

# Miners' Journal.

POTTSVILLE, PA.  
SATURDAY, APRIL 5, 1886.

## Tunneling the Broad Mountain into the Field—Direct Line to the North.

Our first article on this subject, which appeared in last week's Journal, took the interest of the public generally, by surprise, and created quite a sensation, as we expected it would, since the subject is one of so much importance to a large portion of the community, and demands the immediate attention of all concerned.

To the city of Philadelphia, and those interested in the rich coal deposits of the Mahanoy, the enterprise has the greatest claim, since, by accomplishing the object in view, it would distance all competition in the struggle for the trade of our inland seas, and place her commerce in such a position that no rival could impair it. The opening of the tunnel in question, would complete that natural, direct and middle route, by which a "one line" would be formed from Philadelphia to Erie, opening up the whole Lake country, connecting with Lake Erie, with all their rich territories and marginal cities, for commerce and influence. If this route should take, from Milton or Sunbury, a course either to the East or West of the route and tunnel proposed, the distance would be materially increased, from Philadelphia and decreased from either New York or Baltimore, and consequently, it is favorable as to its position to dispute the passage, as their interest would prompt them, with greater chances of pre-empt.

To the owners of the coal lands in the second grand division of the Anthracite Coal field of the Mahanoy valley; it is the only means of realizing the utmost value of this property—by placing it, perhaps, as a coal producing point, in favorable position for the first coal division, and much more favorable than any other coal deposits in the country, without exception.

To Shamokin, the completion of this link in the route to Erie, would be of the first importance, since it would put this place as originally designed, in direct communication with Philadelphia by the nearest route, and with the most favorable grades, and the shortest route to the Lake country, connecting with Lake Erie, with all their rich territories and marginal cities, for commerce and influence. If this route should take, from Milton or Sunbury, a course either to the East or West of the route and tunnel proposed, the distance would be materially increased, from Philadelphia and decreased from either New York or Baltimore, and consequently, it is favorable as to its position to dispute the passage, as their interest would prompt them, with greater chances of pre-empt.

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### Local Affairs.

**Metropolitan Notations.**

**REPORTED BY A. HARRIS, JR., PHILADELPHIA.**

DATE	PLACE	POPULATION	DEATHS	COPIES
1886	PHILADELPHIA	110,000	1,200	500
1886	POTTSVILLE	10,000	100	50
1886	HARRISBURG	15,000	150	60
1886	MILITARY	5,000	50	20
1886	UNION	3,000	30	10
1886	LANCASTER	8,000	80	30
1886	LEHIGH VALLEY	12,000	120	40
1886	NEWCASTLE	7,000	70	25
1886	STANTON	4,000	40	15
1886	WYOMING	2,000	20	8
1886	ALTOONA	6,000	60	20
1886	JEFFERSON	3,000	30	10
1886	WILKES BARRE	5,000	50	18
1886	SCRANTON	4,000	40	15
1886	LEWISBURG	3,000	30	10
1886	WATERBURY	2,000	20	8
1886	PIEDMONT	1,500	15	5
1886	WYOMING	1,000	10	4
1886	LANCASTER	1,500	15	5
1886	LEHIGH VALLEY	2,000	20	8
1886	NEWCASTLE	1,500	15	5
1886	STANTON	1,000	10	4
1886	WYOMING	500	5	2
1886	ALTOONA	1,500	15	5
1886	JEFFERSON	1,000	10	4
1886	WILKES BARRE	1,500	15	5
1886	SCRANTON	1,000	10	4
1886	LEWISBURG	800	8	3
1886	WATERBURY	500	5	2
1886	PIEDMONT	400	4	1
1886	WYOMING	300	3	1
1886	LANCASTER	400	4	1
1886	LEHIGH VALLEY	500	5	2
1886	NEWCASTLE	400	4	1
1886	STANTON	300	3	1
1886	WYOMING	200	2	1
1886	ALTOONA	400	4	1
1886	JEFFERSON	300	3	1
1886	WILKES BARRE	400	4	1
1886	SCRANTON	300	3	1
1886	LEWISBURG	200	2	1
1886	WATERBURY	150	1	1
1886	PIEDMONT	100	1	1
1886	WYOMING	80	1	1
1886	LANCASTER	100	1	1
1886	LEHIGH VALLEY	120	1	1
1886	NEWCASTLE	100	1	1
1886	STANTON	80	1	1
1886	WYOMING	60	1	1
1886	ALTOONA	100	1	1
1886	JEFFERSON	80	1	1
1886	WILKES BARRE	100	1	1
1886	SCRANTON	80	1	1
1886	LEWISBURG	60	1	1
1886	WATERBURY	40	1	1
1886	PIEDMONT	30	1	1
1886	WYOMING	20	1	1
1886	LANCASTER	30	1	1
1886	LEHIGH VALLEY	40	1	1
1886	NEWCASTLE	30	1	1
1886	STANTON	20	1	1
1886	WYOMING	15	1	1
1886	ALTOONA	30	1	1
1886	JEFFERSON	20	1	1
1886	WILKES BARRE	30	1	1
1886	SCRANTON	20	1	1
1886	LEWISBURG	15	1	1
1886	WATERBURY	10	1	1
1886	PIEDMONT	8	1	1
1886	WYOMING	6	1	1
1886	LANCASTER	8	1	1
1886	LEHIGH VALLEY	10	1	1
1886	NEWCASTLE	8	1	1
1886	STANTON	6	1	1
1886	WYOMING	4	1	1
1886	ALTOONA	8	1	1
1886	JEFFERSON	6	1	1
1886	WILKES BARRE	8	1	1
1886	SCRANTON	6	1	1
1886	LEWISBURG	4	1	1
1886	WATERBURY	3	1	1
1886	PIEDMONT	2	1	1
1886	WYOMING	2	1	1
1886	LANCASTER	3	1	1
1886	LEHIGH VALLEY	4	1	1
1886	NEWCASTLE	3	1	1
1886	STANTON	2	1	1
1886	WYOMING	2	1	1
1886	ALTOONA	3	1	1
1886	JEFFERSON	2	1	1
1886	WILKES BARRE	3	1	1
1886	SCRANTON	2	1	1
1886	LEWISBURG	2	1	1
1886	WATERBURY	1	1	1
1886	PIEDMONT	1	1	1
1886	WYOMING	1	1	1
1886	LANCASTER	2	1	1
1886	LEHIGH VALLEY	3	1	1
1886	NEWCASTLE	2	1	1
1886	STANTON	1	1	1
1886	WYOMING	1	1	1
1886	ALTOONA	2	1	1
1886	JEFFERSON	1	1	1
1886	WILKES BARRE	2	1	1
1886	SCRANTON	1	1	1
1886	LEWISBURG	1	1	1
1886	WATERBURY	1	1	1
1886	PIEDMONT	1	1	1
1886	WYOMING	1	1	1
1886	LANCASTER	2	1	1
1886	LEHIGH VALLEY	3	1	1
1886	NEWCASTLE	2	1	1
1886	STANTON	1	1	1
1886	WYOMING	1	1	1
1886	ALTOONA	2	1	1
1886	JEFFERSON	1	1	1
1886	WILKES BARRE	2	1	1
1886	SCRANTON	1	1	1
1886	LEWISBURG	1	1	1
1886	WATERBURY	1	1	1
1886	PIEDMONT	1	1	1
1886	WYOMING	1	1	1
1886	LANCASTER	2	1	1
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1886	STANTON	1	1	1
1886	WYOMING	1	1	1
1886	ALTOONA	2	1	1
1886	JEFFERSON	1	1	1
1886	WILKES BARRE	2	1	1
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