

MEANING OF AWARD

Dispute Causes Renewed Strike in Anthracite.

MINERS UNION IN CONFERENCE

Reading Company Shuts Out 30,000 Men Who Hold Out for Nine Hours—Coke Bros. Refuse to Allow Checkweighmen.

WILKESBARRE, Pa., April 20.—The executive boards of districts Nos. 1, 7 and 8 of the United Mineworkers of America, which districts embrace the entire anthracite coal region, held their first joint conference here tonight since the strike commission made its award. The purpose of the conference is to interpret, so far as the miners' organization has authority, the various features of the award. President Mitchell, who arrived from the West during the afternoon, presided.

The principal point in dispute is the interpretation of the nine-hour workday for all mineworkers who are employed by the day, week or month. There has been much friction in the three districts over this question, and the matter reached an acute stage today, when the Philadelphia & Reading Coal & Iron Company shut down nearly all its collieries in the Schuylkill region because the miners would not accept the interpretation of the company relative to the nine-hour day. About 30,000 men were rendered idle in the Schuylkill region by the company's action.

Another grievance is the alleged refusal of Coke Bros. & Co. in the middle coal field, to permit the miners to employ a checkweighman. The award of the commission makes it compulsory for operators to employ, at the expense of the miners, a checkweighman whenever requested by a majority of the men at any colliery.

The joint conference will meet again tomorrow.

READING MINERS LOCKED OUT.

Thirty Thousand Men Idle on Nine-Hour Question.

POTTSVILLE, Pa., April 20.—Of the 43 collieries of the Philadelphia & Reading Coal & Iron Company, all but 11 are shut down today owing to the employees' refusal to accept the interpretation of the company. At the 12 idle collieries many of the employees on Sunday refused to work nine hours, as demanded by the management of the company. In the Mahoning region, the storm center, all of the Reading operations are closed today. Upwards of 30,000 mineworkers are locked out by this company alone.

WILL STRIKE FOR INCREASE.

Bollermakers and Iron Shipbuilders Threaten Trouble.

NEW YORK, April 20.—Francis J. McKay, of the New York local of the International Brotherhood of Bollermakers and Iron Shipbuilders, said at a meeting of the Central Federated Union yesterday: "Seven thousand bollermakers and iron shipbuilders will strike in the shipyards of this city and vicinity if on May 1 they do not get the increase in wages they demand."

MUSHROOM UNIONS WIN.

They Outvote Conservatives and Decide to Strike.

CHICAGO, April 20.—An attempt was made last night by conservative leaders of the city to head off the epidemic of strikes that is threatening Chicago. The proposition was that the Federation of Labor should refuse strike aid to all unions less than a year old. The proposal was advocated by practically every experienced labor leader who attended the meeting held in Bricklayers' Hall, and they had fought valiantly for its adoption. Against them was an army of men representing the so-called "mushroom" organizations who blazed and jeered and finally defeated the measure.

SETTLEMENT ON "L" ROADS.

Employers' Meeting Ratifies Agreement With the Company.

NEW YORK, April 20.—At the close of an all-day session of the employees of the "L" roads, which continued until late tonight, it was announced by President Mahon, of the International Organization of Street Railway Employees, that the settlement schedule arranged by the executive committee of the management of the Interborough Railway had been unanimously ratified. The settlement is in the nature of a contract with the general manager, Edward F. Bryan, and will be signed on behalf of the men by a subcommittee of the executive committee. It already has gone into effect.

REJECTS ALL DEMANDS.

Great Northerns Throw Down Gauntlet to Railroad Unions.

ST. PAUL, April 20.—It was officially announced today that General Manager Ward, of the Great Northern, has sent to the committee of trustees representing that system, a communication, announcing: "First—The company refuses to treat with its committee, or the Officers, Conductors and Trainmen as an organization. Second—The company refuses to grant any of the demands of the committee relative to increased pay for men serving on double-header trains or to abolish double-headers, or to grant any concessions whatever on this issue."

WILL SETTLE BY ARBITRATION.

CHICAGO, April 20.

Two thousand picture-frame makers, who went on strike a month ago for better wages and shorter hours, will return to work tomorrow pending a settlement of their demands by arbitration.

Strike for the Union.

VICTORIA, B. C., April 20.

Dispatches received from Cumberland state that a

strike has been ordered at the mines there by the Western Federation of Miners as a result of the refusal of James D. Cameron, the owner, to recognize the union.

Eight Hours for Colorado Miners.

DENVER, April 20.—The Times today says that at the annual convention of the Western Federation of Miners, which will be held in Denver beginning May 25, a resolution will be passed making an eight-hour day mandatory upon all unions affiliated with the federation throughout its jurisdiction. President Meyer is given as authority for the statement.

Car Strike Threatens St. Louis.

ST. LOUIS, April 20.—It is stated that unless the St. Louis Transit Company grants the demands of the Amalgamated Association of Street Employees, which are already accumulated for submission immediately after the World's Fair dedication exercises, a strike will be ordered on the system. The Transit Company controls all streetcar lines in St. Louis except the Suburban system.

Bricklayers Win at Sharon.

SHARON, Pa., April 20.—The bricklayers at the United Coke & Gas Works at Sharon, Pa., won their case today. The company granted their demands for an eight-hour day at 55 cents an hour.

STORM RAGES IN GERMANY

Buildings Unroofed, Trains Snowed In, Wires Down.

BERLIN, April 20.—The gale of Sunday wrought such havoc on the grounds at Potsdam that a full report on the subject has been telegraphed to Emperor William. Many splendid trees, dating from the time of Frederick the Great, were uprooted. The Imperial wild park was also seriously damaged.

The 26-hour snow storm over middle Europe ceased today at daylight. The snow lies three feet in Berlin, increasing to three feet in the Harz Highlands. Snow lies deep in East Prussia and Poland, where wires are down and trains delayed. The temperature in most parts of Germany is below freezing point, so that the damage to the fruit crops may not be so serious as at first supposed. The snow is melting rapidly and the streams are already flooding.

The government has issued notices that telegraphic communication with Russia is interrupted and that the lines connecting with Pomerania, Silesia and eastern of Berlin are also cut. The snow lies 15 inches to three feet deep on Polish plains. At noon no trains had arrived at Posen for 13 hours. Trains are snowed in on the lines over Silesia and the Province of Posen. The railroad administration has no snow plows, as such snows as this are extremely rare. Hence shovel expeditions have been organized to dig out the drift-covered trains and carry food to the stranded passengers. Telegrams from many cities read alike. Street-cars are immovable and telegraph wires are down and trains venturing to leave are arriving at their destinations after great difficulty and hours late, with their passengers cold and hungry.

WORK ON THE DRYDOCK.

First Pontoon May Not Be Launched for Some Time Yet.

VANCOUVER, Wash., April 20.—(Special.)—The launching of the first drydock pontoon will probably not take place for some time yet. The work is being done quite slowly, and in fact, it is being falling for several days. The contractors say they cannot launch the first pontoon until higher water is had, and this may not be until the end of the month. All preparations are being made for a successful attempt when the proper stage arrives. The work should be finished by August 4, according to the contract, but at present it is not expected to be completed by the specified time. Plenty of material is being had at present to carry on the work.

May Have Been Shanghaied.

ASTORIA, Or., April 20.—(Special.)—Another mysterious disappearance from this city has been reported. March 7 William Osborne engaged a room at the Oriol Hotel and occupied it that night. The following morning he departed, leaving his baggage, and said he would return in the evening. Since then nothing has been seen of Osborne. The police have searched the baggage and found that the man was a logger, and had recently been in the employ of the Seaside Spruce Lumber Company. There is a growing suspicion that the man was shanghaied, as it is known that about that time several persons were placed on board ships against their will.

The Overdue Fleet.

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Mr. C. E. Raymond, the vice-president of the company, and its Western manager, has now been associated with this house for twelve years, and has been continuously engaged in the advertising field for over twenty years.

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SAUTER GETS HIS CREW

SIGNS MEN AT SAN FRANCISCO, NOT AT PORTLAND.

Sailors Brought Up to Astoria on the Sequoia and There Transferred to Crown of India.

ASTORIA, April 20.—(Special.)—The steam schooner Sequoia, from San Francisco for Gray's Harbor, put into this port this afternoon with 14 men for the British ship Crown of India. They were brought up in charge of the mate of the ship, and were transferred from the steamer in the lower harbor. Two of the men refused to go on board, saying they were American citizens and had been forced to sign articles when they were drunk. One claimed to be a soldier, and in his chest was a quantity of soldier's clothing. The mate was a bootmaker. Captain Sauter permitted both men to be taken ashore, but no sooner were they on the wharf than the "soldier" admitted that he had been sailing 20 years. The 12 men placed on board today are said to complete the ship's complement, and she is now ready to proceed to sea. A Deputy United States Marshal is on board to prevent the crew being stowed or interfered with.

RIGHT TO COLLECT HEAD TAX.

Steamship Companies Will Contest It at San Francisco.

SAN FRANCISCO, April 20.—The right of the Collector of the port to collect head tax on alien passengers in transit through the United States, in the face of the law passed by Congress in 1917, is being contested by the steamship companies. They will refuse to pay the tax, and the United States Immigration Commissioner at this port refuses to allow them to land, the representative of the steamships has written to Premier Combes declaring that they are unable to obey the recent circulars enjoining them to forbid members of unauthorized religious sects from the ship. The Archbishop of Lyons and the Bishop of Avignon have written to Premier Combes declaring that they are unable to obey the recent circulars enjoining them to forbid members of unauthorized religious sects from the ship. The Archbishop of Lyons and the Bishop of Avignon have written to Premier Combes declaring that they are unable to obey the recent circulars enjoining them to forbid members of unauthorized religious sects from the ship.

DRIVING OUT THE MONKS.

French Government Pursues Its Policy—Opposed by Peasants.

PARIS, April 20.—The delays in most instances having expired, the government is proceeding to take measures to expel from France those religious orders which were refused authorization and which do not have the approval of the government. These measures are causing trouble in various places, but, as the officials are careful to secure judgments and orders before any action is taken, no serious disturbances yet have occurred.

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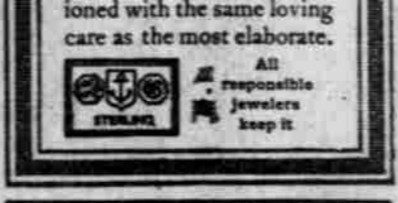
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"There is no great and no small"

The guiding principle of the Gorham Co.

Silvermiths during nearly three-quarters of a century. There is no great and no small in the Gorham workshops, the veriest trifle is fashioned with the same loving care as the most elaborate.



Sailed, April 19.—Barkentine Arago, from Aberdeen, for San Pedro; schooner Quicksilver, from Aberdeen, for San Pedro; schooner Halcyon, from Aberdeen, for San Francisco; schooner C. S. from Aberdeen, for Peru. **New York, April 20.**—Arrived—Manitou, from London; Finland, from Antwerp. **Naples, April 20.**—Sailed—Victoria, for New York. **London, April 20.**—Sailed—Menominee, for New York. **Yokohama, April 20.**—Arrived previously—American Maru, from San Francisco for Hong Kong. **Philadelpia, April 20.**—Arrived—Heidelberg, from Liverpool.

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MEDICAL LAKE OINTMENT

Medical Lake Ointment (OR GREAM) should have a place in the cuffs of every Gaffer, Ocean Traveler, Yachtsman or out-of-door sportsman, and sportsman. Because it is the quickest, surest, pleasantest and most comfortable of remedies for Roughened, Reddened, Hardened, Sunburnt, Torn or otherwise injured or Disturbed Skin. This OINTMENT is composed of pure crystalline salts, from Medical Lake, (the most wonderful body of medical water ever yet discovered) and delicate Natural Oils. It soothes, smooths and softens the skin to the sweetness and purity of an infant's cheek, and is a perfect and delightful Skin Food. Applied to the body with massage, it imparts wonderful elasticity, a matter of the greatest importance, because it is the quickest, surest, pleasantest and most comfortable of remedies for Roughened, Reddened, Hardened, Sunburnt, Torn or otherwise injured or Disturbed Skin. 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