

WHY THE DEMANDS WERE NOT GRANTED

[Concluded from Page 5]

That it is organized on the wrong lines. There is no insurance of benefits whatever to be derived, and it is buoyed up and kept in existence entirely by promises.

Some of the Strikes.

We have had no serious trouble during the year just past, with the exception of the firemen's strike. Hardly a week has passed, however, since October, 1900, (when the men throughout the anthracite region were granted a ten per cent. increase) but what we have had some petty disturbances to contend with, owing largely to the unfortunate manner in which the strike was settled. It also resulted in making the lives of the houses, foremen and superintendents far from pleasant, owing to the insolent attitude assumed by some of the boys and more ignorant mine workers. Here are some of these petty strikes at one colliery:

First-The union ordered the drivers to stop the cars to one man, because he was not a member of the United Mine Workers of America. This boycott was finally raised, and the man was forced by the men to join the union.

Second-The breaker boys closed down the mines one day because the foreman would not inform them, on demand, what time was used in the breaker room for the fifteen minutes the breaker stopped in the forenoon, on account of the chutes being blocked.

Third-In January, the runners and drivers went on strike, because the paymaster would not pay them every other Saturday, instead of semi-monthly. Fourth-On August last, the card inspection committee sent home forty miners and fifty laborers because they did not have their union cards with them that day. This was done by the committee visiting the men in their working places, and having the foreman in charge was aware of their action.

Fifth-A miner was noticed riding on a street car in September, while the street car employees were on strike. He was caught by the car drivers, and refused to deliver cash to him, and it resulted in a lot of trouble for all concerned.

April 11th, 1901, the driver boys on the culm dump went on strike because one of their members was discharged for disobeying orders.

On May 14th, the boys quit work for one day on account of circus in town.

On May 16th, the boys quit work again. When asked why, they gave no reason, but the inference was that their action was instigated by some of the older boys and men working inside, who were in want of a holiday.

Mine Was Idle.

The mine was idle on April 1st, in compliance with the following notice, posted in conspicuous places:

NOTICE.

"Members of the Local in accordance with the request of our national president, it was resolved that we observe Monday, 1st day of April, 1902, as a holiday. All members will please abide by the same."

"(Signed By Order of Local.)"

We also had considerable trouble on account of certain of the miners not being willing to join the union, and the drivers refusing to give them cars. The result was that they were eventually forced into joining.

On June 7th, the miners in one of the veins struck for an increase in price on the car. As it was the same vein that was being paid in the same vein as adjoining collieries, and was found, upon investigation, to be eminently fair, no action was taken, and the men finally returned to work.

In January, when one company decided to check in and out all men employed by the company, objections were raised by the local. They were told either have to check in or the mine would be closed down indefinitely, and they finally decided to obey the rule.

On May 28th, there was trouble at one mine, on account of drivers refusing to give cars to a non-union man who had taken the place of a union man. Work was suspended at this colliery for about sixty days.

In May, it was arranged to work some of the collieries nine and ten hours. The runners and drivers at a certain mine objected to this, and declined to work more than eight hours, and the laborers refused to load more than eight hours' coal. The leaders in his government were charged, and the following notice was posted by the union:

NOTICE.

"All members of the above-named local are hereby notified that at a meeting held on the above date it was unanimously carried that all employees should work the number of hours required by their union until otherwise ordered by said local."

"(Signed By Instruction of Local.)"

During the summer there were frequent requests to close down the mines for United Mine Workers' picnics, etc.

The men at a mine refused to work one day on account of a United Mine Workers' picnic. This made no request to have an idle day, but it was ordered by the local. From actual canvass made the following day, it was found that only fifty per cent. of the employees of that mine attended the picnic, and they stated that they had their orders from the district board.

Would Not Work.

At another mine, when the company was short of driver boys, for a few days, were compelled to utilize company men as drivers. One of the men, receiving \$2 per hour, refused to drive, and he was discharged. The other company men who were driving quit work in sympathy. The foreman requested several miners and laborers to go out and drive, in order to keep the mine running. This they refused to do, saying they would not "walk." The men brought this up before their local, who refused to sustain them in their action.

There has been considerable trouble on account of not allowing the union to examine cards at the head of shafts, but nothing serious. Also no end of trouble on account of some employees refusing to join the union, and the attempts of the union to force them into organization.

To give you an idea of the methods adopted by the organization, I quote the following resolution, which was adopted at a mass meeting in Northville, February 5th, 1902:

"That we postpone definite action until the 3rd, 4th and 5th days of March, when the next showing of cards takes place, and on the morning of the 5th day of March, all employees who have not the union card hanging from their necks, shall be considered as non-union employees, and we will then and there refuse to descend the mines or work with such employees until they become members of our organization, quit work in sympathy."

"(Signed By the President and Secretary.)"

This notice was published in the newspapers, and was intended to cover six local unions in the vicinity of Northville.

Another notice, posted in the upper district, reads as follows:

NOTICE.

"Local Union No. —, United Mine Workers of America.

"There will be a special meeting in St. Mary's hall, Saturday at 2 p. m. to receive dues and give out working cards. Any man not able to show his card on Monday morning, April 14th, 1901, cannot work."

"(Signed) By the President and Secretary of Union."

These are but a few of the many annoyances and threatened strikes we have had to contend with. In fact, nearly all of the time of our foremen and district superintendents has been taken up in attempting to avoid suspension of work for all sorts of trivial causes, and in receiving committees explaining to them the difference between the words "discipline" and "grievance."

Whooping Cough.

This is a very dangerous disease unless properly treated. Statistics show that there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all druggists.

THE MARKETS

Wall Street Review
New York, May 13—Today's stock market was a dull and narrow affair between professional traders for the most part, but the stronger tone of the market was maintained to a large extent by the influence which weakened the market there were alleviated or removed today and there was a considerable demand from the professional short interest, which sold stocks short yesterday on the unimproved developments. The money situation was somewhat easier today, although loans were made again at as high as 8 per cent.

Yesterday's sharp relapse of some stocks awakened skepticism as to many recent rumors of the source of recent demand for stocks, and a natural reaction by large interests. But the Louisville and Nashville episode and the character of some recent distribution of Reading, among other railroad interests, keep alive the conviction that there is a tendency towards the lodgment of stocks in strong hands for control.

The following quotations are furnished The Tribune by Hight & Preese Co., 314-316 Meads building. W. D. Runyon, manager.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

Table with columns: Stock Name, Open, High, Low, Close. Includes Amalgamated Copper, American Ice, Am. Locomotive, etc.

A GOOD INVESTMENT FINANCE, SECURITY & TRUST CO. ORGANIZED FEBRUARY 24th, 1902. CAPITAL, \$500,000

Offers for sale to the public a limited number of shares of its capital stock

Par Value \$10.00, at \$6.00 Per Share

The general public rarely has an opportunity to invest in a security similar to this, at least not until those on the "INSIDE" are ready to sell at a profit, therefore conservative investors will appreciate this as an unusual opportunity to secure a good, safe, paying investment at first cost.

No Preferred Stock or Bonds

The company starts business on a permanent dividend-paying basis.

President, C. H. S. LITTLETON Treasurer, SAMUEL BROWNE Sec'y and Gen'l Mgr. CHAS. U. BACHMAN DIRECTORS

SAMUEL BROWNE, 311-12 Arcade Bldg. Formerly General Manager Real Estate Title Insurance and Trust Company, Philadelphia.

WM. F. TEACHER, Florence, N. J. Owner Florence Title Company, Mgr. R. D. Wood & Co.

C. H. S. LITTLETON, 311-12 Arcade Bldg. Real Estate Operator and Builder.

J. E. HENDRICKSON, 30th and Market Sts., Philad. J. E. Hendrickson & Co., Mgr. Philadelphia Market House and Cold Storage Plant, 30th and Market Streets.

JOHN WELSH CROSBY, M. D., 181-25 Chestnut Street, Philadelphia. Checks, drafts or money orders should be made payable to the Finance, Security and Trust Co., Arcade Building, City Hall Square, Philadelphia.

For further particulars write for prospectus. S. S. DERMAN, 714 CONNELL BUILDING, SCRANTON, PA.

THIRD NATIONAL BANK OF SCRANTON. Capital, \$200,000 Surplus, \$600,000

SHORT SEA TRIPS. A few days can be pleasantly spent in a trip to

Norfolk, Va. Old Point Comfort, Va. Richmond, Va. Washington, D. C. VIA THE OLD DOMINION LINE

Steamers sail daily except Sunday from Pier 26, North River, foot of Beach street, New York. Tickets, including meals and stateroom accommodations, \$8.00 one way, \$13.00 round trip, and upwards.

OLD DOMINION STEAMSHIP CO. 81 Beach Street, New York, N. Y. H. B. WALKER, Traffic Manager, J. J. BROWN, General Passenger Agent.

READING SYSTEM. New Jersey Central. CORRECTED TO NOV. 17, 1901. Stations in New York, foot of Liberty street and South Street.

Delaware and Hudson. In Effect November 24, 1901. Trains for Scranton, Catskill, Canandaigua, Cayuga, etc.

Lehigh Valley Railroad. In Effect, Nov. 2, 1901. Trains leave Scranton.

Connolly & Wallace Scranton's Shopping Center 123, 125, 127 and 129 Washington Ave.

No one can do more than his best. Our more than 100 helpers are all trying to avoid mistakes. Please help by seeing that they get your name and address right.

Wherever there's a window showing the new styles, there's a crowd. Most of the windows these days seem to be at Connolly & Wallace's.

PROCLAMATION Let It Be Known

That the store has now fairly entered on its summer season.

Let It Be Known That this is the most comfortable store in town—that it is the largest, best ventilated and healthiest—that it has more summer comforts and can make you more comfortable at home.

Let It Be Known That its stocks are fresh and full and large, and its prices fair.

Let It Be Known That shopping early is wise—early in the season and early in the day because—it avoids the crowds and the heat. It keeps you and us in better temper and gives you more leisure to examine things. It gives you first pick. It helps our salespeople, and consequently gives you better service.

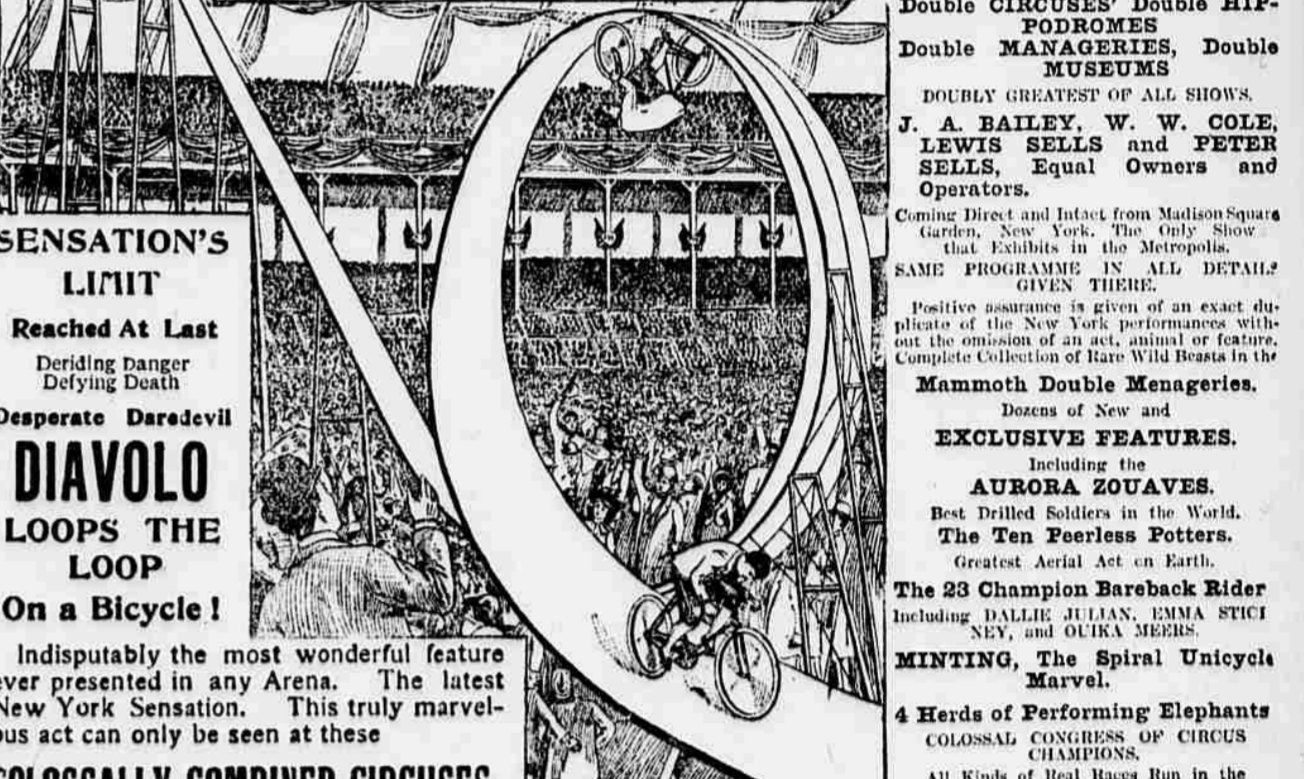
Let It Be Known That to make summer more bearable in every way is our one thought now. To take the strain off man and beast. To help you get ready early, or if you must wait until later to make summer shopping as comfortable as possible for you then.

Let It Be Known That this store serves all classes, both the rich and the poor, and that it serves each better because it serves them both.

Let It Be Known That the Connolly & Wallace store is a place for your convenience, and whether you wish to buy, or look, or visit, or rest, you are always welcome.

Connolly & Wallace. DO NOT BE MISLED! DO NOT BE DECEIVED!

SCRANTON, TUESDAY, MAY 20, Ash St. Show Grounds, THE BIG SHOW THE GREAT FOREPAUGH & SELLS BROS.' ENORMOUS SHOWS COLOSSALLY UNITED.



Double CIRCUSES' Double HIP-PODROMES Double MANAGERIES, Double MUSEUMS DOUBLY GREATEST OF ALL SHOWS. J. A. BAILEY, W. W. COLE, LEWIS SELLS and PETER SELLS, Equal Owners and Operators.

RAILROAD TIME TABLES. Pennsylvania Railroad. Schedule in Effect June 2, 1902. Trains leave Scranton 6:58 a. m. week days.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect Nov. 2, 1901. Trains leave Scranton for New York—At 1.40, 2.15, 6.05, 7.80 and 10.05 a. m.; 12.45, 3.40, 3.55 p. m. and 6.10 p. m.