BAKING

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LIVE NEWS OF THE

CHANGE IN POLICY OF THE D., L. & W. COMPANY.

Strike of Boilermakers at the Cliff Works Is at an End-Dickson Manufacturing Company Has Shipped Two More Engines to the Sante Fe | manner the company will doubtless be Railroad-Another Installment of the D., L. & W. Company's Order of Engines has Arrived From Dunkirk, N. Y.

In few ways has the recent change in management of the D., L. & W. railroad been more conspicuously in evi dence than the new management's attitude toward the newspaper fraternity. Under the old regime such a thing as a Lackawanna official deeming it advisable to be ordinarily courteous to the representatives of the press in the necessary intercourse incident to the pursuit of news was rare. Standing orders held the reporter at a distance, the idea apparently being that the pub-lic had no right to be interested in a public institution. There were, of course, honorable exceptions to this rule and upon occasions the management had attacks of liberality but upon the whole there was an unnecessary and foolish antagonism.

Since the change in management there has been a decided change of policy in this, as in other respects. The new men are mainly young men and western men, who have been educated to believe that the hearty, whole-souled way of doing business is the best way to make friends and therefore the wisest policy. As an example of what we mean, the other day every editor along the Lackawanna line received from the new passenger agent. Mr. Lee. on invitation, with the company's com pliments, to be its guest on the day of the Dewey naval parade in New York. An observation pier has been secured for the accommodation of these guests and upon it the newspaper representa

ives will have facilities for properly observing and noting data for the de-scriptions which they will lay before INDUSTRIAL WORLD the hundreds of thousands of persons at home who could not be present to witness this notable event in person Now this was not in itself an exceptionally costly or difficult undertaking on the company's part, but it will be the means of establishing at the very beginning of the new regime a neighorly feeling between the railway offiials and the editors in the communides which the railway touches, and in perfectly legtimate and creditable

> amply repaid The neatness of this little attention to the press consists in the fact that the day upon which it is extended is the very day when the energies of the road will be strained to the utmost limit to take care of the extraordinary excursion business incident to the Dewey celebration.

Boilermakers' Strike Over. The thirty-five boilermakers at the

liff works, who went out on strike Puesday last, returned to work yesterday morning, under the old conditions The grievance the men had was that he new foreman, Andrew Brown, of Paterson, N. J., had a certain kind of vork known as "chipping" done by laborers and helpers, which the journeymen thought was not fair. They ontended that this work should be ione by apprentices, who in turn would become journeymen. The strikers claimed when they went out, that despite many protests against the existing conditions, they were not given the consideration they deserved.

Up to Saturday last there was no con ference between the strikers and Super-intendent Delaney, of the works. Late n the day the men called on Mr. Deaney and signified their willingness to return to work, and, as above stated they all returned yesterday morning.

The Sante Fe Engines.

Either tomorrow or Thursday the Dickson Manufacturing company will ship to Chicago two more engines for the Sante Fe Railroad company. Two engines were sent last week, as was noted in this column, and the remaining two of the order of 35 will be

completed and en route to Chicago beore the present month closes,

More New Engines.

The Lackawanna road has received at its local round-house four more enfrom the Brooks Locomotive works at Dunkirk, N. Y., which are in detail identical with the mammoth 801 eceived from that firm last week, As is well known, the Lackawanna company has ordered fifteen of these engines and it is expected two will be

received every other day. Nos. 802 and 803 reached the city late Sunday night and 804 and 805 came in yesterday. They will be fired in a day or two and given a trial run to Clarks Summit. Each of these immense engines costs the sum of \$16,500, the total number making a bill of \$247,500.

Industrial Notes.

The mine inspectors have ascertained that at the present rate at which water is rising in the abandoned York Farm colliery near Pottsville, the mine will shortly commence to overflow, Arrangements are under way for the re-opening of the Tresckow collieries

near Hazleton, which have been idle for the last three years. The water is being pumped out and repairs made on the machinery, The Ontario and Western Railroad

company has very pretty Dewey cele-bration posters out advertising the many advantages of the read and its accommodations to convey passengers to New York next week.

The new transfer freight station of the Lackaw...nna road being erected at West Scranton is rapidly nearing completion. The large corps of carpenters are engaged in placing the roof on the building. It is expected that the building will be ready for occupancy within a fortnight. Six of the fifteen handsome passen-

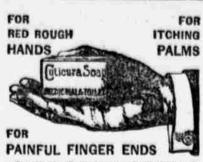
ger coaches the Barney & Smith Car company, of Dayton, O., are building for the Lackawanna road reached the city Sunday and were sent on to Dover yesterday. At the shops there the cars will be equipped with an electric light system. Six more of the order reached Buffalo yesterday. The new coaches are to be used for suburban service out of Hoboken.

Ex-Speaker Reed denies the rumor that has sold his country place at Garden each, Me., and his town house in Fort-nd. He expects, he says, to spend his ummers at the former place for some

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