

OTHER UNIONS ALLOW IT. COMMENT ON ENGINEERS.

Machinists and Garment Trade Work with Non-Union Men.

Through the Brotherhood of Locomotive Engineers and all attendance no objection to working with non-union men, this fact was not generally known until the statement was made by M. M. Clapp, of Division No. 155, Jersey City, on Sunday, as published in The Tribune. Some of the unions in other trades do the same, but with them it is more a case of necessity than choice, because of the inability of the unions to organize all the men in their respective trades. When work is scarce the union relaxes in some of the unions which stand hard and fast for union lines when there is a demand for men. The locomotive engineers, however, work with non-union men because they recognize in its broadest sense the right of every man to work. It was learned yesterday that the other railroad brotherhoods take the same view. On this subject Warren P. Stone, grand chief of the Brotherhood of Locomotive Engineers, said yesterday:

Not only the engineers, but the other railroad brotherhoods believe that every man has a right to work, but we will not work with non-union men unless they are paid the same as the union men. This is no new state of affairs. While we would like to see a man of work if he is not, if he has union wages and conditions. The American contribution guarantees every man the right to work and we believe in the American constitution.

Among the unions which allow the men to work alongside of non-union men, one of the largest is the International Association of Machinists. There are so many subdivisions of workers for the trade that perfect organization is hindered. The union machinists keep organizers in the field, however, and the agreements with employers are always with the unions, with the proviso that the non-union men are to work under the same wages and conditions.

There are several other unions in the shop trades, in which the open shop declaration does not appear in the agreement. The clause providing that none shall be members of the union which appears on most other agreements is simply eliminated.

The closed shop has always prevailed in the building trades in New-York, but in Chicago the agreements are practically on the open shop basis, though they are made with the unions, and, as a rule, none save union men are employed. In these agreements there is no clause barring out non-union men.

The recent strike of the United Garment Workers in this city first brought out the fact that the open shop among the garment workers has been in existence for years, though the year-long agreement was made with the local union. The strike was against the open shop, which was tacitly allowed until the National Association of Clothiers came out publicly with its open shop declaration. Then the strike of garment workers was declared, and when it was over the garment workers went back to open shop conditions.

WAGES NOT PRINCIPAL QUESTION.

Labor Leaders in Chicago Ridicule the New-York Suggestion.

Chicago, Aug. 29.—Leading representatives of organized labor in Chicago ridicule the report that the Brotherhood of Locomotive Engineers says it is willing to work with non-union workmen, provided the wages demanded by labor unions be maintained. W. G. Shardt, president of the Chicago Federation of Labor, said today against the directors of the Electric Vehicle Company, in which he renews his effort to compel an accounting for \$704,800 alleged to have been paid in 1899 and 1900 as dividends, which had not been earned. He names as defendants Martin Maloney and the other directors who were in office with him at the time the dividends are alleged to have been paid. The directors of the company in 1900, as shown by a report of the company on file in the office of the Secretary of State, was as follows: Robert McLaughlin, New York, president; F. J. W. Day, Hartford, Conn., vice-president; Philip H. Day, Hartford, Conn., secretary; John Jacob A. Lord and Philip H. Dodge, New York; Herbert A. Lord, Martin Maloney, Philadelphia; Albert A. Pope, Boston; Thomas H. Regan, Isaac L. Rice and Daniel H. Shea, New York.

S. D. Wheeler, past national president of the Amalgamated Sheet Metal Workers, who have 250 branches in the chief cities and towns of the United States and Canada, expressed himself as follows: "We don't believe in any such proposition, or in the open shop, which is practically the very same thing. So far as the sheet metal workers' union is concerned we will work with non-union men, but a non-union man is subjected to a fine. According to the agreement now in force, whenever the unions become unable to supply a sufficient number of men, the employer is allowed to call on non-union men, but then the union says that such non-union men become members of our organization forthwith. Again, sometimes a man goes to work in an open shop, but it is generally for the purpose of getting into the shop, and is done with the knowledge and approval of the union."

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COURT FULL INQUIRY. Sydenham Hospital Directors Refute Doctors' Charges.

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The annual meeting of the corporation of the Sydenham Post-Graduate Course and Hospital was held last night at No. 347 East One-hundred-and-sixty-eighth-st., the dispensary. The meeting was attended by about fifty persons, and several important changes were made. The most important of these was that including the membership of the board of directors from eleven to twenty-five. The names of the newly elected board were not made public. The meeting indorsed all the actions of the old board, and gave it an unanimous vote of thanks. The session was executive.

The meeting of the corporation was followed by a meeting of the old board of directors. After this President W. I. Spiegelberg made the following statement:

The board of directors to-night discussed the accusations brought against the hospital management by Dr. Goldschmidt, Dr. H. Goldschmidt and Fellman. Previous to the meeting each of the directors had made an individual examination of the hospital, and the meeting was unanimous in deciding that the charges were absolutely unfounded and unproved.

When the proper time comes our side of the case will be as fully and clearly presented as has been the side of the petitioners to the State Board of Charities. Meeting, Monday, the 30th, at the fullest investigation on the part of reputable citizens regarding the management of the hospital. The hospital is supported in large part by the public, and we want the public to see that everything is conducted as it should be at this time we particularly urge people who are interested in work to visit the hospital and see for themselves exactly what is being done, and how it is being done.

We are going to do our best to urge upon the State Board of Charities, and the State Board of Education, on June 14th John B. Prest, an inspector of the State Board of Charities, went through the hospital, and the meeting was unanimous in everything entirely satisfactory.

As to the charge that the hospital has not the proper management, Mr. Spiegelberg showed an authorization from the State Board of Education granting such power, obtained three months ago.

TWO STATIONS AFIRE. Employe of Kings County Elevated Line Burned and Shocked.

Two fires broke out last night on the elevated railroad structure in Brooklyn, tying up two lines for some time, and in one instance seriously burning and shocking an employe who tried to put out the flames. The injured man was Frederick Priggins, of No. 21 Pellington Place, an employe of the Kings County elevated line at the Fulton-st. and Alabama-ave. station.

The station caught fire from poor insulation in a wire passing under the floor. Priggins crawled under the building before the firemen arrived and tried to put out the fire alone. In some way he came into contact with the live wire, and before he could be dragged out by his companions was badly burned about the arms, hands and body. He was taken to the Bradford Street Hospital and found to be in a serious condition.

The other fire took place about the same time on the Brooklyn Union elevated line. The damage in both cases was slight.

RENEWS ELECTRIC VEHICLE SUIT. Declares Directors Voted Fraudulent Dividends of \$704,800 to Boom Stock.

Trenton, N. J., Aug. 29.—Richard Siekmann, of New York City, filed in the Court of Chancery to-day against the directors of the Electric Vehicle Company, in which he renews his effort to compel an accounting for \$704,800 alleged to have been paid in 1899 and 1900 as dividends, which had not been earned. He names as defendants Martin Maloney and the other directors who were in office with him at the time the dividends are alleged to have been paid. The directors of the company in 1900, as shown by a report of the company on file in the office of the Secretary of State, was as follows: Robert McLaughlin, New York, president; F. J. W. Day, Hartford, Conn., vice-president; Philip H. Day, Hartford, Conn., secretary; John Jacob A. Lord and Philip H. Dodge, New York; Herbert A. Lord, Martin Maloney, Philadelphia; Albert A. Pope, Boston; Thomas H. Regan, Isaac L. Rice and Daniel H. Shea, New York.

At the time we called on President Mellen, two months ago," said Mayor Clarke, "the only thing that was said as it was contained in his announcement of to-day, but, for reasons which can be readily understood, he did not care to make his plans public at that time. He wanted to have a reasonable time to acquire the land and complete the other details.

"The company," continued the Mayor, "has since opened offices here, and its engineers and surveyors are going over the ground making preparations for enlarging its Harlem River branch, to a six-track rapid transit road. It intends to spend about \$4,000,000 on this improvement at once. It also acquired a large block of property in the center of the city near its present station, and is making plans to erect a new \$50,000 station which can be reached by driveways on both sides. The two stations, east-bound and west-bound, will be connected by an underground passageway, such as the New-York Central has at Albany."

"This improvement at once will do much to beautify New-Rochelle and give strangers a better impression of it. As to the rapid transit facilities which are promised, I am quite sure that they will be started in a few months, and when they are completed I expect to see New-Rochelle grow faster than any other city in the county. The property acquired by the New-Haven Company in New-Rochelle lies along Huguenot-st., between Mechanic-st. and North-ave. It is said to include the postoffice building, Windsor Hotel and other large buildings. It is reported that the company intends to make this property the starting point of a terminal of all of its rapid transit trains and bring passengers from Larchmont, Mamaroneck, Port Chester and other towns to this place. As a result of this report property values in the neighborhood of Huguenot-st. have advanced and the city is enjoying a real estate boom."

MOBBED AT CONCERT. Policeman Put Down and Out by Friends of Pickpocket.

Officer John P. Shea, attached to the Children's Court, was detailed last night to Washington Square Park. He chased and caught a man who had tried to steal a watch, and was attacked and beaten by a gang of alleged "hold-up" men. Shea was stabbed in the forehead, three ribs were broken and his head and body so badly kicked that when he was taken to the Westchester Hospital his condition was said to be very serious.

Bernard Farmer, of No. 21 Waverly Place, saw a small man make a grab for his watch. The chain attached to the watch broke, but the stranger did not get either watch or chain. Turning quickly, the would-be thief darted away in the crowd, but Farmer gave chase, and was joined by Shea, who had been standing nearby. Shea caught him directly under the Washington Arch.

In the crowd that followed the policeman were fifteen or more grown men, evidently friends of the pickpocket. They jumped for Shea while he was clinging to his prisoner, and kicked, punched and stabbed him until he fell down unconscious. Before he fell, however, Shea clubbed his prisoner and cut his head open. Other policemen came up and caught the man, and he was taken to the Mercer-st. station the prisoner gave his name as Joseph Perry, a truck driver, of No. 40 Hudson-st. He was charged with attempted robbery. The rest of the crowd got away.

PETITIONS IN BANKRUPTCY. Following petitioners were named.

William Blau was appointed receiver of the business of JOSEPH BLOCK, No. 50 Walker-st., with a total of \$2,000. It is said Block has \$2,000 deposited to his credit in the First National Bank, and has other assets worth \$1,000.

Edwin S. Tamm was appointed receiver of the business of CHARLES L. LIGHTSTONE, weavers, No. 115 Greene-st., with a total of \$1,000. The alleged bankrupt has a total of \$2,000 in the First National Bank, and other assets worth \$1,000.

Edwin M. Cox was appointed receiver of the business of L. E. MURPHY, No. 142 Pitt-st., with a total of \$2,000. The alleged bankrupt's assets are estimated at \$5,000.

JUDGMENT. The following judgment was filed yesterday.

Audley G. Cathers—Ladenburg, Catham & Co., \$5,000.

TALK OF NEW HAVEN PLAN. Most Residents Along the Sound Approve—Some Skeptical.

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Nothing in a long while created such widespread interest as the announcement by President Mellen of the \$8,000,000 improvements which the New-Haven Railroad purposes to make in its facilities between New-York City, The Bronx and the part of Westchester County lying along Long Island Sound. For the most part, residents of Mount Vernon, New-Rochelle, Port Chester and the towns of Westchester County believe that the railroad corporation is in earnest and welcome the news with joy, but some are inclined to be skeptical. They say that the company has promised many things that have afterward evaporated into the air.

Mayor Brush of Mount Vernon is one of those who is doubtful about the company's carrying out its promised improvements. Mayor Brush said last night:

I certainly hope that the company will do something for Mount Vernon. We need better transit facilities badly enough, and no one is in a better position to do this than the New-Haven Railroad Company.

He added, however, that it was strange that the company had made a public announcement of its intentions in the newspapers.

"This isn't the way that big corporations usually go about things," he said.

F. A. Stratton, vice-president of the Westchester Lighting Company, which lights twenty-seven municipalities in Westchester County, said:

The proposed improvements will be a great benefit to the entire eastern section of Westchester County, but New-Rochelle and the towns about it will profit more than Mount Vernon. I regard the electrical scheme as entirely practical, and it surprises me that that company did not undertake it long ago. There is no part of New-York which is being more rapidly than the territory about the New-Haven Railroad, and I am thoroughly convinced that the increased business will amply make, however large, in increasing its facilities. I do not think, however, that \$8,000,000 will be sufficient to carry them out. They have outlined. It will take a sum considerably larger.

William Archer, a New-York builder, who is one of the leading citizens of Mount Vernon, said that if President Mellen's plans were carried out they would be a good thing for Mount Vernon. "It is certainly about time that the New-Haven Railroad Company should give the people of Mount Vernon and neighboring places better facilities for getting into the big city of New-York. They not only owe a speedy improvement to their patrons, but they will find that they will be greatly to their advantage in a business way," he said.

WANT LOWER FARES. Several other well-known residents of Mount Vernon and New-Rochelle called attention to the fact that President Mellen's announcement said nothing regarding a reduction of fares. The present fare from Mount Vernon to the Grand Central Station is 30 cents, and there is no reduction to passengers getting on and off at One-hundred-and-twenty-fifth-st. The fare from New-Rochelle is 35 cents. In the opinion of many of the commuters the proposed improvements, in order to afford full relief to everybody, should carry with them a material reduction in fare for the entire suburban community.

Mayor Henry S. Clarke, of New-Rochelle takes an optimistic view of the company's announcement and says that he is sure that its plans will be carried out and will be of vast benefit to that city. Some time ago Mayor Clarke appointed a committee of both parties to call on President Mellen and urge him to arrange better transit facilities for New-Rochelle. The committee was: Adrian Iselin, Jr., chairman; President Bissell, of the New-Rochelle Trust Company; President Henry M. Lester, of the City Bank of New-Rochelle; John G. Agar, George L. Carlisle, of The Thomas P. McLaughlin and others. Mayor Clarke also served as a member.

"At the time we called on President Mellen, two months ago," said Mayor Clarke, "the only thing that was said as it was contained in his announcement of to-day, but, for reasons which can be readily understood, he did not care to make his plans public at that time. He wanted to have a reasonable time to acquire the land and complete the other details.

"The company," continued the Mayor, "has since opened offices here, and its engineers and surveyors are going over the ground making preparations for enlarging its Harlem River branch, to a six-track rapid transit road. It intends to spend about \$4,000,000 on this improvement at once. It also acquired a large block of property in the center of the city near its present station, and is making plans to erect a new \$50,000 station which can be reached by driveways on both sides. The two stations, east-bound and west-bound, will be connected by an underground passageway, such as the New-York Central has at Albany."

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