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INDUSTRIAL AND LABOR

CHANGES IN NEW JERSEY CENTRAL MANAGEMENT.

It Is Likely to Have an Effect in This City—Superintendent Hixson Went Over Part of the Line on a Railroad Bicycle—Railroad Men Want a Semi-Monthly Pay—Rumored Extension of the Wilkes-Barre and Eastern Railroad—The Board for Today.

Through the appointment of W. W. Wentz, jr., as general superintendent of the New Jersey Central to succeed J. H. Olhausen, retired, owing to failing health, a number of changes are anticipated in the general management of the various divisions.

Just how this will affect the Scranton terminal is as yet a matter of conjecture, but it has already affected the Wilkes-Barre force and their tributary stations, and rumor has it that similar changes will be made in Scranton in the near future.

The company's business at Wilkes-Barre, Ashley, Parsons and other stations in that vicinity is now looked after by one general agent, and his "clerks" at reduced salaries. Through this change the salary list of the company in Wilkes-Barre and adjacent towns has been reduced a hundred dollars a month or more.

The prevailing opinion among the Scranton employes of the company is that the system now in vogue in Wilkes-Barre will be extended to Scranton, and possibly the business here will be under the supervision of the Wilkes-Barre agent. It is understood that but three principal divisions or terminals, between Jersey City and Scranton will prevail after the contemplated changes are made. How many men will thus be affected cannot now be estimated.

Returned from a Chilly Ride.

Superintendent Hixson, of the Lackawanna Railroad Bridges and Buildings Department, returned home yesterday afternoon from a long and chilly ride over the road. The distance covered was not so great, but it was the manner in which it was covered that made the trip anything but pleasant.

Mr. Hixson and three of his assistants started from Portland on Tuesday on a "railroad bicycle," which is rigged up with four seats and is operated by hand and foot power. A speed of over twenty miles an hour can be attained on this modern invention, but the passengers seldom ride that fast, as it is necessary for them to make a number of stops along the line.

The men were on a tour of inspection on the southern division, and critically examined nearly every foot of the roadbed between Portland and Scranton, noting what improvements are necessary, where grading is to be done, and attended to other matters along that line. These trips are made periodically on all railroads by the superintendents of construction and other officials.

Will Demand a Semi-Monthly Pay.

It has been learned that one of the chief demands now being made by the Lackawanna trainmen, engineers, conductors, firemen, and other employes is for a simi-monthly pay day, the same as has already been accorded the mine workers.

The railroaders contend that they have to wait too long for their money after earning it, and if it is possible for the company to pay the miners every two weeks it is also possible for them to pay the trainmen. An instance of this is cited in the fact that the railroaders are just now receiving their earnings for September, while the miners have already received two pays in the month of October, and will receive another and possibly two before the railroaders receive their October earnings.

It is also contended that the semi-monthly pay will be as great an advantage to the trainmen as it is to the miners, and it is just as reasonable for them to receive it as many other workmen in the various trades. Just what the officials have to say on the matter cannot now be learned, but it is expected will be known at an early date.

Extension of W. B. & E.

The Wilkes-Barre and Eastern railroad has just completed the surveying of a new route from Wilkes-Barre to Williamsport. It is not yet decided whether the road is to be built.

It is stated that the proposed new line will connect near Williamsport with the Beech Creek road, and will give the Erie, of which the Wilkes-Barre & Eastern is a part, the most direct route from this section to Williamsport. It is also stated that the extension will pass through vast timber territory.—Stroudsburg Times.

D., L. and W. Board for Today.

Following is the make-up of the D., L. & W. board for today:

FRIDAY, OCTOBER 18.

Wild Cats, East—5 p. m., George Thomas; 10 p. m., J. W. Fecline; 11 p. m., J. Burkhart.

SATURDAY, OCTOBER 19.

Wild Cats, East—1.30 a. m., M. J. Hennigan; 4 a. m., M. Laughney; 5 a. m., O. Kearney; 8 a. m., John Baxter, with G. T. Staples crew; 10 a. m., F. Hallett; 11 a. m., D. Haggerty; 2 p. m., J. A. Bush; 5 p. m., W. J. Mosier; 6 p. m., William Kirby.

Summits, etc.—6 a. m., east, J. Carlin; 9 a. m., west, W. H. Nichols; 11 a. m., west, Thompson; 6 p. m., east, J. Hennigan; 10 p. m., west, M. Golden; 7 p. m., east from Nay Aug, E. McAllister; 7 p. m., west from Cayuga, McGinley.

Pushers—6 a. m., H. Coslar; 6.45 a. m., S. Finnerty; 8 a. m., Hosier; 11.30 a. m., Moran; 6 p. m., F. McDonnell; 7 p. m., Murphy; 9 p. m., W. H. Bartlebonee; 10 p. m., Langlois.

Passenger Engines—7 a. m., Gaffney; 7 a. m., Singer; 10 a. m., Nannan; 10 a. m., F. E. Secor; 7 p. m., Stanton; 8.30 p. m., Wardell.

Wild Cats, West—5 a. m., O. Randolph; 7 a. m., C. Kingsley; 10 a. m., J. H. McGuire; 11 a. m., John Gallagan; 1 p. m., L. D. Rattigan, with Witney's crew; 2 p. m., E. Wolf; 4 p. m., T. Donohoe; 5 p. m., M. Carmody; 6 p. m., A. E. Ketcham.

NOTICE.

Conductor M. J. Hennigan and Brakeman C. O. Jennings will report at superintendent's office, Hoboken, on arrival of No. 12, Monday, Oct. 21.

Conductor Rafferty will take his run, 11.30 p. m., Oct. 18.

J. J. Duffy will run No. 52, Oct. 18.

P. Gilligan will take his run, 6 a. m., Oct. 19.

Conductors D. Wallace and M. Clinnedy and crews will attend 10 a. m. class at air brake instruction car, Oct. 19, for second course of instruction.

P. Cavanaugh and C. F. Stevens and crews will attend 2 p. m. class at air brake instruction car, Oct. 19, for second course of instruction.

H. J. Larkin and J. Gerity and crews will attend 8 a. m. class at air brake instruction car, Oct. 19, for second course of instruction.

Brakeman William Gallagher and John Golden will call at trainmaster's office, Oct. 19.

This and That.

The officials of the Lackawanna Railroad are determined to put a stop to the practice of carrying passengers free of charge on all train lines, particularly the professional and local "freight jumpers," who make a practice of stealing rides. A large number of arrests have already been made in this respect, and all the special officers have been instructed to be especially vigilant in this respect. It behooves the train jumper to pay his fare or walk, it will be cheaper in the end.

Plasterers have been engaged for a number of days to repair the wall in the main lobby of the Lackawanna passenger station, where the plaster has fallen down several times. A sheet ceiling has been erected, which has been plastered over, and when painted and properly decorated will be in keeping with the many other noticeable improvements that have been made at various times in and around the station.

The Delaware and Hudson company's new freight station is fast nearing completion, and when finished will afford ample room for the handling of the company's extensive local business. A driveway will extend on the side of the building next to the passenger station, and a switch will be run along the east side of the building.

R. W. Poteet, chief clerk in the freight department of the Lackawanna Railroad company in this city, has resigned his position to accept a more lucrative one with the Lackawanna Elevator company. He has been succeeded by H. W. Bisbing, who has been cashier at the Scranton freight office for a number of years.

KNIGHTS OF MALTA.

William McKinley commandery, No. 511, at Beaver Falls, Beaver county, Pa., was instituted on the evenings of Oct. 7 and 8, by Grand Recorder Sir George H. Pierce, assisted by Deputy Grand Commanders Sir John G. Miles and Joseph T. Yarnall, and a degree staff from Puritan commandery, No. 22, of Wilkinsburg. The honors of past commander as organizer were awarded to Sir Franklin P. Hook, and the command presented to him a handsome past commander's jewel, in recognition of his labors in promoting the growth of the new body. The principal officers installed were: Sir Knight Commander, Sir J. Blaine McGonigle; recorder, Sir John H. Sturgeon; treasurer, Sir George S. Mason. A banquet was spread at midnight.

Mystic commandery, No. 516, at Reynoldsville, Jefferson county, Pa., was instituted on Oct. 10 by Grand Recorder Sir George H. Pierce, assisted by Past Commanders Sirs John F. C. Knuble and Elmer L. Reesler, of Renovo; and Sirs Elmer P. Clegtrieg and Dorsey H. Northamer, of Phillipsburg. The principal officers are: Sir Knight commander, Sir William H. Ford; recorder, Sir William J. Weaver; treasurer, Sir James H. Hughes. The honors of past commander as organizer were awarded to Sir William J. Weaver, to whom a beautiful past commander's jewel was presented by the new body. A banquet was partaken of at midnight. The regular conclaves will be held on Wednesday evenings in Odd Fellows' hall.

White Cross commandery, No. 150, on Sunday afternoon, Oct. 6, held memorial services in commemoration of their deceased companion, Sir E. J. Wisner, and a very large number were present. During the services prayer was offered by Rev. William Ridgway, music rendered by the choir of the Bethany United Evangelical church, and an eloquent address delivered by Rev. J. W. Meminger.

Columbia commandery, No. 285, of this city, received a class of novices last week.

The supreme commandery of America has just received from the Imperial Body of Scotland a copy of the "Address to His Majesty, King Edward VII, from the Ancient and Illustrious Order Knights of Malta," in which they congratulate him upon his majesty's declaration as a Christian sovereign; pledge their loyalty to his person, throne and family; and pray for "peace within thy kingdom and prosperity within thy palaces." The document is signed and sealed by Sir William G. Ingoms, imperial grand master, and Sir William Shirley, imperial grand recorder.

The annual convocation of the supreme grand commandery of the continent of America holds its sessions at Rochester, N. Y., on Oct. 15, 16 and 17. A large attendance is assured. Among the recommendations under discussion are: the proposal to increase the cost of a charter; the creation of a body to be known as the Dames of Malta, and to consist exclusively of the wives, mothers, sisters and daughters of Knights of Malta; action upon greater assistance to the monthly journal; the approval of the fourteen charters granted by the supreme officers during the past year; action upon a number of amendments, and many other matters of especial interest to the order.

Snow Falls at Lock Haven.

By Exclusive Wire from The Associated Press.

Lock Haven, Pa., Oct. 18.—Snow to the depth of one inch fell in the mountainous portions of Clinton county last night. The ground was entirely covered in many places. There was a big drop in the temperature.

OBJECTIONS IN CORAY CASE

Large Number of Witnesses Called Before Dauphin County Courts.

DECISION EXPECTED NEXT MONDAY

Mr. Coray's Nomination Objected to by John M. Garman, of Nanticoke, and Patrick Donahue, of Philadelphia—Mr. Garman Testifies Regarding Transactions at the Recent State Convention.

By Exclusive Wire from The Associated Press.

Harrisburg, Oct. 18.—The objections to the certificate of Representative E. A. Coray, jr., of Pittston, Democratic nominee for state treasurer, were heard today in the Dauphin county court by Judges Simonton and Weiss. A large number of witnesses were called on both sides, and it is expected a decision will be given on Monday, when the time limit for certifying the nominations by the state department expires. Mr. Coray's nomination is objected to by John M. Garman, of Nanticoke, former chairman of the Democratic state committee, and Patrick Donahue, of Philadelphia. If their objections are sustained his name will be stricken from the Democratic column on the official ballot. Mr. Coray was nominated originally by the Union and Municipal league parties, and in order to effect fusion with these parties on the state ticket, Representative Andrew J. Palm, of Meadville, who was nominated for state treasurer last August by the Democratic state convention, withdrew at a special meeting of the state committee held in Harrisburg last Friday. At the convention which nominated Mr. Palm, a motion was offered by Mr. Garman, and adopted, that in case of a vacancy on the ticket such vacancy should be filled by a Democrat. The convention also adopted a resolution authorizing a committee, of which Captain Hasson, of Oil City, is chairman, to take charge of party affairs in Philadelphia. The Hasson committee recommended to the executive committee, at a meeting held in this city last Thursday, the expulsion of the six Philadelphia members of the state committee for alleged party disloyalty. Its recommendation was approved by the executive committee, and at its suggestion these members were expelled by the state committee and their places filled by other Democrats, one of whom is ex-Governor Pattison.

Mr. Garman's Testimony.

Mr. Garman testified at today's hearing that he offered a motion at the meeting of the recent state convention that in case of a vacancy on the ticket it should be filled by a Democrat and that subsequently a motion was adopted that a committee be appointed to notify the state candidates of their nomination. He was corroborated by J. W. C. Austin, one of the York delegates; William H. Murphy, secretary of the Philadelphia city committee and several other persons who testified they were present throughout the proceedings of the convention. Mr. Donahue and the other members of the committee who were expelled testified that they had received no written notice of the meeting of the committee at which they were expelled or that charges of any kind had been preferred against them before the Hasson committee. They claimed that they had always been good and regular Democrats and at all times supported the party ticket.

Captain John B. Keenan, of Greensburg, chairman of the state convention and Secretaries Park H. Davis of Easton and Thomas Z. Minehart, of Chambersburg, testified that the Garman motion was not offered and adopted until after the convention had adjourned. Captain Keenan admitted that the motion had been offered, however, and put and that it had been declared carried and that subsequently he was directed to appoint a notification committee, but all this occurred after a motion to adjourn had carried and many of the delegates and spectators were leaving the hall.

Captain Hasson and Col. W. Hayes Grier of Columbia, testified as to the action of the Hasson committee in adopting a resolution urging the expulsion of the Philadelphia members. The minutes of the meeting at which this action was taken were produced by Mr. Grier, secretary of the committee. Former Governor Pattison testified that the Democrats have a very inefficient organization in Philadelphia and that he learned this while making a tour of the various wards as chairman of the Democratic city committee. Randolph Shirk, resident secretary of the state committee, testified that written notice of the meeting of the recent state committee was mailed to every member including the Philadelphia members who were deposed. He said State Chairman Creasy had instructed him not to send notice to the Philadelphia members, but that he had violated the chairman's instructions and mailed a notice to each member, with the exception of one in Philadelphia, whose name was overlooked. The case will be argued tomorrow by Congressman Olmsted, of Harrisburg, for the objectors and Robert Snodgrass, of Harrisburg, for the other side.

Corporations Chartered.

By Exclusive Wire from The Associated Press.

Harrisburg, Pa., Oct. 18.—Charters were issued by the state department today to the following corporations: Rich Street Railway company, Pittsburg; to build two miles of road; capital, $12,000. Duquesne Heights Street Railway company, Pittsburg, to build three miles of road; capital, $18,000. George W. Wilson, of Pittsburg, is president of both companies.

Death of a Volunteer.

By Exclusive Wire from The Associated Press.

Altoona, Pa., Oct. 18.—Walter Winter, who spent two years in the Philippines, a sergeant in the Forty-third regiment, United States volunteers, was found dead in bed this morning by his sister. His death was caused by a constroke in the tropical climate. He was 25 years of age and son of F. A. Winter, a well known music dealer.

Tried to Poison His Parents.

By Exclusive Wire from The Associated Press.

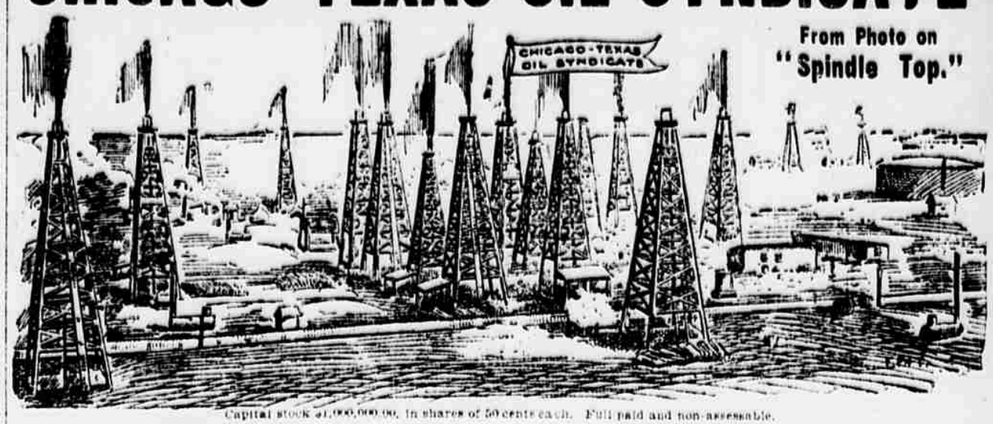
Allentown, Pa., Oct. 18.—G. Wilson Schmeyer, aged 25 years, and single, put arsenic in the coffee at his home today to poison his parents because they had refused to give him money. The prompt administration of antidotes may save their lives, though both are critically ill. Schmeyer was arrested as he was packing his clothes to flee.

Repair Shops Burned.

By Exclusive Wire from The Associated Press.

Easton, Pa., Oct. 18.—The repair shops of the Lehigh and New England Railroad company at Pen Argyl, together with three locomotives and machinery, were destroyed by a fire of incendiary origin last midnight. The loss is fully $15,000; partly insured.

CHICAGO-TEXAS OIL SYNDICATE



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