

THE EVENING HERALD.

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ONE CENT.



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You are a business man, and used to straight forward business talk—facts—facts—facts. Your wife has been looking for a

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J. P. WILLIAMS & SON

RAILROADERS' SIDE!

A Committee Details the Causes of Complaint.

MANY BROKEN PLEDGES

The Men Claim That Mr. Vorhees Ignored an Agreement Made Over His Signature on a Technical Plea—Some Points of the Agreement Set Forth.



REPORTER of the HERALD undertook last night to glean a few facts upon the true position of the railroaders in the Lehigh Valley Railroad strike and he succeeded in getting a few points of interest of which perhaps some readers of the papers in this region are not cognizant.

Generally published and accepted by the readers of the newspapers the issue of the strike is whether or not the Lehigh Valley Railroad Company should concede to give audience to a committee appointed by the Brotherhood of Trainmen.

This is practically the issue, but it is really only the forerunner in the eyes of the railway-employees, of an enforcement of rights which they claim to be due them.

When the HERALD reporter visited Delano last evening he found everything quiet. A stranger stepping from the train and walking upon the platform, and not having previously learned the true facts, would not have suspected that there was a strike on the system.

True, a man who had stood upon the platform at Delano, jumped upon the engine of the train on which the reporter had been a passenger and used some unkind argument. The reply was (that is, all the reporter could hear) "Aint D— out? Aint— out? Aint— out? And while they are out I may just as well be out."

The man who had jumped upon the engine jumped from it with a disgusted expression. It was quite evident he had concluded that the man he approached intended to remain in the harness as long as he could back himself with the excuse that somebody else was at work.

A few minutes later Superintendent A. P. Blaklee walked along the depot platform and when approached by the reporter greeted him very pleasantly. When asked about the situation Mr. Blaklee said that the Mahanoy division had been pretty well tied up, in fact it was the only one of the branches he had under his charge which was tied up actually. Still, he said, the passenger traffic had been kept in pretty good shape. He said with some feeling that he had been sorely disappointed by the men, as they had promised him faithfully Wednesday night to be on duty yesterday morning. When asked about the prospects for to-day Mr. Blaklee said he thought the company would have a number of more men at work to-day.

The reporter then put this question, "When you say you expect to have more men at work to-morrow, do you mean that you believe a number of men who are now on strike will return to their positions, or that you expect to have a number of new men on hand?"

"Well, that depends upon the men themselves," was Mr. Blaklee's non-committal answer.

Later in the evening the reporter met a committee of the men who are on strike. Every one of the group seemed to be a true type of the intelligent workman. When the reporter was introduced they received him with the greatest courtesy and said they were willing to give the facts of their side of the trouble without reservation, providing they were assured that the facts would be published as given. This assurance was given and a spokesman for the party was selected. His statement is given in a form little short of verbatim.

A committee called upon Mr. Vorhees last June and they made a settlement which was at the time supposed to be satisfactory to Mr. Vorhees and the railroad men.

One of the grievances then set forth was that the railroad company had refused to give free transportation to its employees.

Another, that the men, after going in from a day's work, had to remain on their engines, while on other roads "hostlers" were employed to pull the fires.

Company was not dealing with its employees as other roads on the question of passes, a claim being made for monthly passes to the conductors, engineers, firemen and brakemen.

At the meeting in June, the strikers claim, Mr. Vorhees made an agreement conceding the claims in the grievances above set forth, and in fact, it is alleged, a circular complying with these conditions, signed by Mr. Vorhees, was issued and posted in the depots of the company.

That circular, the strikers claim, was posted nine days after the settlement of the negotiations by which the Philadelphia & Reading Railroad Company released the Lehigh Valley Railroad Company from the combination system and agreement, yet when a committee called upon Mr. Vorhees for a compliance with the agreement or circular he had signed he declared that it was not worth the paper upon which it was written because it was signed while the Lehigh Company was in the leading combination.

Still another grievance mentioned is a protest against arbitrary dismissal. The men claimed a right to a hearing before the officials of the company whenever charges were made against them.

An additional grievance is that the firemen on the Lehigh Valley Railroad were formerly paid \$2 per day as extra firemen and \$2.25 per day as regular firemen. When the scale was drawn up it was agreed that the firemen should be paid \$1.00 per day as extra firemen and the company very quickly consented to the reduction, but refused to pay the extra cents per day to the engineers who were entitled to \$3.25 instead of \$3.15 per day.

Mr. A. P. Blaklee is superintendent of the Mahanoy, Beaver Valley, Hazleton and Lehigh and Schuylkill branches of the Lehigh Valley Railroad Company. The men on strike claim that the scale of wages set forth in the circular is paid on all divisions except the four above mentioned.

In regard to the passes the conditions have only been partly complied with. Monthly passes have been given to only the conductors and engineers.

So far as the wages are concerned, the old engineers have been receiving \$3.25 per day, but those who have been promoted to the class entitled to the same pay have been receiving but \$3.15.

BORES OF THE STRIKE.

The Company Succeeds in Engaging Many New Men.

WILKESBARRE, Pa., Nov. 24.—The Lehigh Valley Railroad company is slowly gaining on the strikers today. Enough applicants have already applied for positions to fill every vacancy. The great trouble to the company is that they cannot utilize the labor at its command. The entire service is demoralized, but the officials say that it will take only a short time to bring order out of chaos. The indications are that it will take a very long time. One remarkable thing about the contest is that while the company is gaining ground the strikers are not losing any, as they still maintain a firm position. There have been but few desertions since the strike began, and the strikers have been able to add not a few non-union men to their ranks. If a strike should collapse it would find the strikers still united on the field of battle, but they would then be an army without an occupation.

Superintendent Esser's correspondence from men applying for positions makes quite a stack. The letters are from old and experienced railroad men, who are out of work owing to the slack time following the closing of the World's fair. Operators also are applying for positions.

The scene of war has been transferred to Coxton now. Up to 6 o'clock last evening the company had succeeded in moving eight freight and coal trains. The engines are in charge of engineers who came here from Philadelphia. Detectives heavily armed protected the trains as they pulled out of the yards.

The meeting of railroad men held yesterday in Music Hall may be classed as one of the most important of any that has been held. John Rice gave an encouraging report of the situation all along the line. He said the men who had been working at Hazleton were now all on strike, and that the division was now tightly tied up. Chairman Leigh Fritz, representing the New Jersey Central employees, assured the men that Lehigh Valley freight would not be moved over their line. Mr. Young, grand chief of the Brotherhood of Locomotive Engineers, said he had never seen such a tie up. He knew that if the men would only hold out in a few days victory would come. Congressman W. H. Hines advised the men to be firm, but not to resort to violence. He thought their cause was a good one, and that in the end they would win. The enthusiasm manifested at the meeting would lead one to believe that the men had actually won the strike.

BRIEF NOTES OF THE BATTLE.

Our Correspondents' Views of the Strike at Different Points.

At Auburn, N. Y. Trouble came between strikers in this city and non-union men yesterday. A train went to Ithaca on Wednesday with Goldberg, an engineer from the Rome, Watertown, and Ogdensburg road, in charge of the engine and David Shoen, a boy from Auburn, as fireman. The train returned yesterday afternoon, and when it pulled into the Lehigh yard a shower of stones from strikers and sympathizers crashed through the cab windows. Goldberg, the engineer, was hit on the head by a big stone. His scalp was cut open and his skull probably fractured. A detective in the cab was also hurt in the arm. The police dispersed the mob.

At Shamokin, Pa. The Lehigh Valley strike has extended to its Mahanoy division. The Brotherhood men went out yesterday between Shamokin, Mount Carmel, Delano and Manah Chunk, and freight traffic is practically suspended. Several trains were run through with new men.

(Continued on fourth page.)

THE LOCAL SITUATION

Lehigh Valley Strikers are Confident.

SOME RETURN TO WORK

The Passenger Traffic on the Mahanoy Division is More Regular To-day, But the Freight and Coal Traffic is Tied-up Very Effectually.



THE aspect of the strike on the Lehigh Valley Railroad, so far as the Mahanoy division is concerned, is more serious to-day than it was yesterday. The passenger trains are running more regularly than yesterday and several of the old passenger crews returned to work to-day, but the coal and freight traffic is completely tied up.

Freight crews passed east and west through town to-day, but they only handled local freight. In fact, they only brought one freight car to town to-day and that was a car load of lumber sent to the Shenandoah Feed & Lumber Company from Mahanoy City.

Only one freight train passed over the Mahanoy division of the Lehigh Valley Railroad yesterday and that consisted of only a few cars. They were run from Delano to Mahanoy, and could not pass that point.

It was reported last night that there would be a complete tie-up of the passenger service on the local division to-day, but to the surprise of many some of the men who predicted this were seen running engines to-day.

There is not an empty coal car in the region at the disposal of the Lehigh company, and as a result the collieries at Conradi, Park Place and the Packer collieries remain idle.

The residents of Park Place are much alarmed. All the families residing there are dependent upon the Park Place company store and it is feared that if the collieries are not started up soon the store may be closed against them.

The force of striking telegraph operators was increased last night. The operators at Delano Junction, Hazleton Junction, Black Creek Junction, Tomhicken and Mt. Carmel went out.

As stated yesterday not much importance is attached to the troubles on the branches on the railroad. Everything depends upon the main line, and the men who attended the meeting at Quakake yesterday say that the strikers on the main line will stand together until there is not a glimmer of hope left; but they say the strikers will win long before that point is in sight.

Do not suppose that because it is recommended for animals that Anker & Oil Liniment is an offensive preparation. It will not stain clothing or the finest skin.

IMPORTANT NOTICE.

The Mutual Gear-into Building and Loan Association.

Recently we called attention to the fact that the later years of a National Building and Loan Association were proportionately much more profitable than the early ones. Practical experience of thirty months' duration has demonstrated the correctness of this position, as our profits to-day are proportionately far in excess of what they were in the early months.

We also stated that stockholders would very materially study their own interests by remaining in the organization long enough to enable it to make their investment profitable to them. We are now able to announce that after thirty-six months' payments have been made, stockholders desiring to withdraw will receive a rate of 12 per cent, per annum on the amount paid into the Loan Fund.

What we believe it would be much better for the stockholders to remain in until the maturity of their stock, yet we recognize the fact that there will always be some withdrawals, and this being the case, it is our purpose from time to time to deal as equitably and fairly with those withdrawing members as it is possible, and to adopt as liberal a withdrawal feature as is consistent with absolute safety to those who remain.

Shares and information can be had by calling on C. W. Dangler, local treasurer, No. 127 North Main street, Shenandoah. 11-24-93

OBSE'S OBSERVATIONS.

What He Sees and Hears During His Travels.

A gentleman who read the remarks about gambling in this column of Wednesday's issue of the HERALD said last night, "Do you know that the ancient Jews were the only people not gamblers. The explanation of that is not far to seek. They were saved from that vice by their monotheism. Believing in one God, who filled the infinity with his presence and regulated all things they saw no room for the play of chance. They did cast lots but only to discover the divine will, as you may see in the 34th chapter of First Chronicles, concerning the selection of a successor to David. But there is no hint in the Bible that they ever gambled, or at least not that we can read. Gambling would have been to the Jew a temptation of God. To appeal to chance would have seemed sacrilegious to him. There was no such appeal in the casting of lots, for the decision in that case was believed to be the declaration of the divine will. And in their later history, there is little evidence that they yielded to this vice. In the records of the celebrated gamblers do you find the name of a Jew? The Jew will speculate; he is found in every Stock Exchange and Bourse of the world; but he speculates, that is to say, he takes risks, not blindly, but after he has eliminated from his calculations so far as he possibly can, every element of chance. He makes his venture on his judgment, and not on his luck. The Jew gambles, but it is his passion to be sure. And that arises less out of his extreme fondness for this world's goods than out of his religion, though he may not always be conscious of that."

It seems odd to have a strike in this region with the P. & R. company not figuring as a principal. The Reading is reaping a harvest by reason of the Lehigh Valley's troubles and there are few officials of the former company who do not wear a smile upon their faces.

A way observing a young man standing at a telephone in a town office the other day shouted, "Look out, there! Do you want them, to see you?" The young man jumped aside with alacrity, but when it dawned upon him that the telephone was not used for looking into other towns he blushed and said, "I jumped on the spur of the moment. I knew no one could see me."

"Never again will I take a berth in a car almost filled with women near the opening of the snow ball season," remarked a drummer as he inhaled his name on one of the local hotel registers last night. "I think there should be a law passed compelling women to deodorize their cloaks and wraps after taking them out of their wrappings of tar paper, and removing the assortment of moth balls from the pockets and creases. Such a variety of smells as in that car! Each seemed worse than the other. Camphor and tar mixed with each other in trying to smell the loveliest. The effect was on the smothering order. But the worst smelling wrap in the whole car was the property of a woman who occupied the lower story of my section. She took it to bed with her, and the fumes arose at intervals during the night, it must have been every time she moved, disturbing the cloak and giving the air a chance at a fresh spot. I dreamt I was selling drugs instead of furniture. That same woman died in the neighborhood cloak set down by me in the first car. I moved to the platform and extended my sympathy to the conductor, who, I suppose, collects fare from a hundred or two like her during the day."

The city of Toledo, Ohio, is a loser of several thousands of dollars by mismanagement and loss methods on the part of the public officials, and the taxpayers, of course, must shoulder the loss. This serves as a reminder to our citizens that they must be on the alert to protect themselves and to do that they must give attention to the elections, especially the local elections. If they put tools and blockheads in office they can only expect to suffer by mismanagement and loss methods.

USE DANA'S SASSAPARILLA, THE "THE KING OF CURES".

All kinds of Legal Blanks for sale at the HERALD office.

Hear in Mind. John A. Reilly's is the place to get the purest wines and liquors, best beer and ales and finest brands of cigars. 10-16-93

Wonders' one dozen \$1.00 cigars for \$1.00. Cor. Centre and Market Sts., Pottsville. 11-21-93

We're Still Doing Business

At the old stand, But since you heard from us last through these columns our stock has increased

And our methods improved. You will find our goods, better, cleaner and better.

Graf's

122 North Jardin Street

P. N. Corsets. Every lady should try it. Have to-day received a large variety of Turkish and Damask TOWELS! Which will be sold far below the real value. At this great reduction it is well for you to select your Christmas presents. DAMASK TOWELS, worth 40 to 50 CENTS, FOR 25 Cts. 70 CENTS, FOR 50 Cts. Double drawn work with knotted fringe. Very fine fabrics. The Turkish Towels equally cheap.

Max Schmidt, 116-118 North Main Street. - Shenandoah, Pa.

Our Holiday Offer To each purchaser of goods amounting to \$2 a handsome Calendar FREE.

LADIES' FINE GONDOLA BUTTON SHOES, with tip and fancy toe, \$1.50

Boys' GOOD HAND-MADE SHOES, for wet weather, at \$1.00

A fine line of all sizes and makes in shoes. Our motto: "Good goods and low prices." **JOSEPH BALL,** 14 South Main Street, SHENANDOAH, PA.

Make Home Bright!

VISIT OUR STORE and look through a stock of thousands upon thousands of X-MAS requirements. People frequently tell us that we are more reasonable in our prices than in the larger cities. Dolls, Games, Iron and Wooden Toys, Blackboards, Trunks, Drums, Tool Chests, Bureaus, Doll Conches, Child's Toy Sets, Tables, Banks, Skin Horses, Carts, Trick Mules, Chimes, Calliopes, Clowns, Acrobats, Owls, Trumpets, Kaleidoscopes, Toy Brooms, Child's Swings, Fancy Glass Ornaments, China, Picture Frames, Art Goods, etc., etc.

Chas. Girvin, Successor to GIBLIN, DUNCAN & WAITLEY, 8 S. Main St.

Choice Goods! NEW MINCE MEAT. We sell the Best Grade—keep no second grade. NEW BLOATER MACKEREL, extra large. Fine new No. 1 Mackerel. OUR FANCY CREAMERY BUTTER. Always the best quality and always fresh. OUR NEW FISHING CREEK BUCKWHEAT FLOUR. NEW COMB HONEY. New Evaporated Apricots, Nectarines and Peaches. New Citron and Lemon Peel.

25 Cents WILL BUY: 8 lbs New French Prunes; 3 lbs New Raisins, off stalk; 3 lbs New Cleaned Currants; 7 lbs New Currants, not cleaned; 1 lb New Mixed Tea, good quality; 2 cans Whole Tomatoes, extra quality; 3 cans New Tomatoes, standard quality; 2 cans New Corn, "Pride of Shenandoah" brand—nothing better in the market; 3 cans New Corn, Maryland packing; 2 cans New Salmon, extra quality.

For Sale to Arrive! One Car Minnesota Patent Flour. One Car Pure Chop. One Car Middlings. Two Cars Timothy Hay. One Car Choice Old Corn. Two Cars Oats. **AT KEITER'S.**