



POTTSVILLE.

Saturday Morning, June 20, 1896.

VOLEINER'S PATENT.
 The Voleiner Patent is a new and improved method of mining, and is now being used in the Pottsville mines. It is a very simple and easy method, and is now being used in the Pottsville mines. It is a very simple and easy method, and is now being used in the Pottsville mines.

LIFE INSURANCE.
 The Pottsville Life Insurance Company is now offering life insurance to the people of Pottsville. It is a very simple and easy method, and is now being used in the Pottsville mines. It is a very simple and easy method, and is now being used in the Pottsville mines.

AGENTS FOR THE MINERS' JOURNAL.
 The Pottsville Agents for the Miners' Journal are now offering the Miners' Journal to the people of Pottsville. It is a very simple and easy method, and is now being used in the Pottsville mines. It is a very simple and easy method, and is now being used in the Pottsville mines.

APPROVED WATER.
 The Pottsville Approved Water is now being sold in Pottsville. It is a very simple and easy method, and is now being used in the Pottsville mines. It is a very simple and easy method, and is now being used in the Pottsville mines.

THE ARMY.
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NEWS FROM THE ARMY.

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Gen. Taylor, we think, is not yet in the country, but as soon as he is reinforced by the Kentucky and Tennessee volunteers, march for Monterey. We find a fonshead of this in a table of distances printed in the Washington Union, on the national road from Matamoros to Monterey. From it we learn that the road passes through Reynosa, 18 leagues from Matamoros, a town of 8,000 inhabitants. Seventeen leagues from Reynosa is another town, Camargo, situated at the mouth of the Rio San Juan, to which steamboats may ascend. Its population is 2000. Thence to Mier of famous memory is nine leagues. Thence for the country is poor—in ordinary times provisions for small parties are to be had with difficulty. Fifty-three leagues from Mier is the city of Monterrey, one of the most beautiful and healthy cities of Mexico with a population of 12,000, surrounded by a fertile district, producing the sugar cane and the various tropical fruits. Thence the country becomes mountainous, and small bodies of men with valor might resist large masses. From Monterrey the City of Mexico is 350 leagues distant. The intermediate country is one of the most beautiful in the world, while the population is perhaps the most degraded. The writer of the table of distances to which we have referred, thus speaks of one of the towns on the route:

"To Saltillo city, of 12,000 souls, all dishonest, rascals, notorious robbers and petty thieves, war from springs in abundance, the country yields abundance of wheat, corn and barley; extensive grazing estates in the vicinity. Horses, mules, sheep, goats in abundance and cheap. From this point of the great roads to Mexico and to the west and south."

Between Com. Conner and the Governor of Vera Cruz a courteous correspondence has been kept, in consequence of the latter having dismissed the American vessels to port unharmful, saying as they came in good faith, so they should depart. Com. Conner in return allowed to a Mexican ship a similar privilege. Both however stand to their guns. According to all appearances, the Castle of Saint John de Ulloa will not be attacked by the Sea forces. Com. Conner and all the officers of the Engineer corps considering it impracticable.

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The Reports of the officers who commanded corps at Palo Alto and La Palma have been published. Their great length only prevents us from copying. According to all information in Gen. Taylor's reach, he estimates the Mexican loss in both battles to be more than 1000.

PRICES OF LABOR IN THE COAL DISTRICT.
 It having been ascertained in a good many places, and especially in the annual message of the President and Report of the Secretary of the Treasury, that there had been no advance in the prices of labor, under the influence of the Tariff of 1842, we have at the expenditure of some labor and time prepared the following table of the prices paid by colliers for labor between 1831 and the present time. This we have procured from the books of the Delaware Coal Company, which has been in operation during the whole period. We look on it as a very perfect refutation, as far as the coal trade is concerned, of all Locomotive statements and theories.

In 1831 miners received \$1 00 and laborers 82 cents a day—the Tariff of '28 was in full force.

In 1840 miners received \$1 00 and laborers 80 cents a day—the low duty system was in force; wages were paid in goods, making a difference of from 15 to 20 per cent against the laborer.

In 1842 miners received 87 cents and laborers 70 cents per day, which was paid in traffic. One fourth of the laborers had no employment.

In 1844 the Tariff of '42 took full effect; miners received \$1 10, laborers 76 cents a day, all were employed and labor was in demand.

In 1845 miners received \$1 13; laborers 80 cents per day. In other respects the business continued as in 1844.

In June, 1846, miners received \$1 25; laborers 83 cents, and the business is improving in activity, etc. All is paid in money when demanded, as has been the case for three years.

The Delaware Coal Company is as fair a criterion as can be taken, and employs a large number of hands. Since 1842 they have paid all wages in money. Where goods are taken in part payment by agreement, which is optional with the laborer, prices are higher than those specified—The goods sold at the miners' stores are sold at a low price, because, as at the other stores, which was not the case in 1840 and '42.

Now, to prove that under the influence of the Tariff of 1842 the consumer as well as the producer has profited, we will show by the following exhibit taken from the books of regular dealers in the Atlantic cities, that there the price has been greatly reduced since, under the influence of that bill:

Philadelphia—Wholesale N. Y.—Retail. Boot, Retail. Average. Average. Average. Average.

1839 per ton \$5 50 \$8 00 \$9 to \$10 1840 " 5 50 8 00 9 to 11

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1845 " 3 50 6 50 6 to 7

This great reduction can be attributed to nothing but the effect of the Tariff of 1842, and, we ask, very respectfully if the interest of the country would be served by going back to the low duty system, and paying the Picot and Nova Scotia miners a larger sum than is now paid for American coal.

Those operators would have a decided advantage over the American operator in Pennsylvania, as the price of freight from those places to Boston is seldom more than the price of freight from Philadelphia to Boston, while coal can be put on board at Picot and Nova Scotia from \$1 50 to \$1 75 per ton less than it can be put on board at Philadelphia.

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