A CARPET-BAGGER'S VIEWS.

What Tim Hurley Thinks of the Situation in South Carolina.

The Griefs of an Irish Yankee in the Palmetto State.

A STORY OF A TEA SET.

Cumulative Voting Not Acceptable to Negroes.

Satisfactory Reports of the Taxpayers' Committees on the State Finances.

COLUMBIA, S. C., May 11, 1871.

"Do take a glass of wine. It's good dry Verzenay. I import it myself. Help yourself, my boy," said Tim Hurley to the HERALD correspondent, as we sat in comfortable apartments, belonging to the most distinguished politicians in South Carolina. Two elegant spittoons, which had been ordered without regard to expense for the South Carolina House of Representatives, lay at our feet, emblazoned with gilding. A beautiful chromo copy of one of Turner's most brilliant pieces of coloring, giving a view of bright morning in ancient Greece, when that republic had gods for lawgivers and heroes to command her armies, hung on the wall, and busts and statues adorned the room. Let me state that Tim Hurley is a pushing,

RESTLESS IRISH-YANKEE,

born in Massachusetts, of the most indomitable energy and pluck, who is building a large town inside of Columbia, thirty-two houses being already completed; and when the town is finished he intends to call it Hurley-upon-Congaree, that being the name of the river which washes Columbia. Hurley is as well known in South Carolina now as the old broken fort at the entrance to Charleston harbor, and is a good subject to be interviewed, as he is quite *au fait* in State politics.

"I know the ropes," said Hurley; "I know all about these fellows who talk about corruption and thievery. Why, it's all gammon and fraud. Only a quarrel between the outs and the ins, that's all. They talk about addressing the virtue and intelligence of the State. Address the devil! They mean the negro voters. Why, there ain't three hundred niggers in the State can read a newspaper, and still there are ninety thousand who have a vote. Look at the niggers themselves. Wouldn't they

CLEAN US CARPET-BAGGERS OUT

at a jump if they could do without us? They have no use for us, but they ain't smart enough to run the machine themselves. I came down here in 1865 and organized Union Leagues, and worked as hard and harder than any man in the State for the success of the republican party; but they ain't smart at all, and I don't blame the white people for getting control of the State, and they can do it if they only try. Here I am, and I have done more for Columbia than any man in it, and yet the white people take every chance they can to insult me, although I am an agent for a man at the North who would think nothing of putting up his $250,000 for the benefit of this city.

"Are you specially annoyed in a social sense?" I asked.

Mr. HURLEY—Of course I am. Now look at that case of the pieces of silver at Charleston, which I bought to present to the firemen on their parade. I was in Whilden's store at an auction sale of silver and jewelry, and some of the firemen were there. You know they all belong to the first families, and we got a talking—Burns and the president of the department—and they said, "Why don't you buy something, Tim, and give it to the boys?" I said, "All right; what will I buy?" They said, "Let us have a tea set or something of that sort," and I got a tea set, to be presented to the handsomest man, and another piece of silver to be presented to

THE HOMELIEST MAN

by their respective lady friends. Then at a meeting of the department they resolved not to accept the presents, and a little sheet there had an editorial, headed "Check of Tim Hurley," telling the Fire Department that they had better be sure where Mr. Hurley got his money before they accepted presents from him. They are so poor, proud and d——d mean, all of them, if a Northern man makes a dollar in a way that has enterprise, and because they are too lazy to go to work and earn their living, why, then, of course, he steals it. Says the Quaker, "I won't kill the dog, because I am a man of peace; but I'll give him a bad name, and then every one will fling stones at him and break his head." That's their game.

"What do you think of this Convention, Mr. Hurley?" I asked.

"Of this convention? Why, its all d——d nonsense and waste of time. We are now getting signatures to call a republican convention to meet here in Columbia next week to have a talk, but nothing can be done without a constitutional convention, and let both parties be represented. Talk about cumulative voting; why, what the hell does it mean? Talk to a nigger about such a thing and he'd tell you that you were crazy. Besides,

THE NIGGER IS NOT A D——D FOOL

to let the majority go out of his hands. There are good and liberal men in the Convention, although some of them that call themselves taxpayers are bankrupt and haven't got the first red cent. There's General Butler, Governor Porter and Tom Y. Simons; they are liberal men enough. Then there's Magrath, Campbell, Governor Orr and General McGowan, who understand the negroes and can get along with them; but its no use a talking to the negroes about cumulative voting. They won't trust these men, and these men won't trust the convention. Kershaw is a good man, too, but the trouble here with the old class is that they are not tolerant of the Northern white man. Why, in New York does any one care a d——n whether you are from South Carolina or Japan? Will any man be insulted there because he comes from Charleston, or Columbia or Edgefield? "You know how it is yourself." Then there are republicans here who are trying to curry favor with the whites and sell each other out. There's Chamberlain that's cutting his throat, and he doesn't know or see that the old aristocracy are only using him for what he's worth. And these republicans talk about the corruption of the railroad rings and abuse each other—it's sickening, that's all. Talk about the Greenville and Columbia Railroad ring, why," said Tim Hurly, as he paced the floor quickly and nervously, "it's all a fraud. They are all

YARNED WITH THE SAME STICK.

They are all on the make just as well as I am, and they know it. Let me show you," said Tim, as he went to an escritoire and pulled out a folio of paper, "a railroad contract. You can see for yourself; here's the names of some of these pure republicans who are denouncing this very Greenville Railroad ring, and here are their names, with the amount of stock which they own:—Niles G. Parker, State treasurer, $20,000; Comptroller General Neazie, $34,000; D. H. Chamberlain, $1,000, but he's sold out; John C. Patterson, $2,000; Timothy Hurley—that's me. I'm the purest of the lot. If you were to believe me, but you won't, $15,000; Rennen Tomlinson—he's pious, is Tomlinson, and has a fine voice—$10,000; George W. Waterman, that's the Governor's brother-in-law, $50,000; R. H. Kimpton, the Financial Agent; o the State, whose books are now being examined by the Convention. That makes me laugh; Joe Crews, the poker player. I'd be d——d if they haven't served attachments on me and Joe today—by God! and Joe mad—I tell you, Joe Crews, $[illegible],000; R. J. Donaldson, $5,000; Richard H. Carpenter, $10,000, but he's sold out; F. L. Cardozo, the negro secretary of State, $5,000—he's pretty decent; John B. Hubbard, the State constable—he's fond of wearing carbuncles, $5,000. You see we are all in the same boat, sure enough. Then here's this Special Joint Investigating Committee of the Senate and House of Representatives. Why talk about corruption. Didn't the niggers, in the General Assembly, impeach Judge Vernon, because he released somebody on habeas corpus—D——d if they didn't have seventeen stenographers and nary a stenograph was done and they were all drawing their pay like bees. I don't blame them. I'd do it myself if they let me. Well, I am on the Investigating Committee myself, and B. F. Whittemore, he's a good fellow, you have heard of him before, the cadet-ship man, he's been savagely abused; and there is Swaim, of the Senate, and Gardiner of the House, and General Dennis, the chairman and crazy that's (Hurly), and I tell you we are not going to present any whitewashing report. By G——d, I'm sorry to tell the truth and nothing but the truth. My God, it would turn your hair white if you were only to see what I see every day. We have power to summon every one and make them bring paper and books, and I tell you we are going to

SHOW UP THAT NEGRO LEGISLATURE.

We will all work until about the 15th of June. Then we are going to New York city, to examine Kempton, the financial agent of the State, and it will take us three months to do that; and I have hired a house in Tenth street, off Broadway, and got a cook and servants, and I will pay every cent of it myself and not a dollar shall come out of the people of South Carolina. Although some of them think I steal; and there aint going to be any band of music to meet us at the dock and escort us up Broadway, and the stores aren't going to be closed and houses hung with crape when we get in, either, as some of our friends say. But when the time comes I'll give it all to the HERALD, and it's going to make people open their eyes, by G——d! Like a little more dry Verzenay? Do. It will do you good. I am sorry I can't drink, and there's some good Cabanas. I imported them myself."

The sub-committee of the committee of eleven, consisting of General Butler, William B. Smith, president of the Union Bank of Charleston, and the Mr. George A. Trenholm, were examining H. H. Kempton, the State Financial Agent, as to his management of

THE CREDIT OF THE STATE.

Mr. Smith told me to-night privately that the committee examining Mr. Kempton had ascertained that the entire debt of the State of South Carolina, covering everything, would not amount to more than $9,500,000. Mr. Smith also informed me that the books of the Comptroller General Neagle and State Treasurer Parker had been examined by himself and Mr. Trenholm and were found satisfactory, and that Governor Scott's relations in regard to signing bonds were all perfectly straight. The committee will so report to-morrow. Matters therefore look brighter for the financial status of South Carolina than they have looked for seven years.

Colonel Warley, of Darlington county, made a long speech to-day, in which he denounced the corruption of the Blue Ridge

RAILROAD RING

and declared that General Harrison, the president of the road, had stated before him in committee that he had been prepared to defeat Whittemore's bill in the Senate and had half a million of dollars ready to buy up the Senate, if necessary, Senators having agreed to take the bribes, when offered. Judge Aldrich, from the Executive Committee, reported in favor of a resolution that the Legislature be recommended to pass an election law by which 60,000 taxpayers shall have

PROPORTIONATE REPRESENTATION

with the 90,000 negro voters of the State, who do not pay taxes.

General Chestnut, from the same committee, reported on Attorney General Chamberlain's resolution inquiring into alleged Ku Klux violence in the State, that they learn with regret that violence has prevailed in several counties, but in the greater portion of the State not a single instance of violence or outrage has occurred. Those that did occur were owing to bad government; corruption, which was followed by larcenies and incendiarism by deluded negroes. Corporal punishment and homicides resulted in cases where fraud and oppression existed. These are lamentable truths, but the committee believe that remedy can be found in the removal of bad officers and the appointment of competent and honest men in their places. A resolution was also adopted by the Convention that it meditates no resistance to the United States government, and that they accept the reconstruction measures as finalities, and that they look to peaceful agencies as a solution of the difficulties of administration, and that the present exigencies demand more enlightened efforts than those intended to promote the success of mere party, and that the following

MEASURES OF REFORM

are essential to the peace and welfare of the State:—

First—Adoption by the Legislature of minority representation.

Second—Retrenchment, by abolishing unnecessary offices.

Third—Reducing salaries.

Fourth—That the public debt ought not to be increased, and that the Governor should prevent the negotiation of the sterling bonds.

Fifth—Relief from the payment of two taxes in one year.

Sixth—To fill the offices with competent and honest men.

Seventh—Amendment of the Election law to prevent fraud in the control or count of ballots.

Eighth—Reduction of pay and mileage, and abridgment of the sessions of the Legislature.

Adopted unanimously.

Mr. Screven, from the Committee on Elections, presented a report recommending the Executive Committee to confer with the Governor and invite his co-operation in memorializing the Legislature to change the Election law, especially in reference to ten days' custody of the boxes. Adopted.

Mr. Greenfield, of Columbia, presented a resolution that the Executive Committee inquire into frauds connected with the investigation by the committee of the election in the Third Congressional district appointed by the Legislature of 1869.

Mr. F. F. Warley, of the Executive Committee, made a report on the resolution to insert concerning the Blue Ridge Road, and say for some reason the Legislature has transferred to private individuals the State's lien upon the Blue Ridge Road and the entire properties in Greenville and Columbia. Such dealings are in the nature of a fraud.

It was resolved that the Convention request Messrs. Porter and Conner to give the report a careful consideration and take the necessary steps to prevent, by process of law, the consummation of this iniquitous proceeding. Warley followed in a severe speech, in which he denounced both corporations for the use of corrupting influences with the Legislature, and said some Carolinians were more to blame than carpet-baggers.

THE LONG STRIKE ENDED.

The Pennsylvania Coal Troubles Adjusted at Last.

Miners and Operators Submit Their Differences to Arbitration—Work to be Resumed at Once in the Pottsville District.

PHILADELPHIA, MAY 11, 1871.

A despatch from Pottsville says the following is a memorandum of the agreement signed at noon by the officers of both organizations. The meeting was pleasant and satisfactory on both sides. The agreement insures steady work in the Schuylkill region for the remainder of the year. A general resumption takes place on Monday. Tolls will be reduced at once by the railroad companies, thus removing the deadlock:—

ARTICLES OF AGREEMENT MADE BETWEEN THE ANTHRACITE BOARD OF TRADE AND THE MINERS AND LABORERS' ASSOCIATION, THIS 10TH DAY OF MAY, 1871:—

We agree to submit for the decision of the umpire, Judge Elwell, the question of wages for the year 1871, as follows:—

First—The operators' proposition made in Philadelphia—viz., the bases to be—$2 50 at Port Carbon, with outside wages at $10 per week; miners, by day's work, at $12; contract work to be reduced 16⅔ per cent from the present rates; the advance or decline of wages to be one per cent for every three cents advance or decline in the price of coal, to be graded on the new prices thus formed; wages not to be less than would be paid with coal at $2 at Port Carbon.

Second—The Miners and Laborers' Benevolent Associations proposition of $3 at Port Carbon as a minimum, with the wages as last year at that rate—namely, outside wages $11 per week, inside wages $12 per week, miners by days work $14 per week.

Third—The wages for the current month shall be based upon the average so obtained for the month of May. The operators to furnish prices shall be chosen on the 20th inst. and the prices shall be furnished and announced on the 25th.

Fourth—Provision is hereby made for future arbitration in the following manner:—

First—All questions of disagreement in any district, excepting of wages, which cannot be settled by the parties directly interested, shall be referred to the district board of arbitration, to consist of three members on each side, with power, in case of disagreement, to select an umpire, whose decision shall be final; no colliery nor district to stop work pending such arbitration.

Second—If any question arises involving a whole company a board of arbitration shall be chosen, consisting of five members on each side, with the same rights and duties as for district boards.

The signatures here follow.

The reference to the umpire of the above proposition is made under the following conditions and terms:—

First—Each side to submit its propositions, with the arguments thereon, in writing to the umpire.

Second—The men to resume work immediately at all the collieries. Wages to be paid to be in accordance with the decision of the umpire.

Third—Prices shall be obtained from the list of all the operators shipping over 20,000 tons in 1870. Five operators shall be chosen from this list by lot on the 10th day of each month (if it falls on Sunday then on the preceding day) by four persons, to be chosen by the Board of Trade and two by the Miners and Laborers' Association. Operators so chosen shall forward to each committee chosen as above, on or before the 15th day of the month a statement of the average of all sales of coal for thirty days preceding, calculated at Port Carbon. They (the committee) shall meet on the 15th day of the month or if it falls on Sunday, then on the preceding day, and announce by circular the average obtained from the statements as presented.

Laborers' Mass Meeting in Scranton—Failure of the Attempt to Divide the Miners' Union—Miners Anxious to Resume Work on Fair Terms—Facts in Regard to Tuesday's Riot.

SCRANTON, Pa., May 11, 1871.

Yesterday posters, calling upon Irish and German miners and laborers to assemble in mass meeting, were liberally circulated through the city. The object of the demonstration was the encouragement of what has been known as the laborers' movement and the citizens were expected to give moral support to the men whom it was supposed desired to go to work upon the companies' terms. Agreeably to this call about six hundred persons assembled on Slocum Hill, a spot chosen on account of its strategic position for defence or retreat. This crowd embraced all that are known as laborers desiring to go to work, and it was found that they numbered less than one hundred men. The rest were drawn out by curiosity or with the expectation of seeing sport.

The meeting was organized and addressed by Mr. Robert McKune and one or two others of this city. Their remarks were listened to with becoming decorum, and then the laborers adopted resolutions declaring that they had no intentions of taking the miners' chambers, and that the sole object of their movement was to secure promotion when work was resumed. They most emphatically repudiated the intimations that they were going to work upon the terms offered by the Delaware, Lackawanna and Western Company. Under any circumstances they would refuse to labor except for the same wages paid in other regions.

When the speakers interested in the attempts to distract the miners had got through, Mr. Quigley, president of the Luzerne County Executive Board of Miners, addressed the meeting. He urged the laborers if they wanted to go to work to do so like men, and all go together. His speech was temperate and he received most vociferous cheers.

The gathering to-day demonstrated the correctness of what has several times been asserted in the HERALD, that there is no respectable number of men in this region desirous of accepting the companies' terms at present, and the corporations have actually received no comfort from the laborers' movement. This ends the last spasm of the efforts to divide the Miners' Union by appeals to national prejudices and the fomenting of individual jealousies.

The return of Mr. Thomas Dickson is anxiously looked for. Not a doubt exists that he will accept the proposition made to him by the miners, and work will be commenced early next week, as soon as the terms of arbitration can be arranged and the umpire chosen.

There was a region meeting in Pittston to-day, at which the miners adopted a programme similar to that in the negotiations entered upon by the men of the Delaware and Hudson Coal Company.

It is not true that three persons were killed in the riot of Tuesday. Several men were badly beaten, but none dangerously so. The reports have been exaggerated for effect. All excitement has passed away and people begin to be hopeful as to the future.

The Railroad and Canal Companies Willing to Arbitrate—Another Proposition Concerning Wages.

The following propositions have been made by the Delaware and Hudson Canal Company, the Delaware, Lackawanna and Western Railroad Company, and the Pennsylvania Coal Company, to their men, in reply to the proposition made by the men of the Delaware and Hudson to arbitrate:—

First.—Work to be immediately resumed at prices offered 1st December, which shall continue until the 1st of June.

Second.—In the meantime, arbitrators to be appointed, three by the miners and three by the company, with one umpire to be mutually agreed upon. Said arbitrators shall fix and determine the rates of wages to be paid on and after the 1st day of June until the 1st day of January next. If the arbitrators cannot agree as to the rates of wages (and no other question shall be considered by them), the difference shall be submitted to the umpire, and his decision shall be binding, final and conclusive, upon both parties.

In making his award the umpire shall be governed by the following conditions:—

First—The average rates being paid for labor of similar character in other coal regions.

Second—The value of labor in other industrial pursuits.

Third—The relative present value and purchasing power of the dollar.

Fourth—The price of coal to be considered only so far as it enters into the living economies of miners and laborers, or to be treated in the same manner as other articles of necessity in arriving at the cost of living.

As an alternative proposition, if the men prefer, the companies will make an advance of seven and one-half cents per car, the prices offered 1st December; outside labor per day $1 67, and all other labor in proportion. These rates to continue until the close of the present year.

The foregoing propositions are made with the understanding that one or the other of them is to be assented to by the men of the three companies by the 15th inst., in order to be binding on the companies.

MINERS' MEETING AT COOPER INSTITUTE.

A Practical Miner Gives an Explanation of Coal Strikes—Their Origin and Why They Are Prolonged—The Workingman's Idea of a Capitalist—Cost of Raising and Transporting Coal.

The historic "Hall of the Union" in Cooper Institute—that much abused field whereon every man who has a grievance thinks he has a right to spread it before the gaze of a sympathetic public; the battle-field where disappointed politicians delight to wage bitter war against the City Hall government, two per cent tax bills and "big" city charters—was occupied last night by about 100 individuals, who had gathered in consequence of an advertisement that a mass meeting was to be held to discuss the present strike among the miners in Pennsylvania. Instead of the large hall, a very small room in the Institute would have served the gathering. Prior to the opening of the proceedings the following telegram was received:—

ST. PAUL, Pa.

Arbitration agreed upon. Resumption ordered immediately by committee of Board. GEORGE CORBETT.

What this communication was doubtless intended to convey was, that a committee, formed from among the miners themselves, advised their brethren to resume work; but no explanation was offered on the subject. A chairman, in the person of Dennis F. Griffiths, of the Workingmen's Union in this city, was elected to preside, and, after a few preliminary remarks from this gentleman, the speaker of the evening, Mr. John Siney, a working miner and President of the Pennsylvania, was introduced to the meeting.

MR. SINEY'S SPEECH.

On rising he said he had come from Pennsylvania to attend the meeting, and that he did not appear before them as an orator, a confirmed speech maker, but as a practical miner. His object was, as far as possible, to place before the people of this city a fair and unvarnished statement of the facts connected with this prolonged coal strike; and he was the more anxious to speak plainly and truthfully because himself and co-operators had been misrepresented and called bands of murderers, midnight marauders and rowdies, instead of peaceful and order loving men. In order to do justice to the cause he proposed to go back to the date previous to

THE FORMATION OF THE MINERS' ORGANIZATION.

He would select the state of things as they existed a few years ago in three well known coal districts—Schuylkill, Northumberland and Scranton. Most of the labor was of foreign birth which at this time worked the coal fields of the districts, and of different nationalities. The employers, or, at least, a large majority of them, imagined the men were becoming too strong, and a trades union of capitalists was formed. They had no sooner sprung into existence than arbitrary measures were resorted to to reduce the pay of the miners. But the miners discovered that by working the mines continuously for nine months in the year they could send more coal into the market than the nation could consume in the then existing state of things. The men refused to submit to a general reduction of their tariff—as they would be unable to live—and the consequence was that the employers took fright. They stated they considered their lives and property in jeopardy, and organized and paid a police force to protect them against the imaginary wrongs supposed to be in existence among the miners. But these very men went through the States courting disturbance, and the police so engaged engendered strife where otherwise it would never have occurred. The miners had only asked the employers for a completion of their agreement, viz.—to work but eight hours each day, a legal return for their money. It was a test, then, of the strength of employer against employed, and the latter beat the former when the question was taken to the Legislature of the State. After this the

POLICE FORCE DIED A NATURAL DEATH,

and became a thing of the past and never since appeared. In 1865 the miners all stopped working for thirty days in order that the surplus stocks—some million tons—of coal should be utilized, and the price ought to have been lowered; but instead of this, three great corporations—the Hyde Park, Lackawanna and Delaware Companies—determined to raise the price of coal, but refused to allow the men who had made them millionaires one iota of the benefit; they wrung their wealth out of the poor individuals whose blood besported every ton of coal produced, and whose life was not worth a moment's purchase, without even an encouraging word. In 1868 the proprietors were compelled by law to furnish additional shafts for the purpose of providing a little pure air to the miners by the Pennsylvania House of Representatives, and from that day the miners' organization has progressed; but up to the present time the miners had never once struck work for an advance of price even for a cent, and but for the employers would be at work yet. Crime diminished the instant the police restrictions were withdrawn.

On the 10th of January of this year there was a million and a half tons of coal in the market more than was required for consumption. The three companies again raised the cost of transportation, and they issued proclamations to the effect that the men on their roads would strike if certain terms were not accorded them. The Philadelphia and Reading Railroad were charging more than three times the regular price, or eighty per cent more than their charter allowed. The companies were selling at the rate of 100,000 tons of coal per day, asking fifty cents a ton to be paid down to bind the contracts. If the coal went down the buyers felt it not, but if an advance came the companies could so manipulate their documents as to render the contracts null and void.

"WE WANTED A PART OF THE PLUNDER,

and because they refused to allow us our rights the war of which so much has been said has waged." A part of the New York press only had sympathized with them; the remainder had stigmatized them as being ruffians and cutthroats. But let any one enter one of their little sections or villages and he would guarantee their perfect safety. They had debating, banding and temperance societies among them, the same as in any ward in New York. As to the council of the "Union," the president had never tasted intoxicating liquors, while he had abstained thirteen years. A short time ago the employers proposed to put them back into their old place, but first they would have arbitration as to the control which they stated the miners wanted to have over their property. The latter denied ever having interfered with their property, but they wanted the question of wages settled before they could commence work. The employers next backed down, and stated that the council appointed to deal with the control of the mines could not interfere with the money. They must first consult with the four railroad companies by telegram; but, strange to say, that message had never arrived. This was on the 14th of February last, and but for the repression of that telegram they might have resumed work on the following day. We claim that less than $10 69 a week will not support us. The laborers inside want $7 69, and those outside $5 69 per week. He admitted that sometimes fourteen dollars a week could be made, but that was exceptional. Men liked to work by contract better than by the hour. The public would be surprised to learn that frequently miners, in working holes, have to leave six or seven hundred tons of coal covered in by fallen earth and rocks, and get nothing for all the immense labor of drilling and blasting, as they had to leave it under their feet while "picking" to keep them up to their work, and when the "fall" comes they must give it up. More. The average of hundreds of miners was only $2 30 per day net earnings. This was, taking all the year through. The

COST TO TRANSMIT A TON OF COAL

115 miles was now $6 95—a disgrace and a piece of robbery. Coal which sold at the mouth of the pit for $3 a ton cost $9 95; that at $2 cost $8 95, and that at $1 cost $6 95 before it could be touched by the consumer at Philadelphia. In other words, the railroads charged six dollars to carry one dollar's worth of coal a few miles. (Cries of "shame," "shame".) These great railroad operators could buy the Legislatures and could tell the State representatives "We are going to charge what we like, and you can't hinder us." There were but two things they could not buy—they were the NEW YORK HERALD and another paper, because they were above them and could not be touched. In an interview with the

GOVERNOR OF PENNSYLVANIA,

the capitalists asked him to say but "one word" and the miners must go to work on any terms, but the Executive Magistrate refused them that "word," but on the contrary said, "I have made up my mind to stand by these men though the heavens should fall." They would tell these men that the State had created them and now they must bow to their creator. The miners would not give in. The Anthracite Board of Trade offered arbitration, but the council broke up because it alleged the miners were so ignorant that nothing could be said to them. General Brisbane had said they must submit soon or public indignation would compel them, but they were determined not to give in until their flag of victory was flaunting over the ramparts.

He next explained that to carry 476 tons of coal ninety-five miles cost the railroad corporations but $166, including everything.

The following resolutions were adopted:—

Whereas the cause of labor is identical all over the world, therefore,

Resolved, That we, the workingmen of New York city, in mass meeting assembled, declare our sympathy with the miners and workingmen of Pennsylvania, and espouse their cause and extend to them our deepest sympathy.

Resolved, That the power of monoyed corporations is alarmingly increasing. They buy legislators and law makers and crush the liberties of the people. Hence we advocate the entire abolition of all moneyed corporations.

Resolved, That the President and Executive Council of the National Labor Union, in concert with all labor organizations throughout the country, should take immediate action in the case of the Miners and Laborers' Benevolent Association of Pennsylvania.

Resolved, That the railways, canals, mines and telegraphs should become the property of society, and we call upon the government to make them national property and work them in the interest of the people, as the Post office is at present.

A number of other speakers followed but did not differ in their remarks from Siney.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	4 46	Moon rises..morn	1 49
Sun sets	7 07	High water....eve	8 16

Wind at sunset SSW, fresh.

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF MAY AND JUNE.

Steamer.	Sails	Destination.	Office.
Hermann	May 13	Bremen	58 Broad street.
City of Brook'n	May 13	Liverpool	15 Broadway.
Columbia	May 13	Glasgow	7 Bowling Green
City of Limerick	May 16	Liverpool	15 Broadway.
Wisconsin	May 17	Liverpool	29 Broadway.
City of B'lim're	May 18	Liverpool	15 Broadway.
Lafayette	May 20	Havre	58 Broadway.
Anglia	May 20	Glasgow	7 Bowling Green
Nevada	May 24	Liverpool	29 Broadway.
Assyria	May 27	Glasgow	7 Bowling Green
Nebraska	May 27	Liverpool	29 Broadway.
City of Brussels	May 27	Liverpool	15 Broadway.
Wyoming	May 31	Liverpool	29 Broadway.
Oceanic	June 3	Liverpool	19 Broadway.
St. Laurent	June 5	Havre	58 Broadway.
Australia	June 7	Glasgow	7 Bowling Green
Europa	June 10	Glasgow	7 Bowling Green

PORT OF NEW YORK, MAY 11, 1871.

CLEARED.

Steamship Bremen (NG), Ladewigs, Bremen via Southampton—Oelrichs & Co.

Steamship H Livingston, Cheeseman, Savannah—Livingston, Fox & Co.

Steamship Saratoga, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.

Steamship Dirigo, Johnson, Portland—J F Ames.

Steamship Nereus, Scarse, Boston—H F Dimock.

Ship Annie Gray (Br), Moore, London—Arkell & Tufts.

Bark Nuova Virginia (Ital), Scarpati, Gloucester—Jas Robinson & Co.

Bark Clenfuegos, Allen, Columbia Falls—Thompson & Hunter.

Brig Ellen (Br), Kerr, St Johns, NF—J F Whitney & Co.

Brig Union Star, Merriman, Windsor, NS—D R De Wolf & Co.

Brig Timothy Fields, Emerson, Bucksport—B F Sherman.

Schr Margie, McFadden, Santa Martha and Savanilla—Brett, Son & Co.

Schr Mary H Banks, Baker, St Jago de Cuba and a market—C L Guilleaume & Co.

Schr Louisa H Dodd, Malada, Harbor Island—B J Wenberg.

Schr Walter Scott, Sphers, St John, NB—P I Nevius & Son.

Schr Ocean Belle, Branscombe, St John, NB—P I Nevius & Son.

Schr Gen Banks, Woodbury, Savannah—Evans, Ball & Co.

Schr Henry A Taber, Bowman, Baltimore—Wm Chalmers.

Schr More Light, Bradford, Calais—John Boynton's Son & Co.

Schr Billy Buts, Partridge, Bangor—B J Wenberg.

Schr Pointer, Baker, Providence—H W Jackson & Co.

Schr Chas Hazard, Mack, Hartford—Hackett & Bro.

Steamer Anthracite, Shropshire, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

Steamer Vulcan, Allen, Philadelphia.

Steamer Vesper, Jones, Chester, Pa.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship City of Limerick (Br), Phillips, Liverpool April 22, Queenstown 25th via Halifax May 8, with mdse and 263 passengers, to John G Dale. May 4, lat 42 25, lon 49 26, saw a large iceberg; 10th, lat 41 02, lon 67, passed an Inman steamship, bound east.

Steamship Anglia (Br), Craig, Glasgow April 29 and Moville 30th, with mdse and 704 passengers, to Henderson Bros.

Steamship Fah-Kee, Cooper, Bermuda May 6, with mdse and passengers, to Jones & Lough.

Steamship Wyanoke, Bourne, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Ship Coulnakyle (Br), Japp, Yokohama, Jan 20, with tea to Heinemann & Payson—vessel to C L Wright & Co. Passed Angler Feb 18, Cape of Good Hope March 28, crossed the Equator April 11, in lon 22 11. Had light winds and calms since rounding the Cape.

Ship Monte Rosa (of Boston), Thomas, Manila, Jan 28, with mdse, to Peabody, Willis & Co. Had light winds down the China Sea; passed Angier Feb 13, Cape of Good Hope March 24, with light NE trades; crossed the Equator April 19, in lon 36 W; had strong NE trades from lat 5 to 20 N, thence light winds, with frequent calms; received a pilot 11th inst (from pilot boat Widgeon, No 10).

Ship Ocean Pearl (Br), England, Cardiff, 88 days, with railway iron, to order—vessel to Busk & Jevons. Took the northern passage, and had variable weather. Has been 14 days west of the Banks.

Bark Alliance (Nor), Larsen, Hartlepool, Feb 19, via Queenstown, April 8, with coal, to order—vessel to Wendt, Tetens & Bockmann. Took the Northern passage and had fine weather; April 24 and 26, between lat 47 and 48, lon 49 51, sailed through large fields of ice; has been 17 days W of the Banks.

Bark Forsjot (Nor), Mölbach, Havana 8 days, with sugar to Youngs & Co—vessel to Wendt, Tetens & Bockmann. Had variable weather.

Brig Salinas (Br), Lund, Para 19 days, with rubber and nuts, to L E Amsinck & Co. Had light variable weather.

Brig Katie (Dan), Townsand, St Croix, 12 days, with sugar, rum and molasses, to P Hanford & Co. Had variable weather.

Brig G P Sherwood (Br), Clenfuegos 18 days, with sugar to Spence, Montague & Co—vessel to P I Nevius & Son. Was 6 days north of Hatteras, with light variable weather.

Brig Navigateur (Fr), Level, Clenfuegos, 9 days, with sugar to Younge, Smith & Co; vessel to master. Had fine weather.

Brig W Walter Howes (of Bangor), Pierce, Matanzas 10 days, with molasses to order—vessel to H W Loud & Co. Had strong northerly and easterly winds.

Brig Magnala (Br), Campbell, Nassau April 16, via Long Island, 11 days, with salt, to Monteil & Bartow—vessel to master. Has been 6 days north of Hatteras, with light winds and calms. May 9, lat 38 30, lon 74 19, passed part of a vessel house, painted white.

Schr Edward Burnet (of Newburyport), Ponder, Para 16 days, with rubber, nuts, &c, to C Ludmann & Co—vessel to B J Wenberg.

Schr John Rose (of Brookhaven), Howell, Demarara 19 days, with sugar, &c, to Edwin Rowe & Co—vessel to A Abbott. Sailed in company with brig Potomac, for Baltimore.

Schr Lizzie Cochran (of Bangor), Cochran, Mayaguez, PR, 13 days, with molasses to H Trowbridge's Sons—vessel to H W Loud & Co. Had fine weather.

Schr May Munroe (of Rockland), Hall, Mayaguez, PR, 13 days, with sugar, to Nadal & Cubeas—vessel to H B Brown & Co. Had fine weather.

Schr Samuel McManeny (of Philadelphia), Nowell, Zaza 15 days, with sugar to Simon de Vizser—vessel to master.

Schr Sarah Bruen, Fisher, Wilmington, NC, 7 days, with wood, to E S Powell.

Schr Hattie Coombs, Jameson, Wilmington, NC, 6 days, with paving blocks to B F Brown.

Schr R C A Ward, Edwards, Virginia.

Schr J H Young, Barrett, Virginia.

Schr Henry Cole, Peterson, Virginia.

Schr Caroline Hall, Garrison, Cape Henry.

Schr Thomas Booz, Thomas, Georgetown, DC.

Schr Belle Halladay, Parker, Georgetown, DC.

Schr Amelia, Terry, Georgetown, DC, for New Haven.

Schr B F Brainerd, Anderson, Philadelphia for Portland.

Schr S E Morrison, Smith, Boston for Philadelphia. Put in for a harbor.

Schr Minnie Kinnie, Parsons, New Haven for Georgetown, DC. Put in for a harbor.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Acushnet, Rector, New Bedford for New York, with mdse and passengers, to Ferguson & Wood.

Schr Chas H Northam, Hubbard, Portland for New York.

Schr C Kaler, Ulmer, Portland for New York.

Schr Clara Robinson, Robinson, Rockport for New York.

Schr Addie M Story, Story, Gloucester for Fishing Banks.

Schr Garland, Linsley, Brantford for New York.

Schr Marion, Baker, Kennebunkport for New York.

Schr Ida, Herring, Taunton for New York.

Schr Thos P Cooper, Sleeper, Newport for New York.

Schr Sarah Reed, Arnold, Connecticut River for New York.

Schr Brainard, McCarthy, Connecticut River for New York.

Schr N Shaler, Odber, Connecticut River for New York.

Schr Panthea, Hill, Hartford for New York.

Schr Gertrude, Rockaway, Portland, Ct, for Poughkeepsie, with building stone.

Schr Senator, Crawford, Portland, Ct, for New York.

Schr Celestia, Phelps, Portland, Ct, for New York.

Schr J V Wellington, Parker, New Haven for Georgetown, DC.

Schr Jos Ravmore, Birch, New Haven for Philadelphia.

Schr Goodspeed, Gorang, New Haven for Kingston.

Schr J Brooks, Fox, New Haven for Port Johnson.

Schr S H Kane, Miller, Norwalk for New York.

Schr Georgia, Orcutt, Bridgeport for New York.

Schr James K Polk, Buckley, Bridgeport for New York.

Schr Joseph Marsh, Cook, Bridgeport for Rondout.

Schr Thos Hall, Brown, Stonington for New York.

Schr George Downing, Hutchings, Glenwood for New York.

Schr Sallie Burton, Palmer, Stamford for New York.

Schr Jane Ann Maria, Garrelson, Cow Bay for New York.

Sloop Mattiwan, Tuttle, Orient for New York.

Sloop Cornelia, Norton, New Haven for New York.

Yacht Eva, Glen Cove for New York.

Steam yacht In Time, Chesboro, Northport for New York.

Steamer Doris, Young, Providence for New York, with mdse and passengers, to Isaac Odell.

BOUND EAST.

Steamship Dirigo, Johnson, New York for Portland.

Steamship Nereus, Scarse, New York for Boston.

Bark Clenfuegos, Allen, New York for Parsboro, NS.

Brig George, Graham, New York for St Johns, NF.

Schr Eliza Hannah, Hill, Port Johnson for New Haven.

Schr Black Diamond, Cook, Port Johnson for Pawtucket.

Schr Wind, Warwick, Philadelphia for Hartford.

Schr Edward Ewing, Burns, Philadelphia for Stonington.

Schr Wm A Brainard, Tribble, South Amboy for Norwich.

Schr Alida, Knowles, Port Johnson for Providence.

Schr S W Wright, Brown, Port Johnson for Providence.

Schr J L Huise, Fall, Port Johnson for Providence.

Schr Racer, Howard, New Brunswick for Cold Spring.

Schr D Elson, Ferris, New York for Stamford.

Schr Mary & Ned, Reed, New York for New Haven.

Schr Highland, Lynch, Albany for Roslyn.

Schr M C Smith, Ash, New York for Greenport.

Schr Christiana, Murray, New York for New London.

Schr Plow Boy, Ellis, Philadelphia for Boston.

Schr Montanye, Ely, New York for Cow Bay.

Schr Thos H Faile, Phillips, New York for Fort Schuyler.

Schr J F Chandler, Pettis, New York for Windsor, NS.

Schr O H Bar