## THE SCRANTON TRIBUNE-WEDNESDAY, FEBRUARY 21, 1900.



10

the company. Besides paying for this order, the money received from the sales of these new car trust certificates, will enable the company to construct a large number of cars.

the Pennsylvania Railroad company will order a large number of cars, and will greatly increase its equipment. It is getting itself in readiness to do big business, and the smail cars are being set aside for the more modern ones which are heavier and can carry larger loads. The Pennsylvania Railroad company has now outstanding \$10,000,000 of Fennsylvania rolling stock certificates, \$\$7,000 of Pennsylvania equipment certificates, and \$2,000,000 of Pennsylvania Car Trust certificates. The new car trust bonds will soon be ready to sell to the bankers who are

The Brotherhood of Railroad Trainmen was organized at Oneonta. N. Y., in 1983, with 13 members and was known as the Brotherhood of Railroad Brakemen until 1890, when the present title was assumed, because many of the members had taken various other positions in the train service. The grand lodge headquarters are now located at Cleveland, O. The Brotherhood at present has LS2 subordinate lodges in the United States and Canada. It is represented in every state and territory in the Union. Its membership is made up of conductors brakemen, train baggagemen, train flagmen, yardmasters, yard foremen and switchmen. Its objects are to unite the railroad trainmen, to promote their general welfare and advance their interests, social, oral and intellectual, to protect their families by systematic benefits.

That this powerful secret order has not been organized for "strike" pur-poses is shown by a significant section from its declaration of principles: "Persuaded that it is for the interests. both of our members and their employers, that a good understanding should at all times exist between the two, it will be the constant endeavor of this organization to establish mutual confidence and create and main-tain harmonious relations."

An enormous new breaker, the Coalbrook, has been erected at Carbondale to prepare the output of all the Dela-ware and Hudson mines in the vicinity of Carbondale. This breaker will prepare 6,000 tons per day, and is said to be the largest in the world. By the new plan the Racketbreek, No. 1, No. 3 and the Powderly mine breakers are ahandoned, throwing the employes, numbering a couple of hundred, out of work. An enormous storage plant, with a capacity of almost half a mil-lion tons, has been constructed to care for the surplus production during the quiet season.

eral of its conductors busily engaged in instructing the men in the use of the new lamp and hand signals which will go into effect on the first of next fer but little if any from the standard signals which are in use by most of the roads. The same signals for all the railroads is the tendency at present as the roads like to employ experienced men. These, going from one road to another, and meeting with phanges of signals, are likely to meet with trouble and cause it too.

