LIVE NEWS OF THE INDUSTRIAL WORLD

NEW D., L. & W. TIME TABLE IS NOW IN EFFECT.

Orders That Have Been Issued with Reference to It-Make Up of the Board for Today-Lincoln Brush, of Boone, Iowa, Has Been Appointed Engineer of Bridges on the Lackawanna Road-What the Financial Review Says About the Paterson Wreck-Odds and Ends of News.

The new Lackawanna time table. iately decided upon, went into effect yesterday morning, just one minute after midnight. The changes as regards first class trains are few, but impor-

There is to be a new flyer called the "theater train," which will leave the New York side at 11.45 p. m. and Hoboken at 12.01. This will make the run to this city in just four hours. The accommodation train leaving this city at 4 p. m. will hereafter run through to Nicholson. The train which has heretofore left on the Bloomsburg branch at 5.40 p. m. will in future leave at 6.10 p. m., to make better connections with the incoming New

York train. An order was posted on the board on Saturday requiring that every brake-man come and sign a receipt for a copy of the new time table before allowing his train to depart after yesterday. A notice was also posted in regard to train No. 45, which reads as follows:

Train 45 will carry composite car daily from Hobeken and will make the stops at all stations between Washington and Stroudsburg for passengers, letting off at points west of Stroudsburg passengers picked up at Stroudsburg and points east thereof. On Sundays train 45 will make all stops for passengers between Wash-ington and Binghamton. Train 45 will also handle from Hoboken mail in locked pouches and the daily newspapers.

A. C. Salisbury.

The D., L. & W. Board for Today. Following is the make-up of the Delaware, Lackawanna and Western board

SOUTH.

2 a. m.-F. F. Stevens, with C. Bartholo

2 a. m.—F. F. Stevens, with C. Bartholo-mew's men.
4.30 a. m.—F. D. Secor.
6.30 a. m.—J. Burkhart.
8 s. m.—J. Gerrity.
16 s. m.—W. F. Mann.
12.30 p. m.—T. McCarthy, with H. T. Fellows' men.
1.30 p. m.—J. Bush.
4.30 p. m.—J. Swartz.
4.30 p. m.—P. Cavanaugh, with Moran's men.

6 p. m.-George Wallace. SUMMITS, ETC.

7.30 a. m., north-G. Frounfelker. 9 a. m., north-McLane, with Warrick's

men.
11 a. m., north—S, Carmody.
4.12 noon, south—E. McAllister, with H. Bush's men.
2 p. m., south—M. Madigan.
6.30 p. m.—J. Mosier, with Finerty's men. PULLER.

m.-Peckins.

PUSHERS.

6.30 a. m., south—G. Houser. 5 a. m., south—M. Moran. 7 p. m., south—M. Murphy. 16.30 p. m., south—O. Case. PASSENGER ENGINES, 7 a. m.—Widener. 6.30 p. m.—McGovern.

NORTH

m., 2 engines—J. O'Hara, m., 2 engines—C. Kingsley, n. m., 2 engines—A. Ketchum, 1 p. m., 2 engines—R. Casther, m., 2 engines—W. LaBar, with Fitz-

m., 2 engines patrick's men. 2 engines—J. Hennigan, with

p. m., 2 engines—J. Hennig George Hill's men. p. m., 2 engines—T. Doudican. p. m., 2 engines—A. Mullin.

Engineer of Bridges.

Lincoln Bush, formerly division engineer of the Chicago and Northwestern railroad, with headquarters at Boone, Iowa, has been appointed engineer of bridges by the Delaware, Lackawanna and Western company. He will have headquarters in New York and will have charge of the erection and repair of all bridges.

What Financial Review Says. The last number of the Financial Re-

view contained the following: "While the dreadful accident on the Lackawanna railroad at Paterson is greatly to be deplored, there seems, in our opinion, no ground for the strictures that have been leveled at the company. As is well known, the Lackawanna is one of the best equipped roads as far as safety and comfort are concerned in the country, while its management is every detail is under the control of men whose experience and vigilance have gained for them wide reputation. The investigation into the event was one that could not be

foreseen "That the engineer of the train which ran into the express committed a grievous error in not obeying the strict rule of the company in slackening speed . 3 he approached the station is manifest, and had he not thus violated a regulation that is as imperative upon employes as it is necessary, the collision would not have happened. The officials of the company deserve commendation for prompt attention to the comfort and care of the passengers and to the solicitations and inquiries of their anxlous friends. Their open policy of giving full information to the public is also in favorable contrast to that of rival organizations, which, when dis-



aster occurs, do all in their power to onceal and misrepresent the facts. "Under the able direction of President Truesdale the affairs of the Lackawanna road have been placed upon a footing that makes its system as near perfection as possible. This has been ccomplished in the face of many discouraging obstacles. To President Truesdale and his able assistants in the various departments belongs the credit, and the public as well as the stockholders appreciate the work thus far accomplished."

This and That.

Friday another new engine was completed for the Delaware and Hudson railroad at the Cliff works. In two or three days the third will be ready to leave the shops. At the Lackawanna car shops there

has lately been built a good many cin-

der cars, which open on either side and are the size of the ordinary gondola. Each side has four doors, which are hinged to the top rail. The cars are

In the yard yet, waiting to be lettered and numbered. The Philadelphia Car Service asso ciation during November handled 195,-152 cars, of which 62,809 were for the Pennsylvania and allied lines, 58,576 for the Reading and the balance for the

Baltimore & Ohio and other lines in the territory covered by the associa-The total average detention per car in days of these cars was 1.45 days. It is reported that the Lehigh Coal and Navigation company may erect a new breaker at Greenwood, near Tam-

The Towarda Review is jubilant over a rumor that the Lehigh Valley has set aside \$950,000 for improvements on the Pennsylvania and New York di vision, and that \$350,000 of the sum will be spent at Towanda. It goes on to say that it means a new bridge across the river, bringing trains into Towanda near the foot of Chestnut street and that the sharp curve between Wysox and East Towarda is to be straight-ened and lots of other improvements.

Three compressed air engines are now being made for the Delaware and Hudson company by the Dickson Manufacturing company. Two large tanks will be in them which will contain 999 pounds of compressed air, which in the smaller tanks is reduced to 130 pounds. This is sufficient quantity to haul a train of thirty loaded mine cars a mile and a half. Each engine is equipped with air motors which the air contained in the tank operates. They are mounted upon six twenty-six inch wheels. The top of the tank is 44% inches above the road bed and the cylinders are 9x18 inches.

THE COUNTY ASSESSMENT

Instructions That Have Been Issued by the Commissioners to Assessors with Reference to It.

The county commissioners during the week have been issuing to the asses sors of the county the books and papers required in making up the county assessment, which each year becomes more complicated and difficult.

Besides the regulation tax assessment the assessors now make a registration of those capable of doing service as soldiers, of those of an age to attend school and of the owners of

A portion of the instructions issued to assessors with reference to making the general assessment are as follows: The importance of making a complete county at the present time is evident to all, and to secure this and aid you in your work we send these instructions with our precept.

We call your attention first to your oath of office, which requires you to faithfully perform your duties, neglecting or slighting none; an equitable as sessment levied upon all will cause th burden of taxation to be much less felt than would otherwise be the case.

The precept calls for an assessment

at a full valuation. For county purposes we think that this would give us more than the amount necessary on which to levy taxes, and therefore instruct you when copying into the book to be returned to this office, that you enter the value of real estate and personal prop-erty at one-half of full valuation. But for state purposes enter full valuation.
We append a list of occupations and
valuations to be assessed against the

Any person having a trade not mentioned in the list must be assessed at a valuation the same as that of another similar occupation. Where a person has no trade, but is dependent on his labor for support, he will be assessed as a laborer and rated \$50. All men above the age of 21 years, if residents, must be assessed with some

ceupation List of trades and occupations, with

valuation of the same: .\$200 Hotelkeeper\$300 Attorney ... Ald man and J.P 100 Insurance agent. \$100 Architect 200 Inside boss 150 Agent 100 Inside boss asst, 10 Blacksmith la Judge Banker Bank Cashier 300 Laborer

Bank Clerk 0 Miner Mine supt. Baker, helper Muson Bookkeeper Butcher ... Merchant, whol. Merchant, retail. Butcher's help'r 50 Machinist Bartender Millwright Brakeman Manufacturer Outside boss Barber's help'r. Printer, composbirpenter ltor .. lergyman ressman Pumpman igarmaker Conductor Physician Painter

'ivil engineer Student Station Agent attle dealer Saloonkeeper 75 Shoemaker Dentist Stone cutter ruggist So Section boss Praughtsman ... 100 State boss ... Ingineer, toco-Teacher motive 100 Teacher . Teamster Engineer. er)
250 Teamster (not
250 owner
100 Telegraph opr... er) tionary Expressman at'g-house k'pr 100 Tailor, journey-Farm taborer . man Fiorist Foreman Tinsmith Glassblower ... Traveling sales-Gentleman 50 man 50 Upholsterer ... Hestler ...

Hotelkeeper 200 AMBULANCE BROKE DOWN.

Harnessmaker

Sarah Davis Had to Be Carried to the

Undertaker

Wagonmaker Watchmaker

Lackawanna Hospital. Sarah Davis, the Centre street woman who created a disturbance early Saturday morning by falling through skylight into the store of Lauer & Marks, had her own trouble getting to

the hospital. When she was removed from

store Saturday morning and taken to the hospital after a long period of waiting for the opening of the store, seemed as though the affair was over, but it was not. She was placed in the hospital ambulance and it started rapidly down Lackawanna avenue and turned in at Penn. When the equipage reached Linden street one of the axles broke and further transportation was impossible. The woman was removed from the ambulance and placed on the stretcher and Dr. Weisenberg. aided by some friendly bystanders and the patrolman on the beat, raised the woman and proceeded to the hospital During all the time the woman had been groaning and mouning as if in terrible pain and the degree of her in-

juries was supposed to be very great At the hospital, however, it was seen that the only harm done was a slightly sprained back and ankle. It was in tended to keep her at the hospital, but Saturday morning she rebelled and left the place for her Centre street

LEFT THE HOSPITAL.

Andrew Lopatka, of Jermyn, Taken to His Home.

Little Andrew Lopatka, of Jermyn, who has been at the Lackawanna hospital for over a month, on account of a three-inch shawl pin, which he swallowed, was taken to his home Satur-

The child made wonderful progress while at the institution, and the pin did not seem to give him any pain. It was found impossible to remove it by an operation, and so the little fellow was taken away Saturday,

KICKED BY A MULE.

Thomas Walton Seriously Injured in the Sterrick Creek Mine.

Thomas Walton, a 15-year-old boy, was brought to the Lackawanna hospital from Sterrick Creek mine Saturday afternoon. The lad is employed there as a mule driver, and while standing behind a mule he suffered the injury which sent him to the hospital.

He was bending down when suddenly one of the animal's rear legs shot out with terrific velocity and landed against his head. He was stunned by the blow and was immediately taken to the

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Lackwanna hospital. It was there seen that the injury inflicted was a serious one, consisting of a depressed fracture of the skull.

He was operated upon, and as a result is now getting along nicely.



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