. A. P. Wilson	Broad Top Iron Coal Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bedford	R. B. Wigton	R. B. Wigton	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Scott	Reed, Wilson & Co.	J. Gregory	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Edge Hill	Scott, King & Co.	Gooly & Jenkins	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Delaware	Rathwell Wilson	Galbraith & Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North Point	do	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fulton	Six Mile Run Coal Co.	Six Mile Run Coal Co.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hopewell	Hopewell Coal & Iron Co.	Richard Langdon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Totals for 1867			[illegible]							
Totals for 1866			[illegible]							
Decrease in 1867			[illegible]							

Belvidere & Dela. R. R. Coal Tonnage.

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

	Through.	Way.	Total.
In 1867	269,738	18,583	288,321
" 1866	174,508	13,574	188,082
" 1865	202,781	11,585	214,366
" 1864	161,278	13,095	174,373
" 1863			130,494
" 1862			120,452
" 1861			145,907
" 1860			146,308
" 1859			135,205
" 1858			99,090
" 1857			123,248

The Camden and Amboy Company are erecting extensive shipping wharves at Perth Amboy, and the trade by this route we learn will be largely increased.

Locust Mountain Coal and Iron Co.

OFFICE OF THE LOCUST MT. COAL & IRON CO.,
PHILADELPHIA, Jan. 15, 1868.

GENTLEMEN:—Below I hand you statement of quantity of coal sent from the several collieries on the lands of this Company in the year 1867:

From	Worked by	Tons.
Big Mine Run Colliery	Bast & Pearson	88,887
Locust Run	Repplier, Moodie & Co.	106,430
Locust Mountain	Mam. V. Con. Coal Co.	37,554
Hazel Dell	R. Gorrell & Co.	102,135
Centralia	J. M. Freck	79,358
Stuartville	Wm. Montelius	38,349
Total		457,653

North Penna. Railroad Coal Trade.

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

	Tons.
In 1858	73,124
1859	80,432
1860	91,327
1861	98,389
1862	103,947
1863	113,680
1864	123,475
1865	129,695
1866	141,841
1867	140,827

East Penna. Rail Road Coal Trade.

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

	Tons.
In 1860	13,610
1861	15,622
1862	14,667
1863	9,526
1864	9,411
1865	5,845
1866	10,050
1867	6,441

Pennsylvania Canal Coal Trade.

The quantity of Coal transported on the Pennsylvania Canal in 1867 was 431,821 tons.

This Coal, except a portion of Bituminous, is all embraced in the other tables.

Imports of Coal into Boston.

The imports of foreign and domestic Coal at the port of Boston for nine years have been as follows:

From	Foreign. Tons.	Domestic. Tons.
Great Britain	13,991	
Provinces	103,449	
Philadelphia		435,061
Alexandria		717
Baltimore		75,621
Other places		168,752
Total, 1867	117,440	680,221
1866	159,380	640,376
1865	209,285	635,937
1864	188,736	516,666
1863	130,445	539,921
1862	157,285	477,500
1861	138,687	508,315
1860	136,865	584,468
1859	110,210	570,323

The falling off in the supply of foreign Coal at Boston last year is 41,940 tons. Comparing the whole importation of foreign Coal into the country in 1866 with 1867, the falling off is only 121,989 tons. The increased shipments from Georgetown alone, east of New York in 1867, were 41,323 tons, and the whole loss was more than made up in the supply of domestic semi-Anthracite and Bituminous Coal of a better quality in the New England States, while Nova Scotia Coal sold no higher with the duty on than it did with the duty off. There is also this advantage in favor of the domestic Bituminous Coal—it will not take fire from spontaneous combustion, and burn up not only the Coal but the building in which it is stored. Those who will, however, burn Nova Scotia Coal, can guard against spontaneous combustion, by conveying air into the interior of the pile at different points, by means of pipes. This is the only check against such disasters in piles of Nova Scotia when lying any time.

Importations and Exportations of Coal.

The quantity of foreign Coal imported into the United States for the fiscal year ending June 30th, 1867, was 521,305 tons, valued at $1,476,044. It was derived as follows:

From	Tons.	Value.
British Provinces on Atlantic (Bit.)	783,337	$855,067
do. do. do. (other)	115	482
All other countries (Bit.)	189,774	599,262
do. do. (other)	39	149
	521,305	$1,455,044

Average price at shipping port, $2 77 per ton.

EXPORTATIONS OF COAL.

	Tons.	Value.
Anthracite	192,912	$1,333,477
Domestic Bituminous	92,189	512,742
Foreign Bituminous	1,657	15,329
	286,758	$1,861,528

Average price at shipping point $6.49 a ton.

It will be seen by the above, that the average price of Bituminous Coal imported at the shipping points, is $2 77 a ton. Simply because it is mined near the seaboard; while the Coal exported requires transportation to the seaboard, and the price is nearly treble that of the English Coal at the place of shipment. As the country cannot depend on a foreign supply, which may be cut off at any time in case of difficulty, the true policy is to encourage the development of our own immense Coal fields, by protection, which stimulates industry and creates competition, which not only secures a full supply, but lowers the prices to consumers.

The 388,277 tons imported from the Provinces paid into the National Treasury in 1867, $485,371, nearly half a million of dollars, while the consumers did not pay one cent more for the Coal than if it had been duty free. Therefore, every vote in Congress in favor of discriminating in favor of Nova Scotia Coal, by reducing the duty to 50 cents a ton from $1 25, is robbing the National Treasury of that sum, and voting it into the pockets of Coal operators in a foreign country, and saddling our people with so much additional taxation.

Improvements in this Coal Region.

As far as we can learn, not a single new colliery is preparing for this year's business. During last year a number of improvements were made at old collieries, by sinking shafts, slopes, &c., and building breakers, and a number of similar improvements are now progressing.

The Tremont Coal Company are sinking a new slope on their lands, at the old Middle Creek Colliery, which will be ready for business in the early part of the season.

At Donaldson a slope has also been commenced on the Black Heath Vein.

Messrs. Kear, Brothers & Co., have secured a further lease of 20 years on the Mine Hill Gap Colliery, and will sink a slope 150 yards below the level of their present slope. They will also erect new machinery, consisting of two engines, cylinders 24 inches in diameter, with 6 feet stroke; one pumping engine, cylinder 6 feet in diameter with 10 ft. stroke; 2 twenty-inch pumps; 2 donkey engines, one fan engine, and ten boilers 36 inches in diameter and 26 feet long to drive the machinery. They also propose to enlarge their breaker to a capacity to prepare 150 cars a day. When completed, this will be a very extensive colliery, capable of producing large quantities of coal.

The Wadesville shaft, sunk by the Mammoth Vein Consolidated Coal Company, but now worked by Messrs. Goddard & Ditson, of Boston, can be made the most extensive colliery in the region. The machinery is nearly completed, and when in full operation over 200,000 tons of coal can be produced in a year, with good management.

Messrs. Potts & Sigfried are erecting a new breaker at the Mount Laffee Colliery, capable of preparing 100 cars of coal a day. The present breaker is badly located, and has not sufficient capacity to do a large business.—The coal mined from this colliery has an excellent reputation in the market.

Messrs. Van Winkle & Co., are sinking a slope to the depth of 500 feet at their Pottsville Gap Colliery. They are now 300 feet down in the vein, where they find it perpendicular with about fourteen feet of coal between the slates.

Lewis, Denning & Co., are sinking a new slope at their colliery on the upper Mill Creek, and erecting a new 60-horse engine for hoisting, and making other improvements to increase the capacity of their colliery.—They will work the Buck Mountain and Skidmore veins. They are also erecting what is termed a "molasses breaker," in order to clean the coal thoroughly, before it goes into the other breaker and to the screens.

In the Schuylkill Valley a new slope is in course of sinking, 300 feet, at the Novelty Colliery, by Mr. J. P. Geary.

Mr. Peter D. Luther proposes sinking a new slope on the Big Tracey Vein at Kaska-William, for mining coal and black band iron ore.

Mr. David Oliver, we learn, has taken the Oakland Colliery at Windy Harbor, and proposes tunnelling from the present level to the Mammoth Vein.

There are one or two other improvements contemplated in the Schuylkill Valley, which are not yet decided on.

In the Mahanoy Region, Messrs. Wiggan & Treibels and Focht & Althouse, have