

Democratic Watchman

Bellefonte, Pa., October 10, 1902

Failed to End Strike

Coal Conference With President Unsuccessful. Struggle Will Continue, Recognition of Union Fought the Stumbling Block. Federal Troops Demanded.

WASHINGTON, Oct. 4.—The great coal conference between the president and representatives of the operators and the miners came to an end at the temporary White House, facing Lafayette Square, at 4.55 o'clock Saturday afternoon, with a failure to reach an agreement. Apparently the rock upon which the conference split was recognition of the Miners' Union. The president had urged the contending party to end the strike in the interests of the public welfare; the miners through the president's intermediary had expressed a willingness to submit differences to arbitration for a period of from one to five years, and the employers through the president of the railway and coal companies and a leading independent mine operator had squarely refused arbitration, had denounced the miners' labor organization as a lawless and anarchistic body with which they could and would have no dealings, had demanded federal troops to ensure complete protection to workers and their families in the mining region and court proceedings against the miners' union, and had offered if the men returned to work to submit grievances at individual collieries to the decision of the judges of the court of common pleas for the district of Pennsylvania in which the colliery was located. There the matter closed.

Sunday night both the miners and the operators were still in the city, but Monday they returned to their several localities, each saying at a late hour that the struggle will continue.

THE PRESIDENT'S APPEAL

At the morning session President Roosevelt addressed the conference and said: "I wish to call your attention to the fact that there are three parties affected by the situation in the anthracite trade. The operators, the miners, and the general public. The question at issue which led to the situation affect immediately the parties concerned—the operators and the miners; but the situation itself vitally affects the public. I disclaim any right or duty to interfere in this way upon legal or other upon any official relation that I bear to the situation; but the urgency and the terrible nature of the catastrophe impending over a large portion of our people in the shape of a winter fuel famine impel me, after much anxious thought, to believe that my duty requires me to use whatever influence I personally can to bring to an end a situation which has become literally intolerable.

"We are upon the threshold of winter with an already existing coal famine, the future terrors of which we can hardly yet appreciate. The evil possibilities are so far-reaching, so appalling, that it seems to me that you are not only justified in striking, but required to sink, for the time being, any tenacity as to your respective claims in the matter at issue between you.

Says Miners Will Win

Mitchell Speaks of the Conference and Its Result. Operators are Determined. They Declare President's Interference Will Retard Settlement, and that Strike Will Continue Until Miners Succumb.

WASHINGTON, Oct. 4.—Last evening President Mitchell, of the Mine Workers' Union, dictated a formal statement concerning the proceedings of yesterday's conference and its results, in which he announced that the strike would continue as a result of the failure of the conference. Following is the text of Mr. Mitchell's statement:

MITCHELL SUGGESTS ARBITRATION

Upon the completion of the president's remarks Mr. Mitchell made a statement, as follows: "Mr. President, I am much impressed with what you say. I am much impressed with the gravity of the situation. We feel that we are not responsible for this state of affairs. We are willing to meet the gentlemen representing the coal operators to try to adjust our differences among ourselves. If we can not adjust them that way, Mr. President, we are willing that you shall name a tribunal who shall determine the issues that have resulted in the strike, and if the gentlemen representing the operators will accept the award of such a tribunal the miners will willingly accept it even if it is against their claims."

President Roosevelt then asked the operators to consider the proposition and meet again at 3 o'clock in the afternoon. Upon reassembling, Mr. Baer spoke as follows:

"Mr. President, do we understand you correctly that we will be expected to answer the proposition submitted by Mr. Mitchell?"

The President: "It will be a pleasure to me to hear any answer that you are willing to make."

Mr. Baer: "I have prepared an answer."

MR. BAER'S STATEMENT

The following is the text of Mr. Baer's statement: "To the President of the United States: "We understand your anxiety is forcibly expressed in the statement you read to us this morning to bring about an immediate resumption of operations in the coal mines in some such way as will without a day's unnecessary delay meet the crying needs of the people."

We infer that you desired us to consider the offer of Mr. Mitchell, expressing and speaking for the United Mine Workers, to go back to work, if you would appoint a commission to determine the questions at issue.

"We represent the owners of coal mines in Pennsylvania. There are from 15,000 to 20,000 men at work mining and preparing coal. They are abused, assaulted, injured and mal-treated by the United Mine Workers. They can only work under the protection of armed guards. Thousands of other workers are deterred from working by the intimidation, violence and crimes inaugurated by the United Mine Workers, over whom John Mitchell, whom you invited to meet you, is chief.

"Just now it is more important to teach ignorant men, dwelling among us, misled and used as tools by citizens of other states, that at whatever cost and inconvenience to the public Pennsylvania will use the whole power of government to protect not only the man who wants to work, but his wife and children while he is at work, and to punish every man who by instigation or by overt acts attempts to deprive any man of his liberty to work. The duty of the hour is not to waste time negotiating with the fomenters of this anarchic and insolent defiance of law, but to do as was done in the war of the rebellion, restore the majesty of law, the only guardian of a free people, and to re-establish order and peace at any cost.

A Happy Bridegroom at 102

The Bride is a Young Thing of Only Eighty Summers.

What is probably the most peculiar marriage license ever issued by an official was prepared by the county clerk of Gloucester in Virginia, Saturday last. The peculiarity in this instance lies in the extreme age of the contracting parties, the man being 102 years of age and his intended wife 80.

The newly wedded pair are Solomon Lewis and his wife, both respectable colored people of that county. The ceremony was performed Sunday at New Mount Zion, in the upper part of the county, by the Rev. James Smith, a colored pastor. Solomon was a slave and belonged to the estate of Thomas Faulstich of King and Queen counties. His first wife died two years ago, after a married life of seventy years. His grandmother was born aboard a slave ship while crossing this country from Africa, and lived to be 110 years old. His mother, who died in 1863, was 101. He has a brother now living in Piney Swamp at the great age of 107, whom he remembers as driving beef cattle to Gloucester Point for the American Army during the War of 1812.

Solomon claims to have been born in November, 1799, and thus was one month old at the death of George Washington. The old man is somewhat bent by age, but with the aid of a stick can walk and carry himself as erect as if he were only 21.

The marriage of the aged pair was a matter of great interest to the surrounding country, and was witnessed by a large concourse of white people, as well as a vast crowd of negroes.—Richmond Dispatch.

The Pension Rolls

Upon Them Now Are the Names of 999,446 Persons

The annual report of the commissioner of pensions, Eugene S. Ware, made public Saturday, shows that the number of names on the pension rolls still is under the million mark, despite a net gain of 5,732 pensioners since 1898. The total enrollment July 1, 1902, was 999,446 against 997,735 last year. The total comprises 738,809 soldiers and 260,637 widows and dependents. The aggregate included 4,695 pensioners outside the United States.

The number of death notices of old soldiers, not now in the service, received by the bureau during the year was 50,128, but only 27,043 of them were pensioners. The average value of each pension is now a little over \$132.

The report says that the death rate among the pensioners for the coming year will be about 40,000 and the losses to the rolls from other causes will be about 6,000. The total amount paid for pensions during the fiscal year was \$137,504,268, and the yearly cost of operating and maintaining the bureau and the agencies, outside of the payment of the pension proper aggregates \$3,590,529. The pension system, says the report, since the beginning of the government, has cost \$2,992,509,019, exclusive of the establishment of the soldiers' homes. The pension disbursements by the United States from July 1, 1790, to June 30, 1865, were \$96,445,444.

Two Men Killed

And Fireman Fatally Injured in the Collision at Milton. Train Falls into Culvert. Engine Overturned and Express Cars Thrown Over Embankment—The Passenger Bumped Into a String of Cars That Were on the Main Track.

As the result of an eastbound Erie express colliding with a portion of a freight train about two squares east of the Milton station, on the P. and E. road about 1:45 o'clock Saturday morning, two men lost their lives and two men were injured.

HOW THE WRECK OCCURRED

A string of five cars in charge of Conductor Edward Stringer, of Northumberland, was coming up the main track at that point on the passenger train's time. The conductor was standing on the rear of his car and it is supposed that he had the light of his lantern from the view of Engineer Wheeler.

EXPRESS CARS BADLY USED UP

The car next to the engine was a sealed express car. No one was in it. When the collision occurred, the car jumped out of the train and rolled down over the south embankment. The second express after the first jumped out, was shown on top of the engine. In this car was Messenger Martin. He escaped injury by reason of his being in line with the steel door which served as a protection to him.

BAGGAGE MASTER TAKES A TUMBLE

Baggage Master Philips after the train stopped, ran along the track with a red lantern to stop the approaching train. The sliding cars had so torn the timbers and the plank from off the top of a small bridge, which he did not see. He fell sixteen feet into the culvert, into about three feet of water. He was not injured. None of the passengers were injured.

BODIES TAKEN OUT

As soon as the wreck trains reached the scene, the body of Engineer Wheeler was taken out from under the wreckage. His body was near the throttle. The body of Conductor Stringer was also taken out.

Fireman Shaffer was so badly injured that he hopes are entertained for his recovery. His skull and arm are crushed and he is generally injured. He was taken to the hospital at Sunbury.

Faith Rewarded

Bobbie had been forbidden to play with the water in the bath room, but one day the temptation proved too strong and he turned on the faucets. Nurse, coming to the door a little later, beheld a rapidly-filling tub, beside which knelt a small boy, who, with clasped hands and a terrified voice, was saying: "Oh, Lord, if you know how please turn off this water, but if you can't please send some one who can."

John T. Koozitz, a resident of New Enterprise, Bedford county, met with an untimely death Saturday morning. He and another man were cleaning a well on the farm of David Snyder and were preparing to re-wall it. It was 60ft deep and two ladders had been fastened together to reach the bottom. Koozitz started to go down when the fastenings broke and fell to the bottom, breaking his neck. He was aged 35 years and leaves a wife and two children.

AMERICA'S FAMOUS BEAUTIES

Look with horror on Skin Eruptions, Blisters, Sores, Pimples. They don't have them, nor will any one, who uses, Bucklen's Arnica Salve. It cures the face. Eczema or Salt Rheum vanish before it. It cures sore lips, chapped hands, chilblains. Infallible for Piles. 25c at Green's Pharmacy.

Business Notice

CASTORIA FOR INFANTS AND CHILDREN.

The Kind You Have Always Bought Bears the Signature of CHAS. H. FLETCHER.

In Use For Over 30 Years.

Tourists

\$12.75 Round Trip to Omaha.

Via Chicago and Northwestern R'y from Chicago, October 10th, 16th and 18th. Favorable time limit account the Christian Church National Conventions. Four perfectly equipped fast trains leave Chicago daily. The only double track road between Chicago and the Missouri river. For tickets, illustrated pamphlets and full particulars, apply to your nearest ticket agent or address, A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa. 47-38-41.

Home-seekers' Rates, Chicago & North-Western Railway.

Round-trip tickets are on sale to points in Wisconsin, Michigan, Minnesota, Iowa, Nebraska, the Dakotas and other points west and northwest at one fare plus \$2.00 for the round trip, via the North-Western Line. Tickets are good twenty one days to return. Call on any ticket agent for particulars, or address W. B. Kniskern, G. P. & T. A., 22 Fifth Avenue, Chicago.

Hot Springs, S. D.

The great sanitarium and health resort, in the picturesque Black Hills. Only \$24.30 round trip from Chicago, on certain specified dates throughout the summer, via the Northwestern Line. Through train service from Chicago daily. Ask ticket agents for full particulars or write for information to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

Very Low Round Trip Rates.

Via the North-Western Line Chicago to Salt Lake City and Ogden, Utah, until September 15th. Return limit October 31st, 1902. Luxurious fast trains leave Chicago 10:30 a. m., 8:00 and 11:30 p. m. daily. For tickets and information apply to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

Medical

To Filter the blood is the kidneys duty. When they fail to do this the kidneys are sick. Backache and many kidney ills follow. Urinary troubles, Diabetes, Doan's Kidney Pills cure them all. Bellefonte People endorse our claim.

Mr. W. E. Haines of No. 1, Beaver Row, locomotive engineer says: "I am suffering from an acute lameness in my back, and a dull, lingering aching over my kidneys. I felt it in my head also and there were pains over my eyes and in the top and back of my head and in the upper part of my spine. I was afraid I would not be able to attend to my duties as I read about Doan's Kidney Pills and obtained them from the Bush House block drug store. They proved to be just the remedy I required for they removed the whole trouble."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the U. S. Remember the name—Doan's—and take no substitute.

DOING THEIR DUTY.

SCORES OF BELLEFONTE READERS ARE LEARNING THE DUTY OF THE KIDNEYS.

SEWING MACHINES.

STANDARD ROTARY SHUTTLE SEWING MACHINE.

STANDARD GRAND LOCK AND CHAIN STITCH. TWO MACHINES IN ONE.

We also manufacture sewing machines that retail from \$12.00 up.

The Standard Rotary runs as silent as the tick of a watch. Makes 300 stitches while other machines make 200.

THE STANDARD SEWING MACHINE CO. OR MISS SARAH C. BRICKLEY, 47-23-4m BELLEFONTE, PA.

Restaurant.

CITY RESTAURANT.

I have purchased the restaurant of Jas. I. McClure, on Bishop street. It will be my effort and pleasure to serve you to the best of my ability. You will find my restaurant CLEAN, FRESH and TIDY.

Meals furnished at all hours. Fruits and delicacies to order. Cash in season.

COME IN AND TRY IT.

47-23-3m CHAS. A. HAZEL.

Fine Groceries

SECHLER & CO. FINE GROCERIES BUSH HOUSE BLOCK.

If you are looking for Seasonable Goods—We have them.

Not sometime—but all the time—Every day in the year.

Don't spend your strength during this extreme weather in a fruitless search for what you need, but come straight to us and get the goods promptly.

FINEST CALIFORNIA and imported ORANGES.....20, 40, 50, 60 per doz.

LEMONS, finest Mediterranean juicy fruit.....30 and 40cts. per doz.

BANANAS, the finest fruit we can buy.

FRESH BICUTTS, Cakes and Crackers.

Sweet, Mild Cured Hams, Breakfast Bacon and Dried Beef.

CANNED MEATS, Salmon and Sardines.

OLIVES, an excellent bargain at.....25cts.

TABLE OILS, home made and imported.

PICKLES, sweet and sour, in bulk and various sizes and styles of packages.

PURE EXTRACTS, Ginger Ale and Root Beer.

NEW CHEESE BOX coming to us in elegant shape.

CHEESE PREPARATIONS. We carry a fine line of the most popular ones.

PURE CIDER VINEGAR, the kind you can depend on.

MONDAY ONLY—Express train leaves Curwensville at 4:35 a. m., Clearfield 4:51; Phillipsburg 5:30; Osceola 6:30, arriving at Tyrone at 6:55. This train stops at all stations.

If you have any difficulty in getting suited in a fine Table Syrup come to us and you can get what you want.

SECHLER & CO. GROCERS. BELL FORT, PA.

Travelers Guide.

TWO TRACKS TO TEXAS A NEW FAST TRAIN Between St. Louis and Kansas City and OKLAHOMA CITY, WICHITA DENISON, SHERMAN, DALLAS, FORT WORTH

And principal points in Texas and the Southwest. This train is new throughout and is made up of the finest equipment provided with electric lights and all other modern traveling conveniences. It runs via our new complete RED RIVER DIVISION.

Every appliance known to modern car building and railroading has been employed in the make-up of this service, including CAFE OBSERVATION CAR, under the management of Fred Harvey. Full information as to rates and all details of a trip via this new route will be cheerfully furnished, upon application, by any representative of the

LEWISBURG & TYRONE RAILROAD. EASTWARD. WESTWARD. MAIL, EXP. Nov. 24th, 1901.

STATIONS. P. M. A. M. Lv. Arr. P. M. A. M. P. M. P. M.

2 15 6 40 Bellefonte..... 8 10 12 20 7 00

2 21 6 46 Alexandria..... 8 16 12 26 7 06

2 27 6 52 Alexandria..... 8 22 12 32 7 12

2 33 7 00 Alexandria..... 8 28 12 38 7 18

2 39 7 06 Alexandria..... 8 34 12 44 7 24

2 45 7 12 Alexandria..... 8 40 12 50 7 30

2 51 7 18 Alexandria..... 8 46 12 56 7 36

2 57 7 24 Alexandria..... 8 52 1 02 7 42

3 03 7 30 Alexandria..... 8 58 1 08 7 48

3 09 7 36 Alexandria..... 9 04 1 14 7 54

3 15 7 42 Alexandria..... 9 10 1 20 8 00

3 21 7 48 Alexandria..... 9 16 1 26 8 06

3 27 7 54 Alexandria..... 9 22 1 32 8 12

3 33 8 00 Alexandria..... 9 28 1 38 8 18

3 39 8 06 Alexandria..... 9 34 1 44 8 24

3 45 8 12 Alexandria..... 9 40 1 50 8 30

3 51 8 18 Alexandria..... 9 46 1 56 8 36

3 57 8 24 Alexandria..... 9 52 2 02 8 42

4 03 8 30 Alexandria..... 9 58 2 08 8 48

4 09 8 36 Alexandria..... 10 04 2 14 8 54

4 15 8 42 Alexandria..... 10 10 2 20 9 00

4 21 8 48 Alexandria..... 10 16 2 26 9 06

4 27 8 54 Alexandria..... 10 22 2 32 9 12

4 33 9 00 Alexandria..... 10 28 2 38 9 18

4 39 9 06 Alexandria..... 10 34 2 44 9 24

4 45 9 12 Alexandria..... 10 40 2 50 9 30

4 51 9 18 Alexandria..... 10 46 2 56 9 36

4 57 9 24 Alexandria..... 10 52 3 02 9 42

5 03 9 30 Alexandria..... 10 58 3 08 9 48

5 09 9 36 Alexandria..... 11 04 3 14 9 54

5 15 9 42 Alexandria..... 11 10 3 20 10 00

5 21 9 48 Alexandria..... 11 16 3 26 10 06

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6 15 10 42 Alexandria..... 12 10 4 20 11 00

6 21 10 48 Alexandria..... 12 16 4 26 11 06

6 27 10 54 Alexandria..... 12 22 4 32 11 12

6 33 11 00 Alexandria..... 12 28 4 38 11 18

6 39 11 06 Alexandria..... 12 34 4 44 11 24

6 45 11 12 Alexandria..... 12 40 4 50 11 30

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7 33 12 00 Alexandria..... 1 28 5 38 12 18

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Travelers Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Schedule in effect Nov 24th, 1901.

VIA TYRONE—WESTWARD. Leave Bellefonte, 5:23 a. m., arrive at Tyrone 11:05 a. m., at Altoona, 1:00 p. m., at Pittsburg, 5:50 p. m.

Leave Bellefonte, 1:05 p. m., arrive at Tyrone, 2:30 p. m., at Altoona, 3:10 p. m., at Pittsburg, 6:55 p. m.

Leave Bellefonte, 4:44 p. m., arrive at Tyrone, 6:00, at Altoona, 6:50, at Pittsburg, at 10:45.

VIA TYRONE—EASTWARD. Leave Bellefonte, 5:23 a. m., arrive at Tyrone, 11:05, at Harrisburg, 2:40 p. m., at Philadelphia, 5:47 p. m.