

NEWS OF THE LABOR WORLD

SMITH DYNASTY MAY AGAIN BE IN CHARGE.

Possibility That They Will Have the Management of Pennsylvania Coal Company—Work of Putting the Steel Frame Work of the Armory in Place Will Begin in a Few Days—Dilcher Has Gone to Pottsville to Attend the Mine Workers' Convention—Other Trade Notes.

A persistent rumor has been repeated for several days to the effect that what has sometimes been called the Smith dynasty is likely to be in the ascendant again in connection with the Pennsylvania Coal company's holdings. While the parties most interested have declined to make any statement concerning the matter and have said that at present nothing definite was known about the future plans and intentions of the Erie company, the opinion prevails among many persons who are in a position to be familiar with the details of the transfer that the report has some basis of probability.

It is stated with some confidence that the controlling policy which made the Pennsylvania Coal company such a surprisingly valuable property is considered by the new owners to be the one which will best promote the interests of the stockholders; and since the methods employed during the active days of the late John B. Smith and pursued under the direction of his son, George B. Smith, were such as to commend themselves to those who had investments in this business, a resumption of that policy is regarded as probable.

Great interest is felt locally in the subject. The town of Dunmore was built up under the management of the Smiths and its people have none but the kindest recollections of that regime. One policy which tended to commend it to local favor was the liberal treatment of employees and the generous stimulation of local enterprise. It was the life-long principle of John B. Smith and his immediate successors to dismiss no man who served the company faithfully. It was the rule that honest, loyal service was cheerfully given and that the virtues of industry and economy were appreciated at their full value.

Work on the Armory.

Work will be started on the steel framework of the big drill room of the new armory building within a few days, as a large amount of the construction material is now on hand, and a company of men skilled in this particular kind of work were Saturday sent to the city by the Passaic Rolling Mill company, of Paterson, N. J., which has charge of all the iron work of the structure.

Contractor Schroeder has the rest of the armory well under way now, and for some time operations have flagged, while awaiting the steel trusses and the arrival of the Paterson men. These latter have been at work at Buffalo, on the new plant of the Lackawanna Iron and Steel company, but were dispatched to this city, as the local work is in the nature of a hurry up contract. They will be aided in the work by a great number of laborers from this city, and work will be started as soon as the hoisting engine needed in the construction is secured. This engine was shipped from Buffalo last week, but from some unknown cause has not yet reached Scranton.

The trusses which are to be put into place are particularly large ones, each weighing about eighteen tons. There are twelve of them, and it will be a task of gigantic dimensions to get them properly adjusted. Contractor Schroeder is in the city in hopes that the present clear weather will continue, as under more severe atmospheric conditions it will be an almost hopeless endeavor to make any active progress.

Once the trusses are put into place it will be comparatively easy to build up the rest of the structure. Large supplies of the latter commodity are being daily accumulated.

Pottsville Convention.

Organizer Frederick Dilcher, of the United Mine Workers of America, who has been in the city during the past month, will bid Scranton adieu this afternoon, and his going form will not be seen at the miners' headquarters until well in January. He leaves the city this afternoon for Pottsville, where he will attend the convention of District No. 9. About two hundred and twenty-five delegates will be present, and the sessions will be presided over by President Fahy. The convention will be called to order Thursday morning, and will continue through Friday and Saturday. There will be a general discussion of the policy to be adopted by the delegates to the national convention, which is to be held January 21, in Indianapolis, and district officers are also to be elected.

From Pottsville, Dilcher will go to his home in Ohio and spend a few weeks with his family. He will return to this city probably after the national convention.

To Protect Fruit Shipment.

An order has been posted on the Lackawanna bulletin board, which announces several rules to be observed in the handling of fruit by the freight men. The rules apply to the shipment of oranges, lemons, apples and any fruit other than bananas, during the winter.

The intention is to protect this fruit from the rigid winter weather, and the first suggestion is that when the outside temperature is higher than thirty degrees above zero the hatch covers should be raised in order to afford proper ventilation.

However, when the mercury gets down to thirty above or lower, the hatch covers must be closed and the hatch plugs put in, to prevent freezing. When only five degrees or less above, then the cars should be protected in the round-house, or other buildings, and should remain there during this low temperature.

The same rules must govern the opening of the trap doors of cars when in the round-house. If the temperature is higher than thirty above, the trap doors or side doors of the cars are to be opened, and if the mercury gets lower than the prescribed mark, then all doors are to be closed.

Jersey Central Orders.

Assistant Superintendent William Doy has notified the conductors of the Central Railroad of New Jersey that, going into effect last Thursday, trains No. 7 and 10 will stop at the

Hitcheltooth section house each Wednesday and there back up or let off the west of the section men who are desirous of doing their shopping in Mauch Chunk. This arrangement will go on during the continuance of time-table No. 2.

Superintendent W. W. West, Jr., has issued a bulletin to Jersey Central trainmen, announcing that train No. 400 will henceforth take on cars at Scranton, Wilkes-Barre, Coalport, Minooka junction and the east end of the Allentown terminal.

Have Bought Coal Land.

A. J. Murray, Michael J. Murray, P. H. Mongan and F. T. Mongan, of Dunmore, have purchased a tract of coal land in Sullivan county, which is underlaid with a fine grade of semi-bituminous coal.

It is said to be an excellent property, and the work of developing it will begin in the very near future.

Today's D. L. and W. Board.

Today's D. L. and W. board is as follows: Tuesday, Dec. 15, 8 p. m.—O. Kearney.

10.30 p. m.—A. H. Rowe, A. J. McDonnell's men 11.30 p. m.—W. A. Bartholomew.

Wednesday, Dec. 16.

WILD CATS EAST. 12.30 a. m.—G. Burr.

3 a. m.—H. Bennett. 4 a. m.—E. M. Hallett. 5 a. m.—F. D. Secor. 6 a. m.—F. Van Wornor. 7 a. m.—F. Stevens. 8 a. m.—F. McCarthy. 9 a. m.—T. Douclet. 10 a. m.—H. Blabing, J. Emis's men. 11.30 a. m.—M. Finerty.

1 p. m.—P. Slinger. 2 p. m.—P. Slinger. 3.45 p. m.—F. Mahon, Burkhardt's men. 4.15 p. m.—M. Carmody.

WILD CATS SUMMIT.

5 a. m., east—E. Brantlinger. 6 a. m., west—W. H. Nichols. 7 a. m., west—J. Carriage. 8 a. m., east—J. Moller. 9 p. m., east—H. Olligan. 6 p. m., west from Cayuga—McLane. 7 p. m., west from Cayuga—Giles. 7 p. m., east from Nay Aug—E. Duffy.

PULLER.

10 a. m.—F. E. Secor. 8 a. m.—Houser. 11.30 a. m.—Moran. 7 p. m.—Murphy. 9 p. m.—J. H. Masten.

PASSENGER ENGINES.

7 a. m.—Gaffney. 8 a. m.—O. Case. 5.30 p. m.—Stanton. 7 p. m.—Magovern.

WILD CATS WEST.

4 a. m.—J. O'Hara. 5 a. m.—E. Bartholomew. 6 a. m.—F. Wall. 7 a. m.—W. Laffare. 8 a. m.—G. W. Smith. 9 a. m.—H. Smith. 10 a. m.—J. E. Masten. 12 noon—E. Fitzpatrick. 1 p. m.—W. Kirby, A. G. Hammit's men. 2 p. m.—John Galagan. 3 p. m.—Magarity. 4 p. m.—J. H. McCann. 5 p. m.—J. Barber. 6 p. m.—A. F. Mullen.

NOTICE.

Conductor T. J. Thompson and crew will run 7 p. m. Summit west from Cayuga in place of McLane and crew.

This and That.

Superintendent of Telegraph L. B. Foley, of the Delaware, Lackawanna and Western railroad, was in the city yesterday.

Although several hundred of the Lackawanna trainmen have not been subjected to the special hearing and eyesight test, all who have undergone the examination so far have passed it. The examining car will remain at its post for several days yet. Professor C. C. Johnson, the blind musician, is one of Scranton's active real estate dealers. While it is not generally known among the real estate agents of the city, nevertheless, Mr. Johnson does a real nice business in this line. He has no assistants, but transacts all his business himself, with the exception of executing papers, searching titles, etc.—Scranton Real Estate Journal.

A dispatch from Richmond, Va., is to the effect that the Pennsylvania Railroad is negotiating with the Seaboard Railroad to secure the right of way which the latter recently obtained between Richmond and Quantico, Va., with the view of building an extension between these points. The Pennsylvania owns a line as far as Quantico, Va. It is also stated in connection with the report that the Pennsylvania desires to utilize the tracks of the Seaboard from Richmond to Petersburg, Va., where it would connect with the Norfolk & Western system.

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