Miners' Journal.
POTTSVILLE, PA.
SATURDAY, JULY 31, 1869.

"Let not ambition mock their useful toil, Their homely joys, and destiny obscure; Nor grandeur hear with a disdainful smile The short and simple annals of the poor."

"Let all the earth to God their voices raise, Let all the seas their silent tribute bring; Let all the winds their ready wings employ, Let all the lands their fruitfulness pour forth, And all the years their goodness crown. The God our God will bless us."

THE JOURNAL DAILY.

For several years past we have had it in contemplation to publish the JOURNAL daily, but the difficulties in business in this Region, cause us to delay doing so. We have, however, determined to make the experiment as soon as we can get ready to do so. We have already engaged a new Steam Engine to run the Machinery, and are ordering new type for the purpose. We propose issuing a two cents edition every morning, except Sunday, commencing the Journal will be issued, as it now is, at five cents per week. In connection with Philadelphia and Boston it will be more difficult to sustain such a paper here than in many other places, allowing even for exclusive patronage where the connection is not so close—but we have determined to try the experiment at all hazards, and will at once commence making the necessary arrangements for its issue, hoping that the enterprise of the Region will extend the necessary patronage to sustain it.

The Journal will, after the close of the present year, appear in an entire new dress, and other improvements will be made. It is now, with but one exception, the largest paper issued in the United States, and we are determined to make it one of the ablest, as it is the

BANNAN & RAMSEY.

☞ We respectfully call upon the press abroad, and particularly upon the daily papers in our cities, to publish the following article. It is a plain statement of facts connected with the advance in the price of coal, and may be of great advantage to consumers on the seaboard.

THE COAL TRADE—THE TARIFF.

We admit that the price of Anthracite coal is too high in the market, but it is not higher than a great many other articles, considering the price of living and the rates of wages which have to be paid. These high prices this year were caused entirely by the conduct of two incorporated mining and transporting coal companies in refusing to meet their employees to regulate the price of wages, which prolonged the suspension, and while all the other Anthracite regions have resolved upon terms, these companies (more than men) their men to arrange wages, are too selfish to join the price of coal still higher if possible. These companies are not Pennsylvania companies—they are owned and controlled in the Free Trade City of New York almost exclusively, and therefore so far as Pennsylvania is concerned, she is not responsible for the acts of these New York corporations. In the Lackawanna region operators are pushing their collieries as rapidly as possible to supply the market. Now we might just as well charge that it is a conspiracy on the part of these companies to destroy the Tariff on coal and advance their interests on more plausible grounds than to charge these coal operators and men in the coal regions with conspiring a conspiracy to keep the price of coal too high. In the first place the Nova Scotia Coal lands are largely held in New York and also in the Eastern States, and we assert fearlessly that removing the duty off Nova Scotia coal would not only increase the price of fuel on the sea-board, but would take at least a half million of dollars out of the National Treasury and put it into the pockets of the holders of the Nova Scotia lands.

It is well known that the owners of these lands are wealthy residents of the City of New York, and we believe that a number of them are largely interested in Nova Scotia coal lands. We also know that among them are rampant Free Traders. They need not work their collieries, for their incomes from other sources are sufficient without working them. And they are shrewd enough to know that Anthracite Coal left in the ground will be worth more in the future to the landholders than it is now. If, therefore, by raising a clamor, and thus securing the removal of the duty off Nova Scotia coal, they protect their interests in all quarters, and can afford to hold it regardless of the interest of consumers. And besides, under a Free Trade policy, they can succeed in dictating any terms they may think proper to their men, because they will either have to work at such wages as the companies choose to give them, or choose between starving and going to the Poor House. Now it is either pride of opinion, and a determination to compel the men to submit to their exclusive dictation, or other motives that prompt them to keep their collieries idle, and tax the consumers of coal millions of dollars in thus recklessly running up the price of fuel. And to cap the climax, they then instruct their organs to charge the whole cause of the difficulty on Schuylkill County.

There is no Anthracite coal imported. So far none has been discovered in any country except in Wales, and there it is inferior to our own. It never will be imported into this country. The duty is put on coal principally to protect the Bituminous coal interests of the country, and not the Anthracite region. All the Anthracite lies within 95 to 100 miles from Philadelphia and New York. The Bituminous regions lie several hundred miles in the interior and require a heavier outlay in transportation to bring it to the sea-board, and consequently it requires more protection than Anthracite does. If we were like a great many other professed Tariff cranks—fools we were going to write,—we would advocate taking the duty off Bituminous coal at once, because the supply of Anthracite coal is limited; it is only found in parts of six counties in Pennsylvania, and the price of Anthracite coal must advance on the sea-board, because these regions will never supply over 25,000,000 annually. Last year we mined and consumed about 16,000,000 tons Anthracite, and it will take but a few years to reach the limit. If we depress the development of the great Bituminous interest of the country, by advocating the Nova Scotia coal free of duty, (for Nova Scotia can only supply a limited quantity, and in case of difficulty with England the supply would be cut off entirely) from where will the sea-board obtain a sufficient supply of fuel, with the tremendous increase of consumption on ocean and coastwise steamers, iron works, factories, &c., and the great increase of population?

In 1858 the consumption of coal in the United States was estimated as follows, in round numbers:

	TONS.
Anthracite	15,500,000
Bituminous	12,000,000
Total	23,000,000

The quantity of Anthracite sent to market in 1858 was 13,000,000 tons. The balance was consumed in the Coal Region.

In 1867 the consumption was estimated as follows:

	TONS.
Anthracite	10,800,000
Bituminous	9,800,000
Total	20,600,000

The quantity of Anthracite sent to market in 1867, was 9,272,152 tons.

Ten years hence, the consumption of coal in the United States will reach nearly 50,000,000 tons, and by that time the supply of anthracite coal will not be up to its limit, simply because the improvements could not all be made in the most extensive part of the region; therefore about 30,000,000 tons of bituminous coal will be required in addition to the anthracite, to supply the market.—Under these circumstances, would not common sense and common prudence dictate the encouragement of the development of our mines to secure a supply of fuel in preference to depressing this interest at home, and depending on a very limited supply from Nova Scotia. This supply is not cut off by the imposition of a duty of $1 25, in gold, per ton, it has only diminished about 288,000 tons, from the highest point, since the duty was imposed, while the domestic bituminous trade, leading to the sea-board, has increased nearly 800,000 tons, since the duty was put on—and this duty did not increase the price of bituminous coal one cent to the consumer, because these Nova Scotia dealers, owing to their proximity to the New England market, made very large profits; some making from 50 to 100 per cent. profit on their investments, and some making fortunes in a couple of years, while the duty was off. And this duty was taken out of their profits and put into the National Treasury. Without the duty, they kept their prices up to a point just high enough to keep domestic bituminous out of these markets, and our home trade was flourishing, thus enabling them to pay the Nova Scotia trade increased wages; but the moment the duty was restored, our home dealers knew the Nova Scotia dealers could not go below a certain figure, with the $1 25 in gold added, and they met these dealers in the New England markets, and compelled them to take the $1 25 in their profits, and consequently the price of coal did not advance, and as the quality of Nova Scotia declined in the market, the domestic took its place in much larger quantities, at the same prices bituminous coal was selling in their markets, when duty free. Therefore, no consumer of coal was injured, and the National Treasury has gained annually, over a half million of dollars, from the holders of foreign coal lands, and more largely to the advantage of our home producers.

To prove what we state above, we give the official figures of the Semi-Bituminous and Bituminous Coal moved towards the seaboard by Broad Top, Lykens Valley, and the Cumberland Regions, embraced in our coal tables.

We sent Bituminous coal to market:

	Domestic.	Imported.	Total.
In 1867	1,241,920	244,057	1,485,977
In 1868	1,528,434	240,700	1,769,142
In 1869	1,683,486	696,052	2,064,534
In 1867	1,779,556	424,005	2,203,561
In 1868	2,041,055	402,259	2,443,314

The above table shows that the removal of the duty on Nova Scotia coal only increased the importations in about seven years, 44,5,[illegible] tons from the lowest point;—and putting it on has only diminished the supply up to 1867 from the highest point, 283,553 tons.

If also shows that the domestic trade only increased from 1660 to 1868, while Nova Scotia was admitted free 138,666 tons while in the last two years with the duty of $1 25 on Nova Scotia coal, our domestic Bituminous trade from the Regions mentioned increased 358,609 tons, more than four-fold.

There is also no her great fault-finder to a large increase of Nova Scotia coal. It is very liable to spontaneous combustion when kept in piles, much more so than at least three fourths of our Bituminous coal sent to market. This is well known to scientific consumers of coal, and therefore they will not stock it up as they do other coals, for fear of fire. When it is used on steamers in large quantities, they are compelled to ventilate the coal bunkers by introducing pipes to carry air to the centre of the stock to prevent spontaneous combustion. Neither Cumberland, Broad Top nor Lykens Valley coal will ignite from spontaneous combustion when piled, or at least we never heard of its doing so.

If we were actuated by selfish and sectional interests, we would advocate the removal of duty on Bituminous Coal, because it would check home competition, and the price of Anthracite, which is limited in supply, must continue to advance in price. Anthracite it is well known, is preferred by two thirds of all who consume coal, as a fuel, otherwise it would not necessitate high markets nearly a thousand miles off, when there is plenty of Bituminous Coal within a hundred miles, with railroads connecting the mines with the cities. But in advocating a policy to protect home industry, we embrace all the interests of the country, regardless of mere contracted and sectional interests—and it is on the ground only that we advocate a duty on Foreign Bituminous Coal, that our home region should be developed to secure a cheaper supply of fuel for all sections of the country, even if it does come in competition with Anthracite.

Now, every thinking man conversant with the subject must know that such would be the result if the duty were taken off from coal.—And if the New England manufacturers, who are not owners of Nova Scotia interests, will examine this question in all its aspects, we think they cannot help arriving at the same conclusions. Every intelligent man knows that prices are always reduced by encouraging competition, and not by destroying it.

As we stated before, Anthracite Coal is too high—it was caused entirely by the action of two incorporated mining and carrying companies in the Lackawanna Region, who refuse to confer with their men with regard to wages. Some old fogies who have been doing as they please heretofore, and who lag behind the progress of the age, think they are acting right; but all intelligent producers, manufacturers, etc., will agree with us that labor is rights as well as capital—and that it is only by acknowledging their rights, and respecting them that they can be brought into harmonious action under our present system of wages.

For those who desire correct information, we will give a truthful statement of facts connected with the suspension, and fair-minded people can then judge of the amount of censure that ought to be cast upon those who produced and sent to market last year, 10,011,218 out of 13,405,016 tons. The coal producers like many other branches of business, for the last two years could furnish from one million to one and a-half million tons more than the market would take at paying prices. Other producers, under such circumstances, would let the supply, or stock goods under the expectation that prices will soon advance. Coal cannot be stocked except at a loss of 25 cents a ton in handling and wastage, which would only make the loss greater. To curtail the working of a colliery will also cause greater loss than a suspension, and nine-tenths of those directly interested prefer the latter. The coal operators tried to regulate the supplies with the demand—they failed; the carrying companies made an effort also, and they failed; and then the workingmen in all the Anthracite Regions, not in Schuylkill alone, as is stated abroad, organized their Association to limit the supply to the demand, and they, contrary to the expectations of all others interested, succeeded after a desperate struggle with the two companies alluded to. The men employed by the Pennsylvania Company only continued work after they were assured that any advance paid in wages by the other two companies when they started should be paid to them from the first of June, but as these two companies positively refuse to confer with their employees, as proposed by them, and still remain idle, the employees of the Pennsylvania Company have struck for the purpose of having their wages advanced in proportion to the advance on coal, not alluding to any basis in their application. Their proposition was met, as we have been informed, by the Company, and the men have resumed work again, while the other two companies remain idle. The Schuylkill County operators told their employees that they ought not to suspend in Schuylkill County, unless all the regions acquiesced, otherwise, they would have to a large extent, the whole burden of removing the surplus from the market, as they did the previous year. The leaders declared that the suspension would not be ordered, unless all the organizations joined, so that it should fall on all the regions in proportion to their production. After considerable difficulty, they obtained the consent of the employees of the two Companies now idle, to agree to the suspension, when it was ordered to take place, intending to continue only three weeks, which would have been sufficient to remove the surplus coal from the market, as there was then a supply in the market, if it had been properly distributed, to have lasted six weeks. After the order was promulgated, the two organizations owing to the attitude of these companies, and as many of the men were connected officially with the company in procuring homes by bonus out, and resolved to continue work, which they did for a couple of weeks, throwing additional quantities into an already overstocked market, which caused a much longer suspension, and created other difficulties which took a much longer time to adjust—hence the higher prices of coal. A three weeks suspension would not have advanced the price of coal one cent in the market, and even when they did resume it was at the same prices of coal and nearly the same prices for labor that prevailed before the suspension; but the rates were to be equalized for week's work at all the collieries. This was to be regulated by a basis, averaging the prices of coal at $3 per ton in the Schuylkill region—at Port Carbon, because all our coal sold in the region, is delivered in the cars of the Reading company and the boats of the Schuylkill Navigation company. On coal mined and transported by the carrying companies, the basis on which wages was to be regulated, was $3 per ton at Elizabethport and Port Johnson on board vessels. The $3 basis in Schuylkill County as agreed upon, fixed wages as follows:

For Miners employed by the week,	$16 00
Inside Laborers,	10 00
Platform men,	12 50
Outside laborers,	11 00

For cutting coal different prices at different collieries as agreed upon per wagon according to size of wagon, and the difficulty of mining. For any advance of 25 cents a ton on coal at their different points over and above the basis, labor was to receive 5 per cent. But in case coal should fall below $3 per ton average at these points, they would stop sooner than submit to a reduction of wages, unless the price of living and other expenses diminish, so as to cause a general reduction of labor through out the country.

There would have been no advance in the price of coal, if the resumption had taken place at the end of the three weeks originally intended, and only delayed by the action of those companies, whether right or wrong is for others to judge. The basis was fixed at nearly the rate of the price of coal and wages when the suspension took place. A tote or two places the wages were higher than the basis called for, and were arranged accordingly. The suspension did not take place to advance prices beyond these rates, but to maintain them, which could not have been done without it. These rates for wages and coal were satisfactory to the trade here, and are low in comparison with other production, and wages paid in other branches of business. All persons engaged in working collieries are exposed to more or less danger, and wages generally are paid accordingly. Too long a time spent in mines daily undermines the constitution, and you see but few aged miners who live to an old age if they follow the occupation. If other employment could be obtained for the children of miners, but few parents would put their children in the mines. If was about six weeks ina end of three, therefore, before the collieries were again under way, by the means the demand for coal, at once, became urgent, and the holders of the same at the shipping points fixed up the prices as high as they could get, and it was carried by dealers in Philadelphia that the price of Schuylkill coal had advanced on the average 25 cents per ton when they resumed, and the wages were increased 15 per cent. for the balance of this month, July. During this month the prices have advanced on the average to about $4 per ton, $1 advance on prices that ruled when the suspension took place, and according to agreement the prices of coal in July fix the wages for the month of August, which will be an advance of 20 per cent. on the rates named in this article.

It is also alleged that the Schuylkill County operators hired men to go to the other regions to cause a suspension. This charge is not true. The Schuylkill County operators had the assurance that no suspension would take place, unless it was general throughout all the Anthracite regions. But few believed it could be accomplished and therefore they stood entirely aloof, so much so, that after it became an absolute necessity—for if the men had not then suspended, the operators would have been compelled to do so for the want of orders for coal—we urged the coal operators not to permit themselves to be completely ignored, but consult with the leaders to show that they had some interest in the movement, and ought to use their influence in trying to shape it so as not to array the men in direct hostility to them, which might tend to increase the difficulties. We will not assert positively that no money was paid by some individuals to make it general, but no single instance has come to our knowledge that it was done by any operator, and we are in a position with both the operators and the leaders of the Workingmen's Organization, that if it were done we would be likely to hear of it. All that can be charged against the operators was that they told the men that it would be folly for them to turn out in Schuylkill, unless it was made general so that the burthen of removing the surplus coal out of the market should be divided among all the regions. This, we believe, is the full extent of their agency in the business, except that some advocate a general suspension as the only means to keep prices to a paying point—but the majority, we believe, were opposed to a suspension, fearing that it might lead in the end in placing too much power in the hands of the Workingmen's Association, and lead to further difficulties.

There is no necessity of raising coal one cent higher than it is now. It will not increase the quantity—and no thoughtful person desires it to be higher—but we must confess that there are some operators who feel frightened at the attacks made upon them from abroad, which they feel they do not deserve, and they do not care how high it goes. There are four causes however, that will tend to run up prices still higher. The first is speculation in coal in our cities, by persons who always take advantage of a scarcity, and misrepresent the trade. Second, three-fourths of the product of coal from Schuylkill County is sold on commission by dealers at the shipping ports, and the higher they run the prices; the greater is their commission, which is 5 per cent. on the price at which it sells. Third, is the unusual demand for the suspension in mining, by the two incorporated mining and carrying companies in the Lackawanna coal region, who can mine from 60 to 70,000 tons of coal a week. The men are ready to go to work so soon as they will treat them as the other miners of coal treat their men in that and all the other Anthracite coal regions. The fourth is the disposition on the part of the carrying companies to put up the rates of transportation enormously high. They have already largely advanced, and threaten to increase again on the present high rates. If reason, common sense, and one particle of the spirit of progress that characterize the age we live in, had inspired the managers of these companies, except self interest, pride and spite, coal would not have advanced beyond three dollars per ton on the average in Schuylkill County, and even under existing circumstances, it need not go higher, because higher prices will not throw an additional ton into the market, but will rather have the tendency to curtail the supply. Those now at work can supply the market with all the Anthracite that it will require, even if the two companies should stand idle the balance of the season. If they resume, the price of coal will be more likely to recede than increase, which is well know to the trade, for causes which we give below.

This is a full and authentic history of the causes that led to the suspension—the reason why it was continued longer than was intended, and the causes that have run up the prices of Anthracite coal beyond what three-fourths of the operators and workingmen desired they should go.

Now let us examine its connection with the tariff, as the whole country, with but a few exceptions seem to be profoundly ignorant of what the effect of the removal of duties on coal would be. Even the professed advocates of protection, that is, those who want protection on their products which they desire to sell at good prices, but do not desire any protection on those articles which it is necessary for them to buy, are throwing their influence with the free traders, because fuel is a little higher than usual.

We have been shown by the official figures that when the reciprocity treaty existed between the United States and the British American possessions, and when Nova Scotia coal was admitted free, that our domestic bituminous coal trade was greatly depressed, and showed scarcely any increase, even during the Rebellion, when there was an extraordinary demand for coal, because capital was withdrawn from developing the trade at home. During the last two and a half years since the imposition of the duty on Nova Scotia coal, where the principal supply of foreign coal comes from, we have also shown by the figures how our home trade has increased up to the present year. But this is not all. The increase of domestic bituminous coal moved towards the seaboard, will increase this year upwards of a half million of tons, in fact more than the whole importation of foreign coal from all sources. So great is the increase this year, so far, that it is almost a drug in the market, and it can be purchased 15 cents a ton lower now than it could be purchased in May and June. The reason is simply this—the supply was increasing more largely than the demand, because those who have been accustomed to burning Anthracite prefer it to Bituminous, and will prefer paying a higher price than to change the fixtures for burning other coal. There is also another reason. The Baltimore and Ohio Railroad Company refuse to advance the rates of transportation, and are largely increasing their ability to supply this fuel by putting on additional rolling stock, and in order to increase the consumption they are forcing it into markets at these lower rates, where it was not used before.

While the quotations of Anthracite are from $7 to $7 25 per ton on board vessels at Baltimore, Bituminous coal, which is a better article for general use than Nova Scotia, is only quoted at $5 per ton on board vessels, and at Alexandria at $4 75, and a heavy New York dealer assured us but a few days ago that he was offered this coal at $4 25 at Baltimore, and $4 65 per ton at Alexandria in quantities. Here is cheap Bituminous coal, in fact cheaper we believe, than it can be obtained from Nova Scotia if the coal was duty free. Then why take the duty off foreign coal, when a better article of the same species of coal is already a drug in the market? It will not bring one ton more of Anthracite into the market, for will it reduce the price one cent under existing circumstances, so long as the people prefer it, and will pay the additional price. It would however greatly check the developments making to increase the supply of home Bituminous coal, on which consumers must mainly rely for the increased demand in a few years. In about ten years this country will require about 30,000,000 tons Bituminous coal, in stead of about 14,000,000 tons, which will be supplied this year, and of this increase the seaboard will require from 5 to 6,000,000 tons. Even now some heavy capitalists are preparing to build a road from New York to reach the Pennsylvania Gas and other coals, by the most direct route to that city, so as to increase the supply and cheapen Gas and other coals, which will nearly the rate of the price of coal and wages when the suspension took place. A tote or two places the wages were higher than the basis called for, and were arranged accordingly. The suspension did not take place to advance prices beyond these rates, but to maintain them, which could not have been done without it. These rates for wages and coal were satisfactory to the trade here, and are low in comparison with other production, and wages paid in other branches of business. All persons engaged in working collieries are exposed to more or less danger, and wages generally are paid accordingly.

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We have been shown by the official figures that when the reciprocity treaty existed between the United States and the British American possessions, and when Nova Scotia coal was admitted free, that our domestic bituminous coal trade was greatly depressed, and showed scarcely any increase, even during the Rebellion, when there was an extraordinary demand for coal, because capital was withdrawn from developing the trade at home. During the last two and a half years since the imposition of the duty on Nova Scotia coal, where the principal supply of foreign coal comes from, we have also shown by the figures how our home trade has increased up to the present year. But this is not all. The increase of domestic bituminous coal moved towards the seaboard, will increase this year upwards of a half million of tons, in fact more than the whole importation of foreign coal from all sources. So great is the increase this year, so far, that it is almost a drug in the market, and it can be purchased 15 cents a ton lower now than it could be purchased in May and June. The reason is simply this—the supply was increasing more largely than the demand, because those who have been accustomed to burning Anthracite prefer it to Bituminous, and will prefer paying a higher price than to change the fixtures for burning other coal. There is also another reason. The Baltimore and Ohio Railroad Company refuse to advance the rates of transportation, and are largely increasing their ability to supply this fuel by putting on additional rolling stock, and in order to increase the consumption they are forcing it into markets at these lower rates, where it was not used before.

While the quotations of Anthracite are from $7 to $7 25 per ton on board vessels at Baltimore, Bituminous coal, which is a better article for general use than Nova Scotia, is only quoted at $5 per ton on board vessels, and at Alexandria at $4 75, and a heavy New York dealer assured us but a few days ago that he was offered this coal at $4 25 at Baltimore, and $4 65 per ton at Alexandria in quantities. Here is cheap Bituminous coal, in fact cheaper we believe, than it can be obtained from Nova Scotia if the coal was duty free. Then why take the duty off foreign coal, when a better article of the same species of coal is already a drug in the market? It will not bring one ton more of Anthracite into the market, nor will it reduce the price one cent under existing circumstances, so long as the people prefer it, and will pay the additional price. It would however greatly check the developments making to increase the supply of home Bituminous coal, on which consumers must mainly rely for the increased demand in a few years. In about ten years this country will require about 30,000,000 tons Bituminous coal, in stead of about 14,000,000 tons, which will be supplied this year, and of this increase the seaboard will require from 5 to 6,000,000 tons. Even now some heavy capitalists are preparing to build a road from New York to reach the Pennsylvania Gas and other coals, by the most direct route to that city, so as to increase the supply and cheapen Gas and other coals, which will nearly the rate of the price of coal and wages when the suspension took place. A tote or two places the wages were higher than the basis called for, and were arranged accordingly. The suspension did not take place to advance prices beyond these rates, but to maintain them, which could not have been done without it. These rates for wages and coal were satisfactory to the trade here, and are low in comparison with other production, and wages paid in other branches of business. All persons engaged in working collieries are exposed to more or less danger, and wages generally are paid accordingly.

Too long a time spent in mines daily undermines the constitution, and you see but few aged miners who live to an old age if they follow the occupation. If other employment could be obtained for the children of miners, but few parents would put their children in the mines. If was about six weeks ina end of three, therefore, before the collieries were again under way, by the means the demand for coal, at once, became urgent, and the holders of the same at the shipping points fixed up the prices as high as they could get, and it was carried by dealers in Philadelphia that the price of Schuylkill coal had advanced on the average 25 cents per ton when they resumed, and the wages were increased 15 per cent. for the balance of this month, July. During this month the prices have advanced on the average to about $4 per ton, $1 advance on prices that ruled when the suspension took place, and according to agreement the prices of coal in July fix the wages for the month of August, which will be an advance of 20 per cent. on the rates named in this article.

It is also alleged that the Schuylkill County operators hired men to go to the other regions to cause a suspension. This charge is not true. The Schuylkill County operators had the assurance that no suspension would take place, unless it was general throughout all the Anthracite regions. But few believed it could be accomplished and therefore they stood entirely aloof, so much so, that after it became an absolute necessity—for if the men had not then suspended, the operators would have been compelled to do so for the want of orders for coal—we urged the coal operators not to permit themselves to be completely ignored, but consult with the leaders to show that they had some interest in the movement, and ought to use their influence in trying to shape it so as not to array the men in direct hostility to them, which might tend to increase the difficulties. We will not assert positively that no money was paid by some individuals to make it general, but no single instance has come to our knowledge that it was done by any operator, and we are in a position with both the operators and the leaders of the Workingmen's Organization, that if it were done we would be likely to hear of it. All that can be charged against the operators was that they told the men that it would be folly for them to turn out in Schuylkill, unless it was made general so that the burthen of removing the surplus coal out of the market should be divided among all the regions. This, we believe, is the full extent of their agency in the business, except that some advocate a general suspension as the only means to keep prices to a paying point—but the majority, we believe, were opposed to a suspension, fearing that it might lead in the end in placing too much power in the hands of the Workingmen's Association, and lead to further difficulties.

There is no necessity of raising coal one cent higher than it is now. It will not increase the quantity—and no thoughtful person desires it to be higher—but we must confess that there are some operators who feel frightened at the attacks made upon them from abroad, which they feel they do not deserve, and they do not care how high it goes. There are four causes however, that will tend to run up prices still higher. The first is speculation in coal in our cities, by persons who always take advantage of a scarcity, and misrepresent the trade. Second, three-fourths of the product of coal from Schuylkill County is sold on commission by dealers at the shipping ports, and the higher they run the prices; the greater is their commission, which is 5 per cent. on the price at which it sells. Third, is the unusual demand for the suspension in mining, by the two incorporated mining and carrying companies in the Lackawanna coal region, who can mine from 60 to 70,000 tons of coal a week. The men are ready to go to work so soon as they will treat them as the other miners of coal treat their men in that and all the other Anthracite coal regions. The fourth is the disposition on the part of the carrying companies to put up the rates of transportation enormously high. They have already largely advanced, and threaten to increase again on the present high rates. If reason, common sense, and one particle of the spirit of progress that characterize the age we live in, had inspired the managers of these companies, except self interest, pride and spite, coal would not have advanced beyond three dollars per ton on the average in Schuylkill County, and even under existing circumstances, it need not go higher, because higher prices will not throw an additional ton into the market, but will rather have the tendency to curtail the supply. Those now at work can supply the market with all the Anthracite that it will require, even if the two companies should stand idle the balance of the season. If they resume, the price of coal will be more likely to recede than increase, which is well know to the trade, for causes which we give below.

This is a full and authentic history of the causes that led to the suspension—the reason why it was continued longer than was intended, and the causes that have run up the prices of Anthracite coal beyond what three-fourths of the operators and workingmen desired they should go.

Now let us examine its connection with the tariff, as the whole country, with but a few exceptions seem to be profoundly ignorant of what the effect of the removal of duties on coal would be. Even the professed advocates of protection, that is, those who want protection on their products which they desire to sell at good prices, but do not desire any protection on those articles which it is necessary for them to buy, are throwing their influence with the free traders, because fuel is a little higher than usual.

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