Miners' Journal.

POTTSVILLE, PA.

SATURDAY, APRIL 17, 1869.

ARMS SCHEME.—To our Philadelphia subscribers and advertisers. We have entered into arrangements with J. Wilson McArthur, Esq., Attorney at Law, 112 Walnut street, Philadelphia, to attend to the collection of our bills for subscription and advertising in that city, and we hereby give notice that Mr. McArthur's receipts will be recognized and acknowledged by us for all moneys paid him on our account.

GALENA (Illinois), has held an election to decide who shall be postmaster.

BUT a single day of staging now divides the approaching lines of the Pacific Railways.

THERE are 148,000 shade trees in Paris—principally the elm, maple, horse chestnut, maple, Hudson, acacia and the silanthus.

LOST.—Mankind deserve but little to writing from—A. M., to 4 P. M.; dinner, 4 to 5; theatre or society, 6 to 10; sleep, 10 to 8.

AN Ohio schoolmaster was compelled to pay $100 for whipping a girl with a bundle of hickory withes twisted together and hardened in the fire.

GOVERNOR CURTIN.—It is gratifying to learn that this distinguished citizen of Pennsylvania was yesterday confirmed as Minister to Russia.

A NEW and rich vein of coal has been struck near Vicenza, Jefferson county, Mo. Solid pieces of the mineral as large as a half peck measure have been taken out.

THE schoolmate of Alexander Dumas, who was pronounced, by his teacher a far more gifted young man than Dumas, is now a proofreader at Clary's printing office in Paris, at a salary of 2½ cents.

KOONS & RUOFF, 2-2 North Delaware Avenue, Philadelphia, deal in fruit and produce, and are agents for Crampton Bros.' soaps, spices, &c. This firm commends itself to dealers for its fair manner of doing business.

THE Legislature of this State adjourned yesterday at noon. But few regret the non-action over the fact. In the Senate on Thursday the General Militia bill fixing the tax at two dollars, was passed; also, the Appropriation bill.

GENERAL SHERIDAN has issued an order announcing the death of General W. A. Nichols, speaking of his brilliant military career, and decorating the badge of mourning to be worn by the officers at division and department headquarters for thirty days.

THE Sunbury *American* appeared last week in a new suit of type. The *American* is a reliable, high toned paper, a firm advocate of the principles of the Republican party, and in every way worthy of the success which the improvement indicates that it meets with.

STARVED HIS BROTHER.—The N. Y. *Herald* states that Rose, of Kansas, one of the spoutate Senators-elect on President Grant, on Monday, to have appointments made in Kansas to suit him, and finding the President not inclined to gratify him became vexatious, when Grant ordered him from the room.

TO BRICK MAKERS.—The proprietor of the "Franklin Brick Machine" advertised in this paper, offers to test its merits on the purchasers' yard, requiring no pay until his guarantees are performed. This is an unusual opportunity for our brick makers to get a superior machine without risk. Geo. P. Bowell & Co., 40 Park Row, New York.

WE learn that the Governor has vetoed the bill for the creation of a new Ward in this Borough. If our information is correct, this is right. It was originated unknown to the people at large, and another Ward is really not needed at this time. It would only add to the election and other expenses of the Borough, and enlarge the size of Council and the School Board, unnecessarily.

GOVERNOR GRIMES has re-appointed Professor James P. Wickersham of Lancaster, secretary to the position of State superintendent of Common Schools, and he has been confirmed by the Senate. The governor could not have done a better thing for the interests of the public schools. Mr. Wickersham has made the office of superintendent what it was intended for, and in his old position has shown a remarkable degree of administrative capacity.

MR. JOHN WANAMAKER, the enterprising clothier of Philadelphia, whose card will be found in "Miners' Journal," has one of the best stocks of goods ever offered in the city, and in his capacity to turn out the very best made clothing unsurpassed. We observe that Mr. Wanamaker has associated with him Mr. E. T. Taylor, formerly of this Borough and late of the firm of Charles Stokes & Co., 824 Chestnut street. Mr. Taylor has an extensive acquaintance in this section and has great ability and experience in the clothing business, and will undoubtedly attract much business to the custom department of the firm.

THE hundreds of thousands of friends of Andrew G. Curtin, ex-Governor of this State, were gratified when they heard of his appointment as Minister to Russia. His patriotic career will live while the history of the States's services in defence of the Union, exists. The soldiers who experienced his fatherly care during the war, also rejoice that his many and great services have been thus rewarded. No one can doubt that Mr. Curtin will represent this country with distinguished ability at St. Petersburg, and by his course more closely bind the friendly relations of two of the most powerful nations on the globe.

Our readers hardly need to be reminded of the immense preparations made for their comfort, this Spring, by Rockhill & Wilson. Their old established house has taken the lead in the Clothing trade of Philadelphia and the surrounding country. By close attention to business, thorough courtesy to every customer, great and small, and a steadfast determination to give everybody the worth of his money, the house has attained the success which it now enjoys. Rockhill & Wilson spare no pains nor cost, to give every one who deals with them, a perfect fit, and a perfect adaptation of the whole make-up of the garment, to the person and style of the wearer. From happy experience with their clothes, we can only add that the best thing our readers can do, is to visit their spacious Brown Stone Hall, 603 and 605 Chestnut Street, Philadelphia, and examine the attractions which are prepared for them this Spring.

A FINAL RESPONSE.

Let the foolish gods wince, our withers are unwrung.

It is amusing to us, interesting to the policyholders, and instructive to that large class—the future insurants—to observe the frantic efforts of the "managers" of the infant Continental, to avoid the telling exposures we made of their business in our comparisons of last week.

However much we may sympathize with the managers in their evident distress, we cannot excuse them for their repeated attempt to mislead and deceive the public. We therefore present some additional facts which may be of interest to the readers, although not calculated to afford the managers much comfort in their present dilemma.

Volume of business is the grand fortification upon which the newly-fledged Continental intrenches itself. Precisely how much of this business is to be credited to the Company from which it borrowed its name, we leave to the public to judge.

The New York Continental in its eagerness to prove its excessive business, twice publishes in the same paper a statement of its "receipts in Massachusetts." It has demonstrated to its own satisfaction at least, that its agency located at Boston, did do over three times as much business in the six New England States, as did the Continental of Hartford in Massachusetts alone. With this expose we are content to allow the "managers" to "sing the flattering unction to its soul" and extract from it whatever consolation it may. We only waited for a repetition of this trifling mistake before giving it a final quietus.

We are accused of not having entered New York, to which we plead guilty. We accuse the New York Continental with not having entered Texas, guilty. But what matters either charge to policy holders? It is well known by every one at all conversant with Life Insurance, that any Company doing business in Massachusetts, can enter New York State at pleasure unquestioned, while it is quite possible for a Company to do business in New York and maintain a good standing in the reports of that State, and still be debarred from entrance into Massachusetts, where a higher standard of qualification is insisted upon.

The New York Continental claims a capital stock of $100,000 "all cash." Since by their own showing the Hartford Continental has a capital of $120,000, ALL CASH, and $180 000 additional security in endorsed promissory notes, approved by the Comptroller of the State of Connecticut, this brilliant conception of the astute managers needs no further comment at our hands.

There is a principle of decency in law. It argues itself into the belief of its "ability to pay losses and declare large dividends. If it can do this, why has it not shown it? Why declare forty per cent. dividends when the Hartford Continental pays fifty? Is it because the stockholders absorb one-eighth of the profits besides seven per cent. on the capital? Or does the $20,000 paid to stockholders in 1862 (see Wall street underwriter) account for it.

But enough. So long as the attacks of the doughty "managers" result in a large increase of our business, we shall be content to give them free rein, only giving an occasional check, when they are disposed to overstep the bounds of truth and prudence.

Thanking the public for its practical appreciation of our efforts to afford them the information at all times, we dismiss these attacks upon the Continental of Hartford as unworthy of further attention at our hands.

(Signed) A. G. & J. S. CORBIN.

THE Salem, N. J., "While the earth remaineth, seed time and harvest and cold and heat, and summer and winter, and day and night shall not cease."

One of the chiefest incident upon this change of season is further to clothe from head to foot in heavy garments of winter to the light and airy clothes of summer, and there is no one thing that contributes more to our comfort, our health and to economy than our thus regulating our clothing by these changes of the season.

You can be "cool as a cucumber" this summer, if only you wear clothing from Wanamaker & Brown's.

PAIN PAINT WILL STOP PAIN WHEN DOCTOR PAIN. Holcomb's Pain Paint will do it; and if you have Catarrh, recollect that Holcomb's Asthmalene, pint bottles $1, will eradicate this disgusting disease, root and branch. Get plain, send free of express charges, for $3, or one pint of Holcomb's Pain Paint. Address Dr. Wm. Green, 170 Chatham square, N. Y. Small bottles sold at 50 cents.

THE COAL TRADE.

Pottsville, April 17, 1869.

The quantity sent by Railroad this week is 92,946 10—by Canal 23,515 10—for the week 116,462 00 tons, against 87,467 for the corresponding week last year.

The demand continues good, and the shipments are heavy this week. This demand to some extent is based on the impression that a strike will soon take place among the miners. It is stated that a strike will take place, but no time has been fixed upon as yet, and we see no good reason why any should take place, as long as the demand for coal is good at the present rates.

Our Philadelphia correspondent writes as follows:

"The demand for coal the present week has been active, the deliveries being principally on orders taken at last months prices. The advance of 25 cts at the mines has not been followed by corresponding advances in freights, except for present deliveries, in view of the long suspension of navigation. Dealers should have ample coal at current rates so as to hedge over their supply, should a strike take place, as it will benefit no one in the end."

The trade sums up this week as follows, compared with last year:

	1869.			1868.		Inc. & Dec
	WEEK.	TOTAL	WEEK	TOTAL		
P & R R	62,588	436 00	92,947	238,481	10	201
Sch Canal	13,969	88,948	23,516	69,744		4 056
L Val R R	37,797	231,197	40,054	76,776		54 421
L Canal	1,616	5,116	10,699	30,610		19,440
L N R R	3,444	10,332	15,577	45,405		154,330
Sch Nav	6,443	19,329	17,321	43,843		171,326
Penn	2,703	8,109	3,995	15,560		20,948
Penn R R	14,491	161,964	80,999	192,716		87,748
Penn Canal	2,227	6,681				6,681
Del & Hud	35,648	75,647	10,449	91,276		4 49
Wyoming						
Wyoming						
Shamokin	9,502	30,510	3,146	47,857		6,625
Mt Carmel	2,000	5,000	1,824	6,500		1,500
Read Mt.	4,730	14,696	2,674	15,994		2,960
Phila & R	17,000	51,000	17,000	116,000		65,000
Wyoming	2,000	6,119	4,344	24,424		8,715
Red Top	2,000	4,000	5,000	20,551		39,110
	231,719	2,467,000	314,602	3,000,433		
			231,719	2,467,000		
			82,883	533,433		

The total quantity sent by Lehigh & Susquehanna R. R. for the week was 29,624 tons, and for the year, 259,549 tons. The balance is embraced in the Lehigh Canal Report.

MINE VENTILATION, &c.—The Act for the better regulation and ventilation of mines, and for the protection of the lives of the miners in the County of Schuylkill, has passed the Legislature with some amendments, and has been approved by the Governor. The principal alteration is with regard to the speed of ventilating fans, which is stricken out. The Mining Inspector is to be appointed by the Governor for a term of three years, unless removed in the meantime for incompetency. The applicants must undergo an examination before a board composed of five practical miners, and one Mining Engineer, who are to be appointed by the Judges of the Court of Common Pleas of the county, and pronounced competent by said board, before he can receive an appointment. We received a copy of the bill, but too late for its publication this week in our crowded columns. We will publish it next week. It is singular that this bill should be confined to Schuylkill County only.

We are glad to learn from Harrisburg that the tax bill which, among other articles, proposed a tax of two cents a ton on Anthracite Coal, has been "knocked." How any sane person could introduce such a bill into the Legislature, taking taxes off corporations and putting them on the necessaries of life produced in the State, is a mystery to us. If such a bill had passed, it would have been disgraceful to the State.

Several communications in reply to "Operator" have been crowded out for want of room. We expect to be relieved from a heavy press of advertisements in the course of a week or so.

We learn that Mr. Chas. E. Smith has not resigned the office of President of the Reading Railroad, but that he has obtained leave of absence for one year to recruit his health abroad, and that Franklin B. Gowen, Esq., has been elected to officiate in his absence.

CUMBERLAND COAL.—Messrs. Gleason & Glenn, of Washington, D. C., have inaugurated Monthly Auction Sales of Cumberland Coal, delivered on board vessels at Alexandria, &c. They sold 10,000 tons the last week in March at $4 20@$4 32½ per ton. They propose continuing these sales monthly, of which due notice will be given.

DRAWBACKS.—A correspondent at Petersburg, Va., complains about the distinctions made by granting drawbacks on coal by the carrying companies, and desires to know whether we can do anything to stop such a practice. The object is to equalize the rates at points where there is competition for the trade, and in doing so, those who are so unfortunate as to reside at points where there is no competition, are generally charged extra high rates to make up the difference. Nothing but stringent law compelling companies to make no differences in their charges will check this practice. Philadelphia suffers greatly from this practice, and is deprived of all the advantages of her location in obtaining cheaper fuel.

IRON COAL STEAMERS.

We stated a short time ago that the Reading Railroad were building steamers to carry coal to the East. It appears that they are being built by a Company styled the "Pennsylvania, New York and New England Steam Navigation Company," and in which the Reading Road is interested. Wm. D. Crane, Esq., of New York, was the first to introduce this present enterprise, although the subject has been discussed for several years past. One of these steamers, the "Rattlesnake," will be ready for a trial trip in a few days, which was built at the yard of Reany, Son & Archibald, at Chester, Pa. The American Journal of Mining states that this Company has already contracted for five steamers, and that they have ample capital to build a large number if they prove as profitable as they suppose. The Journal gives the following description of the "Rattlesnake," and the estimated cost of and time taken up in a voyage from Philadelphia to Boston:

"The 'Rattlesnake,' first launched, is a model of convenience for the carrying business, and may give a general idea of the rest. She is 210 feet keel, 220 feet over all, 32 feet beam, and is divided into three compartments, of 225 feet each. The hull has a small dish, and 1½ foot forward, enabling her to go to any wharf. For all her class, she can be hallooed with very little, and can thus make return trips light without waiting for a cargo, if desirable. The engines are constructed to fit the vessels as she leaves the ways, each developing 56 feet from centres. The contracts on the new Reading built at Boston, by the Company, by the Lowell Railroad are adapted to the same end; and these steamers railroad are able to accommodate by land and water in run and tender from competitors. The cost of manufacturing will be 140 horse power, and 40 sq. feet grate surface, and is exhibited by a few figures:

Consumption of coal per horse power per hour to each horse-power.

Number of pounds steam steam coal can be 7 knots per hour; under sail, one knot per hour average.

Voyage—Philadelphia to Boston, 1000 miles, steaming at above speed..... 4 days, 12 hours.

Hands and officers, 11 men.....	each per month,	600
Coal by 30 days.....		405
Provisions.....		100
Repairs and port charges distributed for, as per insurance.....		200
Interest on capital.....		600
Total.....		$2,705

It is handsome for comparison of these figures, which are in the highest degree liberal estimates, with the results of similar statements of not near capacity, that as a class of low tonnage and speed, of course and in fitting for vessels, can be made, and that a large profit per ton can be secured even at an exceptionally reduction of freight rates, all other advantages of steam shipment aside.

We conclude by again saying our belief that the benefit of the "Rattlesnake" in the opening of an outlet to the coal trade. The miner, shipper, manufacturer, retailer and consumer, are the best judges of the benefits or demand supply and equalization of demands, cheap mode of carriage and steadier rates to ity. And these prospects are the more gratifying features, since we are informed that the Pennsylvania, New York and New England Steam Navigation Company are not the only steamboat enterprise, but that other companies are about to be organized, whose powers as well as objects will prove their pith and purpose."

We see the most obstacle to the success of the above enterprise, particular for the Eastern markets, being quick dispatch can be obtained. Heretofore one of the obstacles was that but few dealers cared about buying so large a cargo at once, but by this arrangement ice steamer can take cargoes for three different persons, and three different kinds of coal without mixing the same, when desired to do so. And besides the Company can also procure sufficient wharf room for to-day, for discharging several cargoes, and then wholesale it out in lots to either dealers and manufacturers who buy by the quantity, but do not desire to take a whole cargo at a time.

The most extraordinary circumstance connected with this business is the assertion of the Journal of Mining, that the steamers will cost less to build than those built on the Clyde, in Scotland. If this is true, it shows that these builders must have much greater facilities in machinery, &c., for building iron steamers, than they have in Scotland, where wages and iron, which are the largest items that enter into their construction, are cheaper, or else their construction must be very fragile, compared with the Scotch steamers. What have our Maine friends, who gave such a doleful account of the state of ship building in that State during the last few years, to say to this?

At Portpar, England, where wooden vessels were formerly built to a very great extent, the business has almost entirely ceased, and greater distress prevailed there than in any other part of England for the last three or four years, while on the Tyne, the Wear and the Clyde, the business was comparatively prosperous; but this arose entirely from the fact that iron vessels are rapidly taking the place of wooden vessels, and this change of course will also be introduced into this country, and will affect all those points where wooden vessels have been exclusively built—heretofore. If the above mentioned experiment succeeds, of which we have but little doubt, and the statement with regard to the comparative cost is correct, the change will be very rapid and the days of wooden sea vessels may be considered as numbered in this country also.

Two communications in this department, from "J. S.," Mt. Carmel, and E. B. Platt, Hazleton, we are compelled to abridge in consequence of the crowded state of our columns. We desire to hear from the people on any and every subject of public interest, but we must impress upon them the necessity of "boiling it down." Write briefly and to the point. Our columns are expensive, but they are two small to contain all that correspondents would say.

(COMMUNICATED.)

MINERS' JOURNAL, April 15, 1869.

MESSRS. EDITORS: In your valuable paper of the 3d inst., under the article of "Coal Trade," relative to the bill before the Legislature for the better ventilation and security of life in the mines, you remember it was mentioning that in the proportion of 1 in the Coal Regions of England, that about one person was killed in every 100,000 tons of coal raised. In the course of said article you said that the annual statistics presented you from time to time as opportunity to see other than the number of accidents in mines, and the number killed. Leaders should have said number killed in the Anthracite Region exceeded the proportion of 1 in 100,000 tons.

To throw a little light on this subject, I wish to call your attention to the following statistics which will be made by a circular from the Mining Journal and Railroad Gazette, the weekly records of accidents in the mines and on the railroads, from January 1st to October, 1868. No doubt many more accidents and consequently deaths occurred during that time, but not to form a basis, the following results will show what a proportion of life and limb is necessarily sacrificed, and should call forth our sympathies in behalf of the miners, and the necessity of the passage of their new acts, as well as to provide for the widows and orphans, with the only means of relief in such cases by legislative action or otherwise, a "Miners' Hospital and Relief Association," for the State, as years I have been advocating this thing, and thirty years experience in the coal business, convinces me the only way to succeed is by such institutions.

From the several statements above, viz:—from Oct., 1867 to Oct., 1868, there have been 292 deaths, and relative to accidents at the collieries in the Schuylkill region, viz:—

Killed at the mines.....	104
Injured at the mines.....	188
Total.....	292

These accidents occurred in the following manner:

	KILLED.	INJURED.
By black damp.....	11	10
By premature blast.....	9	10
By fall of coal.....	31	16
By falling down a slope.....	4	8
By being crushed.....	2	1
By accident at screens.....	1	2
By accident, but now reported.....	39	42
Total.....	104	99

By the 88 reported injuries many of them were serious, viz. It would be safe to estimate that only half of last number died of their injuries. Add too this at that we have no report of fatal, or injuries in the mines, and it would be safe to assume the number of deaths in the year at 150, which is 1 million of coal to the acre in this region, (the amount reported last) year would make more than 2 men killed for 100,000 tons of coal mined.

Now this is only from one region, and as like causes produce like effects, it will give from the four anthracite coal regions the following result, by visiting the statistics taken from the reports of 1868:

Mines.	Tons	KILLED	INJURED.
In Schuylkill Region	4,000,000	150	188
In Wyoming	2,000,000	100	117
In Lehigh	1,000,000	75	94
In Shamokin	1,000,000	75	94
Total	11,000,000	425	531

would sum up a total for the anthracite coal regions, killed, 425. Injured 531, making every year about 600 men and 1000 on hand.

These numbers apply only to the mining operations, and the same for like labor every where. The loss of life and time by the railroad in conveying the above amount of coal to market, the number of accidents is fearfully increased. Respectfully, yours,

TAMAQUA.

(COMMUNICATED.)

HAZLETON, April 5th, 1869.

MESSRS. EDITORS MINERS' JOURNAL:—As there are a few of your readers in the Lehigh district, I don't know whether for the "Justice" stands or not, but if it is, I think a few cry from Hazleton, as you will see has known as since I've been in this "glorious country," will say that I have not only practiced, but studied all that the law calls for in the bar. I have stood more than he makes reference to, for the benefit of all the working classes, and I have had the pleasure of seeing several dozen in this country, and everything that could be had for service to the people in large; and had there been a few thousand like myself (not saying it to boast) things in the anthracite coal regions would have been different. But I am sorry to say that there is a class of individuals in our midst who act as though they were the only people who had a right to live, and forget, that when "Justice" has done as much and as long as he can stand which I have suffered and known for the cause to crush it and its evils out of existence, then I think it will be time for him to step aside for me, if it is to be means, and not until then.

He also makes reference to the Americans and says: "Now all men when out of their own country are never sanctioned anything to rod the whose and chiefest of an American who has lost his life or limb at work." Well, Mr. "Justice," I have two or three times since I've been in this country, come across with a piece of pencil and collected for the same, and if it was not for the sake of names I would tell them; but will give you a synopsis of one, as I know it is now around the area; and will bear the responsibility.—"Many" has been killed in my sight and the said "Justice" there are a few real Americans digging coal that we can't subscribe anything them if we wished, but I think country-born would get as much care as anyone else. "Justice" may be only a name for some one of three Anthracite Counties, but I hope in the future he will be treats I like the rest, if he has not been in the past.

YOUR RESPECTFULLY,
E. B. PLATT.

(COMMUNICATED.)

MAHANOY CITY, April 14, 1869.

MESSRS. EDS.—Will you please publish the following for the information of your readers.

At a meeting held and circulated about Mahanoy District that some evil disposed person or persons have sent a letter to Mr. Thomas Lewis, Secretary of Tunnel Ridge Colliery, threatening his life, &c.; he is therefore

Resolved, That we the delegates from the various collieries belonging to the W. A. of Mahanoy District, do not sanction such like proceedings; but on the contrary, denounce such acts, and would lend over to justice, if in our power, the perpetrators of such like outrages.

JOHN FOLEY, D. Pres't.
GEO. CONNERY, Secty.

POTTSVILLE, April 9th, 1869.

The accounts of the Executive Committee of the W. B. A. of Schuylkill County, for the 27 months ending April 9th, 1869, has been audited and found correct.

Signed { WM. MCCARTY, } Auditors.
JOHN FOLEY, }

At a meeting of the Executive Committee of the Workingmen's Benevolent Association of Northumberland County, held at Mt. Carmel on Tuesday, April 6th, 1869, the following resolutions was unanimously adopted:

Resolved, That the Executive Committee appoint a Committee of Conference of three to meet a similar committee of the coal operators of Northumberland County, to form a scale of percentage for the miners, that we give the coal operators the privilege of appointing a time and place of meeting, providing it be ever, that the time does not exceed twenty days from this date.

JOHN FOLEY,
JOHN W. EVANS,
HUGH KEARNEY,
Committee.

If this resolution meets with the approbation of the coal operators of Northumberland County, they will please address John Foley, Mt. Carmel, Northumberland County, stating time and place of meeting.

MESSRS. EDITORS MINERS' JOURNAL:—The Republican contains the following important proceedings of Miners' meetings held in Luzerne county:

The attendance at Fellows' Hall, Saturday evening, was not sufficient to organize for want of Mr. Fischer had not been able to call a different strings together from the two movements, for a suspension of work, and for the establishment of a permanent and very little visibility. Between the half a dollar per day.

Mr. Pritchard was called to the chair, and Mr. Hobson, Secretary of the Miners' Benevolent Union, was chosen Secretary.

Mr. Fischer spoke for over an hour, in an animated and forcible strain, but with less apparent effect on the audience than we have heretofore seen.

The object of the miners' organization, which was now coming to be more prominent, the union between the coal field, was to establish a relative basis for the pay of miners—to fix some price which they should receive when coal should be at a given price—for the rate of wages to be increased or reduced in just proportion, as coal rises or falls in price until it goes to the lowest figure for which miners will cut coal, when a general suspension of mining shall be had, until the interests of the supply cause the price to rise again. Such a system would prevent the present terrible fluctuations in the wages of miners, abolish all the evils and odium which Lazarus has title, nor unjustly bring the whole Lazarus is filling the pockets. But a universal suspension would bring the market up speedily. One or more companies would be bankrupted, but more than a million loss of coal out of the market. The supply in the market is never great enough to exhaust such a loss. Consumers would soon understand the price question, and would be always ready to pay it. Wages would have to be raised by reasonable arrangement with the operators. The object of the miners' organization was to get the ear of the miners to dictate to the proprietors. The miners only desired to control the price of their own labor.

An earnest appeal was made to Hyde Park to join the Union, and to show their loyalty to the cause by the best evidence of our loyalty in the movement that was now being made. Mr. Fischer said that he had not met any farmers in the movement if the words of the Scripture were true, "by their fruits ye shall know them."

Mr. Fischer made very sensible remarks about the relation of general newspapers to labor movements. They could not be expected to surrender their means to a cause which they did not understand. This must be done by a special newspaper which should make known its principles. Such a paper should be established in the interest of the miners alone, and not tamper with politics, religious, and sectional questions.

He spoke with proper severity of the lack of concentration displayed by the miners. Mahanoy City was the banner town in the movement, but it was now behind in this part of the county. Such was the case in Hazleton. Here the miners were not united. There was a difference of opinion as to the proper time to strike. Some were in favor of striking now, others were opposed to it. Some were in favor of striking when coal was at a certain price, others were opposed to it. Some were in favor of striking when coal was at a certain price, others were opposed to it. Some were in favor of striking when coal was at a certain price