

INDUSTRIAL AND LABOR BLACKSMITHS AT CLIFF WORKS CONTINUE TO WORK.

Notice with Reference to Wages Has Been Posted by the Central Pennsylvania Telephone and Supply Company—What a Correspondent Has to Say About the Proposed Rubber Factory—Advantages of Such an Industry—D. L. & W. Board as Made Up for Today.

The result of the meeting of the blacksmiths employed at the Cliff street shops of the American Locomotive company was shown yesterday morning, when the blacksmiths, hammermen, helpers and other employees of the shops returned to work.

Superintendent Delaney stated to a Tribune man that all the hands at work in the shops last week were there again yesterday. A number of the strikers were present when the men resumed work, but there was no demonstration of any sort upon their parts.

President James O'Connell is now in New York, and his assistants are eagerly awaiting the results of his visit. General Superintendent T. E. Clarke left for the metropolis Sunday night, and his presence there is believed to be significant by the strikers, who are in hopes that a conference will be held with President Treadwell and the other Lackawanna officers by their chief executive.

The striking car builders, after carefully investigating the attempted disruption of the union in South Scranton, which took place a few weeks ago, have acquitted Jacob Weisman of all blame in the matter. Bartley Fuller and John Schroeder, however, each fined \$100 and suspended until the sum is paid.

Engine Dwyer, one of the striking car builders, was arrested yesterday for the instance of a workman named Weingold, who has been employed at the car shops since the strike began. Weingold claimed that Dwyer followed him on the street and called him a scoundrel. Dwyer, after hearing the evidence, discharged Dwyer, saying no testimony had been offered to show that he had been disorderly.

John McGraw, a well-known character in police circles and a man who has no connection with the strikers, took it upon himself yesterday afternoon to intimidate several bridge builders who were putting a new crossing in place at the South Washington avenue railroad crossing, near the car shops. He called them vile names and threatened them, until James L. Penber took a hand and ordered him away.

McGraw became more abusive at this and, picking up a small saw-horse, was about to throw it at Penber when the latter proceeded to knock him down. This took all the fight out of McGraw, who slunk away. He will be arrested today.

Wages of Linemen.

The trouble between the Central Pennsylvania Telephone and Supply company and its employees has been settled, the company having posted the following notices with reference to the payment of wages:

NOTICE TO EXCHANGE LINEMEN. On and after this date this company will pay the following rates of wages to experienced linemen: 2.00 per day, who may be employed on exchange maintenance at Wilkes-Barre and Scranton.

"Wages to be at the rate of \$2.25 a day for each day of ten hours, and to include half holiday on Saturday afternoon at full time.

"The Saturday half holiday to remain in effect from date thereof until October 21 inclusive, 1901, and from May 1, 1902, until June 20, 1902.

NOTICE TO CONSTRUCTION LINEMEN.

"On and after this date this company will pay the following rate of wages to experienced and competent linemen, who may be employed from time to time on general construction work at Wilkes-Barre and Scranton:

"Men to be employed from day to day as circumstances may determine, and to be paid at the rate of \$2.50 a day, for each ten hours. When on country work, or where board is provided by the company, the rate shall be \$1.75 per day for each day of twelve hours.

"From date of receipt until October 21, 1901, and from May 1, 1902, each lineman who shall be in the employ of the company at the time shall receive a half holiday on Saturday afternoon at full time at rates noted."

That Proposed Rubber Mill.

Concerning the rubber plant which there is a possibility will locate in Scranton, a reader of The Tribune writes as follows:

"I understand that there is a project on foot to bring a rubber mill, for reclaiming and manufacturing all kinds of mechanical rubber goods, to Scranton. It should be commencing if possible, for it is one of the best paying and largest of the industries at work today. It is to be hoped that our investors will not be as slow in taking advantage of this opportunity, for the welfare of our city, as they were with the tin plate, and have it go elsewhere. We quote here a report given in the Literary Digest of May 18, by Charles R. Flint, of the rubber trust. Mr. Flint makes with figures Mr. Sage's warning that the industrial consolidations are overcapitalized. He refers to a statement to a list of forty-seven of the most prominent trusts, and says:

"He will find the industrial, almost without exception, are worth a great deal more, judged by their earning capacity, than they are selling for in the open market. Some of these industrial are earning over 25 per cent. a year on their market values, and the average for the entire forty-seven is 15.6 per cent. How does this compare with Manhattan Elevated, which Mr. Sage would, no doubt, tell everybody is a good investment? Manhattan Elevated earns 4 per cent. Even more astonishing than the earnings on the market value, a very popular impression exists that industrial are composed principally of water. The best answer to this is that the forty-seven companies included in the appended table show an average earning rate of 7.44 per cent. on their total capitalization at hand."

"Mr. Flint also points out that 'overproduction, which is one of the most prolific sources of panic, can be largely prevented under the present system, and that without throwing any great body of workmen out of employment,' and he relates the interesting



Cured Of Itching Piles.

Edward Dunellen, Wilkes-Barre, Pa. "For seven years I was scarcely ever free from the terrible trouble of itching piles. I tried all sorts of remedies, but all surgical operation might save, one of the best of Remedial Pile Cure cured me completely." All druggists sell it. Do not fail to quickly cure piles in any form. Free book by mail on piles, cancer and cure. Permar Drug Co., Marshall, Mich.

fact that during the depression of 1893 to 1897 the factories of his corporation were kept running and their help was regularly employed during all that period, and at the same time the stockholders received a fair return on their investment. He believes that the tendency is toward high wages, and adds: "The records will show that where combinations have been effected, strikes decrease. It is one of the greatest sources of satisfaction to me that none of the industrial combinations with which I have ever been connected has had a strike."

"There is enough waste rubber thrown away here in the valley to keep the mill running, as far as its shoddy is concerned, and one mill could not take care of all the local trade. But we are afraid that these parties bring a trade with them. We sincerely hope that the company may be formed, thus opening a new industry in our midst and one that has never failed."

The Locomotive Combine.

The American Locomotive company, which recently purchased the Dickson Locomotive works, is considered by authorities to be one of the greatest combines of the industrial world. It is capitalized at the neat sum of \$6,000,000 and includes eight locomotive making concerns.

The largest of these are the Schenectady and Brooks works, while the Providence, R. I., and Dickson companies are among the smaller components. Strong efforts were made to bring into the company the Baldwin works of Philadelphia, which are the largest in the country, and the Rogers works of Paterson, N. J., but these and the Porter company, a smaller concern in Pittsburg, are the only manufacturers who remained independent.

D. L. & W. Board for Today.

The following is the make-up of the D. L. & W. board for today:

MONDAY, JUNE 24. Wild Cat, East 8 p. m., J. W. Decker; 10 p. m., H. Stables; West 8 p. m., J. W. Decker.

TUESDAY, JUNE 25. Wild Cat, East 12:30 a. m., D. Wallace; 3 a. m., O. Kearney; 6 p. m., W. L. Ray; 7 p. m., George Hart; 8 p. m., J. C. Gosselin; 9 p. m., H. Gilligan; 10 p. m., J. W. Decker; 11 p. m., J. W. Decker.

Summits, east 6 a. m., J. W. Decker; 8 a. m., west, G. F. Funderburk; 9 p. m., east, J. Hennigan; 8 p. m., east, W. H. Nichols; 7 p. m., west, J. W. Decker; 8 p. m., west, J. W. Decker; 9 p. m., west, J. W. Decker; 10 p. m., west, J. W. Decker; 11 p. m., west, J. W. Decker.

Passenger Division—Leaves Scranton for Northampton at 6:30 a. m., J. W. Decker; 7 a. m., J. W. Decker; 8 a. m., J. W. Decker; 9 a. m., J. W. Decker; 10 a. m., J. W. Decker; 11 a. m., J. W. Decker; 12 p. m., J. W. Decker; 1 p. m., J. W. Decker; 2 p. m., J. W. Decker; 3 p. m., J. W. Decker; 4 p. m., J. W. Decker; 5 p. m., J. W. Decker; 6 p. m., J. W. Decker; 7 p. m., J. W. Decker; 8 p. m., J. W. Decker; 9 p. m., J. W. Decker; 10 p. m., J. W. Decker; 11 p. m., J. W. Decker; 12 p. m., J. W. Decker; 1 a. m., J. W. Decker; 2 a. m., J. W. Decker; 3 a. m., J. W. Decker; 4 a. m., J. W. Decker; 5 a. m., J. W. Decker; 6 a. m., J. W. Decker; 7 a. m., J. W. Decker; 8 a. m., J. W. Decker; 9 a. m., J. W. Decker; 10 a. m., J. W. Decker; 11 a. m., J. W. Decker; 12 p. m., J. W. Decker; 1 p. m., J. W. Decker; 2 p. m., J. W. Decker; 3 p. m., J. W. Decker; 4 p. m., J. W. Decker; 5 p. m., J. W. Decker; 6 p. m., J. W. Decker; 7 p. m., J. W. Decker; 8 p. m., J. W. Decker; 9 p. m., J. W. Decker; 10 p. m., J. 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