

to ponder deeply upon the issue, and profit by her... Where is Republican Rome, whose Eagle is seated in triumph over two kingdoms of Europe?

THIRTEEN OF THE MINERS' JOURNAL... Two Dollars a year in advance... The publisher reserves the right to change the price of the paper at any time.

mining Coal in this, and all other regions... Thirteen individual firms in this county mined and sent more Coal to market last year than all the Coal Companies in the whole Lehigh region...

Local Affairs... Report for the "Miners' Journal"... "Cautions of Temperance" appears to be the title of the public here...

Another Improvement Co... We learn that the following Petition was sent to Harrisburg this week: To the Senate and House of Representatives...

NOTICES... NOTICE TO SCHOOL TEACHERS... NOTICE IN THE MATTER OF THE ACCOUNT OF R. B. DICKEY...

NOTICE TO TAX COLLECTORS... NOTICE OF HERBY GIVEN THAT application has been made by the Board of Commissioners of Schuylkill County...

NOTICE TO THE FIRST ANNUAL MEETING... NOTICE OF THE FIRST ANNUAL MEETING OF THE SCHUYLLKILL COUNTY FAIR...

Miners' Journal

Saturday Morning, Feb. 8. To the Editor of the "Miners' Journal":

Ma. BANNAN—Your editorial of Saturday has surprised us not a little. It is a goodly one, and we are glad to see it. It is a goodly one, and we are glad to see it.

What is induced for? Simply for permission to associate for the purpose of extending capital in the improvement of property owned by the persons who ask that permission. You say that they are not to be permitted to do so. Can this be any other than the general manufacturing law for all the purposes contemplated in the charter now proposed?

It is said, however, that there are more than one hundred who are working in the coal trade never to increase? To think that a deep shaft requires great expenditure and labor, and it may reasonably be supposed that the one such shaft can be sunk, some of the more productive mines will have ceased to be productive; and that it will be in season to supply the people of Schuylkill County impoverished, or in any way injured, by increased competition among the owners of the mines.

It is said, further, that individual enterprise is sufficient, and will continue to be so. It may be so for small operations, but not for the large ones. The coal trade is contemplated will never, and can never be, by individuals. It requires combined exertion, and that can be obtained only by a corporation.

Has any monopoly privilege been asked? Read the bill and you will see that there is no monopoly. What we propose to do is to give to a hundred others to-morrow, and will eventually be the basis of a general law among all the coal regions, and the formation of an association for mutual purposes, and such a law should exist. The interests of every property-holder in Pottsville are in the coal trade, and the coal trade is a monopoly.

What an immense amount of good this enormous sum might effect if properly applied! The contrast shows the aggravated position of its present use. One-half the sum (\$50,000) would build an asylum for all the maimed and unfortunate of our Region, and afford a home for the bereaved widows and orphan children left destitute by sudden calamities; while the interest (\$5,000) is sufficient to endow such an institution with the means of procuring every necessary attendance to the wants of its inmates.

What right have you, as a land-holder, to ask for special privileges not enjoyed by your neighbors? The Manufacturing law is general, not special—it is open to all to embrace its provisions if they think proper. Yours is special, and therefore you are getting more than is granted to Cotton—if not, why ask for a special law?

So far, individual enterprise is sufficient to meet the needs of the coal trade. It is sufficient for the coal trade, and it is sufficient for the coal trade.

There is one way, in which the boys could be encouraged to do good. They have no money, and the ladies who have sons and brothers in the "Section" should unite with those of our Section, and make them a present of an appropriate book. The "Flower and Bird" is a beautiful book, and is a good one for the boys.

It is suggested that the room over Mr. E. Taylor's carriage shop, at the corner of the Market and Second streets, be used as a suitable place to establish a Library, Reading and Lecture Room, for boys and apprentices in the Borough. We are authorized to say that Mr. Taylor is willing to do so.

The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it. Scarcely an individual, except those directly connected with the present Road, refuses to sign it. On this point, the Philadelphia and Reading Railroad Company are unanimous.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.

THE PEOPLE'S ROAD. The following is the petition in circulation, against the Philadelphia and Reading Railroad Company, and in favor of the new Road. Upwards of 1000 signatures have already been attached to it.