

Nevada and Utah, we were retained by the Utah Copper Company and the Nevada Consolidated Copper Company, and broke the great strikes at Bingham Canyon, Utah, and at Ely and McGill, Nevada.

We ask you to watch the progress of the present strike, because we know it will be a triumph for law and order, a triumph for the mine owners, and will furnish still another evidence of the success we have always met with in breaking strikes. We ask you to judge us by results.

Upon request we will send our special representative to explain our methods, terms, etc.

Our experience is always at your service. Yours truly,
Waddell & Mahon Corporation,

AM. EJT

Enc

Archibald Mahon

Treasurer.

Following are some of the references that accompanied the letter:

The Birmingham Railway, Light & Power Co., A. H. Ford president, Birmingham, Ala., for which company we broke a strike involving 500 motormen and conductors and instituted a non-union organization in all departments. Not one of the former employes was reinstated.

Rutland Railway Light & Power Co., Mr. G. Tracy Rogers president, Rutland, Vt., also president of Birmingham Street Railway Co. We placed the Rutland railway system on the open shop basis without the loss of a single run.

Pittsburgh, Harmony, Butler & New Castle Ry. Co., R. H. Boggs president, Pittsburgh, Pa.; Harry Etheridge superintendent, Eldenau, Pa., which interurban trolley line was successfully operated by us under strike conditions, the union was broken and the system is now strictly non-union.

The Union Railway Company, New York.

The Yonkers Railway Co., Yonkers, N. Y.

The Southern Blvd. Railway Co., New York.

The West Chester Electric Co., New York.

The Bronx Traction Company, New York.

The Third Avenue Railway Company, New York.

The Tarrytown, White Plains & Mamaroneck Railway Company, Edward A. Moher president and general manager, for whom we broke a strike on the Yonkers street railway system; the conductors and motormen returning to work without gaining a single point six days after we commenced operations.

The Omaha & Council Bluffs Street Railway Co., G. W. Wattles president, Omaha, Neb., for which we successfully handled a strike operation involving 600 motormen and conductors. Began operations September 21st, 1909, by operating all lines of the company from the start and carrying passengers. Strike broken and part of our men withdrawn September 30th. Permanent organizations obtained and regular schedule resumed October 3d. This operation was an unqualified success, and the company now maintains an entire non-union organization.

New Orleans Railway & Light Company, Mr. Hugh McCloskey president, New Orleans, La., for whom we acted in a special capacity pending strike agitation of their employes and negotiations with them. We were retained and were prepared to successfully operate the road without a moment's delay in the event of a strike order being issued.