

NEWS OF THE LABOR WORLD

BANQUET OF CONTRACTORS AND JOURNEMEN.

Pleasant Event at the Elks—Those Who Attended the Banquet—Officials of the Rapid Transit Railway Company Say the Strike is Broken—Present Status of the Nine Hour Strike—Having Circulars Printed—Make-up of the D. L. & W. Board for Today.

Members of the Mason Contractors' association and the Journeymen Bricklayers' union enjoyed a banquet Wednesday night at the Elks' hall, on Franklin avenue, which was a jolly and enjoyable event.

Present were Contractors Conrad Schroeder, E. S. Williams, John Colligan, Matthias Stupp, Harry R. Sykes, Herman Woelkers, John Sykes, Peter Stupp, M. J. Ruddy, Henry Bellman, and their secretary, B. F. Lauder, and the following members of the Bricklayers' union, N. J. of Scranton: President Michael Nolan, Vice-President Frank C. Schroeder, Arthur Johnson and William Perry, members of the conference committee, and W. J. Singer, M. L. Duebeler, Charles Saffley, Fred E. Sykes, John L. Rammann, John Lonsdorf, Thomas Moran, Gus L. Noll, E. P. Shiffer, F. L. Loftus, Gomer P. Reese, J. T. Siedler, Harvey Cole, M. McDonough, C. W. Kraeclik, William Harley, Frank Briggs, James Shiffer, Edward Saffley, William Lewis, John Hacks, Frank Holt, Adam Schroeder, Charles Zell, S. O. Wells, E. Kraeclik, Thomas Gemmill, Joseph Heller, Ira Newton, T. P. Morris, F. J. Noll, Jacob Kunz, Jr., G. Scattis, George A. Lewis, John Izler, Charles Heier, S. H. Sherman, Louis T. Stupp, Elijah Shiffer, and Henry Bellman, Jr., Patrick Welsh, and others.

After the substantial part of the banquet had been carefully considered, E. S. Williams was elected toastmaster, and called upon Conrad Schroeder to make the opening remarks. It was in the nature of a welcome to those present, and was happily responded to by William Perry, of the conference committee. He expressed the hope that the banquet would become an annual affair. John Hawks, a veteran bricklayer, responded to a toast on "Strikes." In his speech he said he believed in banquet strikes. He related how Lackawanna avenue was first fenced with a stump fence, built by Mr. Dodge, the stump-puller, when he first commenced to lay back in Scranton. It was listened to with interest.

Bricklayer Gomer P. Reese favored the banquet with a solo. Contractor John Colligan responded to a toast on "Contractors in the Past," and Arthur Johnson, secretary of the Bricklayers' union, responded to a toast on "How Lockouts and Strikes Can Be Averted." In his speech he said that lockouts and strikes can be averted by conference committees, with full power to act, chosen from both sides. He said that such committees are now passed out for good, but that they have been over and over will be. He stated that through it and the agreement entered into between the Mason Contractors and Journeymen Bricklayers, the past year had been a profitable one to the bricklayers, that all had moved on happily and that a new agreement had been entered into by the two bodies for two years, which provides that all disputes and differences be settled by a conference committee from both sides. He hoped that at the end of the two years a new agreement would be entered into.

Gomer P. Reese responded to a toast on "Arbitration." He said he was proud to see the contractors and bricklayers work side by side, as well as banquet in the same hall, that this had come by arbitration and not by force. He also stated that the only way to arbitrate and avert a strike is to be organized.

Michael Nolan, the bricklayer, responded to a toast on "Organization," which was listened to with interest. John Lonsdorf gave a solo on "Enter the Father-Land," Contractor Peter Stupp responded to a toast on "Contractors and Building in the Present." He related how modern contracting differs from that of thirty years ago. Buildings then completed in twelve months are now expected to be completed in twelve weeks. Then strikes and lockouts were the means of settling disputes which are today settled by conference committees.

Bricklayer Fred E. Sykes responded to a toast on "Benefits Derived by Meeting Presently." He said it was a benefit in general, for both the bricklayer and contractors. It means higher wages for the bricklayer, and that it "buries the hatchet" in many ways, bricklayer Thomas Gemmill favored the banquet with a solo. Fred Kraeclik responded to a toast on "The German Bricklayers." In his speech he said that the German and the Scotch differed very little. He stated that the only way to have harmony and avert strikes was to settle differences by a conference committee.

Contractor William Woelkers responded to a toast on "The Good Derived in the Banks of the Union." He stated that he had passed the ranks of apprentice and Bricklayers' union to the ranks of contractor and builder. He said that there is good in each of them. Bricklayer Matthias Stupp responded to a toast on "The Contractors and Builders' Reputation." In his speech he said that the all-important part of the contractor and builder is, like a building of a foundation for a substantial building, to build a good reputation.

Bricklayer Thomas Gemmill responded to a toast on "Political Brick Jobs." Contractor M. J. Ruddy responded to a toast on "Stonecutters." In his speech he said on account of the stonecutters' strike and personal pride, he was driven to contracting.

Bricklayer Samuel O. Wells responded to a toast on "The Foremen." He said that he believed, as a foreman, that friendship should cease at 7 o'clock in the morning and begin at 7 o'clock at night, and that any bricklayer who did not do his duty, whether large or small, should be called down, etc.

Contractor Harry R. Sykes responded to the toast "Masonry." He stated that there were two kinds of masonry and that both had to do with the building of Solomon's temple, etc.

WANT WORMSER TO EXPLAIN

COUNCILMEN WOULD LIKE TO KNOW ABOUT BIDS.

The Director of Public Safety Requested to Furnish Select Council with His Reason for Awarding Contracts to Highest Bidders.

President Chittenden introduced a resolution at last night's meeting directing Director Wormser to give councils his reasons for this action, and also requesting him to furnish to councils the names of the agents present in the interests of the successful bidders. The resolution was passed unanimously, without discussion.

Council also decided to appoint a committee of three to investigate the alleged neglect of Controller Howell in not furnishing a statement of all deficiencies to the councils at the beginning of the fiscal year, and his action in refusing to obey the councilmanic resolution directing him not to counter-sign warrants for any bills not approved by the auditing committee. Chairman Chittenden appointed as members of this committee three of the council's outspoken opponents, Messrs. Vaughan, Clemens and Oliver. The matter was brought up by the reading of several communications from the controller. One of these set forth that the amount of unexpended balances not subject to be merged in the fiscal year ending on June 30, 1900, amounted to \$1,612,233. Another communication set forth that there are now on file in the controller's office deficiency bills remaining unpaid to the amount of \$8,724,655, this in addition to the \$1,500,000 worth of deficiency bills provided for in the controller's general appropriation ordinance.

CONTROLLER HAS KNOWLEDGE. Mr. Vaughan claimed that the controller had knowledge of large number of these bills, while the committee was meeting and he censured him for not sending them in at that time. It was finally decided to refer this matter and still another communication in which the controller signified his intention of resigning warrants for bills not approved by the head of the proper department only, to the above mentioned special committee for investigation.

In this connection it is interesting to note a resolution offered by Mr. Merriman. One of the resolutions was counter-signed by the controller upon the mere approval of the head of the proper department was a warrant for \$10 drawn in favor of Dr. W. E. Allen, superintendent of the bureau of health, the money to be used by him in paying parties who had been dead for some time. After setting forth these facts and noting that the payment of this money was an advance payment, Mr. Merriman's resolution directs the director to pay back the money into the city treasury and further directs the controller to certify any such warrants in the future. It was passed unanimously.

Council also awarded a contract, the first awarded by any but the heads of departments since the "ripper" bill went into force. This contract was for the construction of a sewer on Broadway, Moran court, Fourth avenue, etc., and was awarded to Donohue & O'Boyle, whose bid of \$161 per lineal foot was the only one received. The bids for this were asked for some time ago by council.

TAX ORDINANCE. Mr. Cosgrove introduced the license tax ordinance prepared by City Solicitor Watson, under the direction of ex-Recorder Moir, a resume of which appeared in the Tribune some weeks ago. It was referred to the license committee without comment.

Other resolutions introduced and passed were as follows: By Mr. Melvin—Providing for the payment of a portion of Spruce street, between Franklin and Penn avenues, at the expense of the city and the property owners, each to pay half.

By Mr. Schuler—Directing the director of public works to have a hydrant erected at the corner of Beech street and Slocum avenue.

By Mr. Oliver—Directing the city assessor to make a list of the number of taxables in each ward.

By Mr. Clemens—Providing that a pavement be laid on South Washington avenue between Lackawanna avenue and the Lackawanna car shop, extending the time limit for the construction of the sewer in Section A, Fourth sewer district, sixty days, directing the city controller to contract a warrant for the purchase of the necessary material upon the receipt of a certificate from the city solicitor setting forth that the Lackawanna iron and steel company has delivered to him a release of ground rent properly executed.

NEW ORDINANCES. The following new ordinances were introduced: By Mr. Vaughan—Providing for the construction of a sewer in the Seventeenth sewer district.

By Mr. Merriman—Providing rules and regulations for the government of the sinking fund commission.

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RAILROAD TIME TABLES.

Delaware, Lackawanna and Western In Effect Dec. 2, 1900. South-Leave Scranton for New York at 1.00, 3.00, 5.00, 7.00 and 10.05 a. m.; 12.35, 3.35 p. m. Philadelphia at 8.00 and 10.05 a. m.; 11.55 and 3.35 p. m. For Stroudsburg at 6.10 p. m. Milk accommodation at 3.40 p. m. Arrive at Hoboken at 6.30, 7.00, 10.25, 12.00, 2.15, 4.15, 7.10 p. m. Arrive at Philadelphia at 1.00, 3.25, 6.00 and 8.25 p. m. Arrive from New York at 11.30 and 10.30 a. m.; 1.00, 1.55, 2.45, 3.45 and 11.30 p. m. From Stroudsburg at 8.05 a. m.

North-Leave Scranton for Buffalo and Intermediate stations at 1.15, 6.35 and 9.00 a. m.; 1.45, 5.45 and 11.35 p. m. For Oswego and Syracuse at 6.35 a. m. and 1.55 p. m. For Utica at 1.10 a. m. and 1.50 p. m. For Montrose at 9.10 a. m.; 1.05 and 5.45 p. m. For Nicholson at 4.00 and 6.15 p. m. For Binghamton at 10.20 a. m. Arrive in Scranton from Buffalo at 1.25, 2.55, 4.25, 5.55, 7.25, 8.55, 10.25 and 11.55 p. m. From Oswego and Syracuse at 2.55 a. m.; 12.35 and 8.00 p. m. From Utica at 2.55 a. m.; 12.35 and 8.20 p. m. From Nicholson at 7.50 a. m. and 6.00 p. m. From Montrose at 10.00 a. m.; 3.30 and 8.00 p. m.

Bloomington Division—Leave Scranton for Northampton at 6.45, 10.05 a. m.; 1.35 and 5.30 p. m. For Plymouth at 1.05, 3.40, 5.30 p. m. For Pennsylvania at 8.10 a. m. Arrive at Northumberland at 9.25 a. m.; 1.10, 5.00 and 8.45 p. m. Arrive at Kingston at 8.52 a. m. Arrive at Pottsville at 2.00, 4.35, 9.45 p. m. Arrive at 12.35, 4.50 and 8.45 p. m. From Kingston at 1.10, 4.10 and 8.10 p. m. From Pottsville at 7.55 a. m.; 3.20 and 6.55 p. m.

SUNDAY TRAINS. South-Leave Scranton at 1.00, 3.00, 5.00, 10.05 p. m.; 3.35 and 3.40 p. m. North-Leave Scranton at 1.15, 6.35 a. m.; 1.45 and 11.35 p. m. Bloomington Division—Leave Scranton at 10.05 a. m. and 5.50 p. m.

Central Railroad of New Jersey. In New York—Foot of Liberty street, N. R., and South Ferry. TRAINS IN EFFECT MAY 19, 1901. Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8.55 a. m.; express, 1.10; express, 4.00 p. m. Sundays, 2.15 p. m.

For Pottsville and Wilkes-Barre, 8.55 a. m.; 1.10 and 4.00 p. m. Sundays, 2.15 p. m. For Baltimore and Washington and points South and West via Bethlehem, 8.55 a. m.; 1.10 and 4.00 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.55 a. m. For Reading, Lebanon and Harrisburg, via Allentown, 8.55 a. m. and 1.10 p. m. Sundays, 2.15 p. m. For Pottsville, 8.55 a. m.; 1.10 and 4.00 p. m. For Mauch Chunk, 8.55 a. m.; 1.10 and 4.00 p. m.

Through tickets to all points east, south and west at lowest rates at the station. For rates and full P. O. Gen. Pass. Act. J. H. OHLHAUSEN, Gen. Supt.

Delaware and Hudson. In Effect May 19, 1901. Trains for Carbondale leave Scranton at 6.20, 7.50, 9.20, 11.00 a. m.; 1.10, 2.40, 4.10, 5.40, 7.10, 8.40, 10.10, 11.40 p. m. For Wilkes-Barre—6.45, 7.45, 8.45, 9.45, 10.45, 11.45 a. m.; 1.25, 2.15, 3.35, 4.25, 6.05, 6.45, 8.15, 11.05 a. m.; 1.10, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15 p. m. For Honesdale—6.20, 10.15 a. m.; 2.45 and 5.20 p. m.

For Wilkes-Barre—6.45, 7.45, 8.45, 9.45, 10.45, 11.45 a. m.; 1.25, 2.15, 3.35, 4.25, 6.05, 6.45, 8.15, 11.05 a. m.; 1.10, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15 p. m. For Honesdale—6.20, 10.15 a. m.; 2.45 and 5.20 p. m.

For Albany and all points north—6.20 a. m. and 1.10 p. m. For Scranton—9.00, 11.30 a. m.; 2.44, 3.32, 6.47, 10.22 p. m. For Wilkes-Barre—9.28, 11.55 a. m.; 1.58, 3.23, 6.27, 10.02 p. m. For Albany and points north—3.32 p. m. For Honesdale—9.00 a. m. and 3.32 p. m. Lowest rates to all points in United States and Canada.

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Table with columns for Stations, Time, and other details. Includes stations like Scranton, Carbondale, etc.

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RAILROAD TIME TABLES.

PENNSYLVANIA RAILROAD

Schedule in Effect March 17, 1901. Trains leave Scranton:

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West. 9.35 a. m., week days, for Hazleton, Philadelphia, Baltimore, Washington and Pittsburg and the West. 2.18 p. m., week days, (Sundays 1.55 p. m.) for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. For Hazleton, week days only. 4.27 p. m., week days, for Sunbury, Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

Lehigh Valley Railroad.

In Effect June 2, 1901. Trains leave Scranton:

For Philadelphia and New York via D. & H. R. R., 6.45 and 9.15 a. m., and 2.15, 4.25, 6.35, 8.45, 10.15, 11.30 p. m. (Black Diamond Express), and 11.30 p. m. days, D. & H. R. R., 1.55, 8.27 p. m. For Wilkes-Barre, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.45, 9.15 and 1.27 p. m. For Pottsville, 6.45 a. m., 2.18 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations via D. & H. R. R., 6.45, 9.15 a. m.; 2.15, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H. R. R., 9.38 a. m.; 1.55, 8.27 p. m. For Tonkhamack, Towanda, Elmira, Ithaca, Geneva and principal intermediate stations, via D. & H. R. R., 6.45 a. m.; 1.00 and 3.40 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R., 7.45, 11.55 a. m.; 1.25, 3.35 (Black Diamond Express), 7.45, 10.41, 11.30 p. m. Sundays, D. & H. R. R., 11.55, 8.27 p. m. Pullman parlor and sleeping car on Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Susquehanna Bridge. ROLLIN H. WILBUR, Gen. Supt., 28 Cortland street, New York. CHARLES S. LEE, Gen. Pass. Agt., 28 Cortland street, New York. A. W. NONNEMACHER, Div. Pass. Agt., South Scranton, Pa. For tickets and Pullman reservations apply to 300 Lackawanna avenue, Scranton, Pa.

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