

ODDS AND ENDS OF NEWS OF THE INDUSTRIAL WORLD

Delaware and Hudson Company Grants a Two-Weeks Pay to Its Employees—The Notice Issued Concerning It.

Notices were posted in all the collieries of the Delaware and Hudson railroad on Monday, announcing that on and after January 1 the employees of the coal department will be paid semi-monthly. The notice itself read as follows:

The Delaware and Hudson Company, C. C. Rose, Superintendent, Scranton, Pa., Nov. 21, 1900. NOTICE To Miners and Other Employees at this Colliery:

On and after Jan. 1, 1901, the company proposes to pay the employees of the coal department semi-monthly. The first payment for January will be made for work ending the 15th; the second payment for work ending the 31st of the month. For February the first payment will be made for work ending the 15th, and the second payment for the last day of the month; the balance of the year for the 15th and last day of each month. About ten days after the time specified, payments will begin again.

The Delaware and Hudson is the first of the big companies to take this step, and it is generally conceded that the others will soon fall into line. The Lehigh Valley is expected to pay its miners on the semi-monthly arrangement on and after Dec. 1, and there is no doubt that the Delaware, Lackawanna and Western Railroad company will also adopt this method.

There has been a general demand for the semi-monthly arrangement, a number of reasons being advanced by them for their claims. Superintendent C. C. Rose, of the Delaware and Hudson Railroad, says: "I have been following to say about the new pay system."

"We have done this simply because our own miners and employees came to us and requested the change. There was a great eagerness among our men for it, and the same feeling exists, I think, among the other companies' employees. I think that the semi-monthly pay will go into effect with all the companies in the coal business on being asked whether the new arrangement would not necessitate a large amount of expense to the company and cause an increase in the staff of the coal department, Superintendent Rose said: "Well, yes; it will be necessary to secure a few more clerks, as the work of making up the payroll every month will be practically doubled. It will also involve some changes in the paymaster's and surveyor's offices, as yet to be decided by probably needed there."

No notices have as yet been posted by the Delaware, Lackawanna and Western Railroad company, but the general opinion about the office of Superintendent of the Coal Department seems to be that the establishing of the semi-monthly pay by the company will be only a matter of time. The subject is now under consideration, and a few days are expected to bring developments.

Changes at D. & H. Station. Contractor Conrad Schroeder and his men have now started work on the first floor of the Delaware and Hudson railroad station. The larger part of this section of the building has never been finished, and it is now intended to convert it into an apartment for the use of the surveyors' clerks and some of the employees of the coal department.

The walls and ceilings have yet to be plastered, lights put in, and the entire place put into shape, and this work Contractor Schroeder expects to have completed by Jan. 1. The surveyors' department is at present exceedingly crowded and the advent of additional quarters is hailed with much joy by the clerks. A number of drafting tables will be used in the equipment of the room, and a number of desks will be put in for the coal department clerks.

The establishing of the semi-monthly pay means an increase in this department staff and present accommodations being limited, a number of them will be given places in the new quarters.

About the New Signals. Trainmaster J. G. Sickles, of Hoboken, yesterday issued a bulletin order to the Lackawanna conductors and engineers, regarding the reporting of all failures discovered in the new automatic block signaling system. The new Paterson and Dover. The railroads are required to report every failure as soon as found. The number of the signal is to be reported, by wiring from the nearest telegraph office to the Hoboken headquarters.

This is to be followed up by the engineers sending in their formal card report. By immediate telegraphing it is made possible to quickly send out the repair men and attend to the defective signals, thus preventing the holding of the next train.

The Car's Open Door. Lackawanna yardmasters' and conductors' attention was recalled yesterday to the bulletin order recently posted regarding the common carelessness of leaving open the doors of empty cars hauled in a train. An instance was cited on yesterday's bulletin of a recent case where the swinging car door of an empty car came in contact with a fast passenger train, resulting in damage which might have been very severe.

"This is a striking example," the bulletin continues, "shown for the infraction of all concerned, demonstrating the importance of having the doors closed. Engineers should report all violations of this rule."

The O. & W. Purchases. With the acquisition of the recent purchase of coal properties the Ontario and Western railroad has secured transportation on approximately a total of 600,000 tons of anthracite coal, which places them in the front ranks of hard coal producers and carriers. In addition to the Scranton Coal company, which secured the Lackawanna properties about a year ago, with an annual output of 600,000 tons outside of the 300,000 tons washery coal, they have purchased the Mount Pleasant Coal company's mine, in Scranton, and the Forest Mining company's property at Archbold, and have

secured the tonnage of the Johnson Coal company, formerly owned by the Erie with upward of 650,000 tons per annum, making a total of fully 1,550,000 tons. This, in addition to the tonnage formerly controlled by the company, gives it an annual total tonnage of about 2,000,000 tons a year. This tonnage, which has been purchased on the old basis of 69 per cent, secures for the Ontario and Western a condition which is most favorable, as present indications show that matters are changing around in favor of the individual operators and should add very materially to the net earnings of this road in the future, the new deal taking effect January 1, 1901. The cost of the properties purchased are said to be about \$6,500,000. The railroad company has authorized the issue of 5 per cent, sinking fund notes to the amount of \$3,500,000, maturing serially and semi-annually, beginning December, 1901, and ending 1915.—Black Diamond.

New Lehigh Valley Wage Schedule. The new schedule regulating the wages of the conductors, brakemen and flagmen on the Lehigh Valley railroad, which was agreed upon last week at a conference between representatives of the Brotherhood of Railway Trainmen and General Superintendent R. H. White, of the Lehigh Valley, will be posted today and will go into effect December 1. The engineers and firemen were granted concessions some-time ago.

The wages of conductors will range from \$2.57 to \$4.80, according to runs, which is a general increase. The wages of brakemen will vary from \$1.75 per day to \$3.40, which is also an advance. Flagmen's wages run from \$1.85 to \$2.10.

No brakeman, conductor or flagman will be discharged or suspended without a fair hearing and investigation. If a brakeman, conductor or flagman, upon investigation, is found not to blame, he shall be allowed full pay for the time lost. Any brakeman, conductor or flagman who is discharged with the decision of any officer of the company, he shall have the right to appeal to his superintendent, or, after having appealed to the superintendent, to the general superintendent.

As a general rule, a brakeman, conductor or flagman will not be asked to make an extra trip after sixteen hours with eight hours' rest. This, however, may be done in cases of accident or other emergency. The rights of the brakeman, conductor or trainman shall be the same as those of the flagman. If any brakeman, conductor or flagman is discharged, and upon further investigation is found blameless, he shall be reinstated to his former position and rank.

Big Order of Bricks. Brick Manufacturer Mathias Stipp is in receipt of an unusually large order, which was given him last week by Contractor Reese Isaacs. The latter is engaged by the New York Coal company on an amount of construction work at the Seneca breaker in Pittston, attendant upon the setting of a large new boiler.

The order is for four hundred thousand bricks and will be sent out by Mr. Stipp from his Wilkes-Barre yard.

Today's D. L. & W. Board. Today's D. L. & W. board is as follows: Tuesday, Nov. 27.

WILD CATS EAST. 6 p. m.—E. D. Secor. 8:30 p. m.—J. E. Egan. 11 p. m.—F. Hallett.

WEDNESDAY, Nov. 28. WILD CATS EAST. 12:20 a. m.—T. Dugliano. 1 a. m.—H. E. Wallace. 2 a. m.—G. Kearney. 3 a. m.—J. Gaffney. 4 a. m.—W. Deane. 5 a. m.—F. L. Rogers. 6 a. m.—F. Van Worme. 7 a. m.—J. McManis. 8 a. m.—H. Doherty. 9 a. m.—R. Howard. 10 a. m.—H. Gilligan. 11 a. m.—M. Finney. 12:15 p. m.—Cavanagh.

SUMMITS. 5 p. m.—E. M. Miller. 7 p. m.—J. M. Moore. 9 p. m.—J. M. Moore. 11 p. m.—J. M. Moore.

PULLER. 10 a. m.—Singer. PUSHERS. 4 a. m.—G. Houser. 11:30 a. m.—Moran. 7 p. m.—Murry. 9 p. m.—Thomas.

PASSENGER ENGINEER. 7 a. m.—Gaffney. 5:30 p. m.—Shanton. 7 p. m.—Mogover.

WILD CATS WEST. 4 a. m.—T. Fitzgerald. 5 a. m.—M. J. Hennigan. 6 a. m.—C. Kinsley. 7 a. m.—J. G. Gagny. 8 a. m.—A. F. Mullen. 9 a. m.—T. J. Thompson. 10 a. m.—J. Gagny. 11 a. m.—James Metam. 12 o'clock noon.—J. O'Hara. 1 p. m.—John Gagny. 2 p. m.—G. Hart. 3 p. m.—W. Bartholomew. 4 p. m.—G. Hill. 5 p. m.—O. W. Fitzgerald. 6 p. m.—J. F. Hallow. 7 p. m.—W. LaBar. 8 p. m.—G. W. Smith. 9 p. m.—R. Casner. 10 p. m.—A. G. Hammit. 11 p. m.—A. G. Hammit.

ASH TRAIN. 7 a. m.—Thomas McCarthy. This and That. Monday's storm created a regular washout on the Ithaca branch of the Lackawanna, and it was found necessary to cut off half a dozen trains. Yesterday everything was remedied, however, and at 1 o'clock in the afternoon the first train was run into Owego. At 4 o'clock yesterday afternoon a "steamship" train of seven cars passed through the city from Chicago, on the way to New York. It carried about two hundred foreigners, going home to spend the Christmas holidays. They will leave for Europe on the Oceanic, White Star line. It is stated that the prospects are very bright for getting what is known as the Rock Cabin tract of land above Lock Haven, Pa. It is estimated that there are 2,000,000 tons of soft coal

underlying the surface. It is the intention to open these coal beds just as soon as the negotiations now pending are satisfactorily arranged. The North American washery at Wm. Penn, in course of construction the past eight months, operated by Scranton capitalists, has commenced work, giving employment to 150 men and boys. They expect to ship forty cars daily. It is one of the largest washeries in the anthracite region, and is equipped with the latest and most improved machinery.

Jacob A. Young and S. W. Shoups, of Hagerstown, Md., have secured options on large tracts of anthracite coal land in Fulton county, Pennsylvania. They recently made several visits to Fulton county, in company with a resident of the county, and inspected the deposits themselves. It is stated the Baltimore and Ohio railroad will build an extension.

In a recent test of capacity of an engine on the Chicago and Alton railroad in Illinois, it hauled a coal train of eighty-one cars, each loaded with fifty tons of coal, over a steep grade. It was the longest string ever pulled in the history of the road, and equaled, it is believed, on very few other roads. It is proposed to reduce the grade mentioned, and the officials wish to determine in advance what the power is of the class of engines employed.

At 12 o'clock today noon, a semaphore home signal will be put into service at the west end of the Washington yard, on the Delaware, Lackawanna and Western railroad, at the west-bound track, 800 feet east of the switch-tender's shanty, and another semaphore signal will be put into service 600 feet west of the crossover switch. They will be opened by the switch-tender, and will govern the movement of the train, using the crossover switches at the west end of the yard.

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The Dickson Manufacturing Co. Scranton and Wilkes-Barre, Pa. Manufacturers of LOCOMOTIVES, STATIONARY ENGINES, Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

The Blues is one signal which foretells physical decay. Another is pale lifeless skin. The muscles shrink and become flabby; the body becomes emaciated, and there is an early tendency to round shoulders. The step lacks elasticity, the nerves become weak; mental and physical activity are a burden. This condition is called Nervous Debility. It is cured by the use of Sexine Pills.

Sexine Pills They feed the hungry nerves, revive the weakened organs and make life brighter and sweeter to any man or woman who has suffered from physical drains. 410 per box; 6 boxes (with legal guarantee to cure or refund the money). 550. Book free. DEAL MEDICINE CO., Cleveland, Ohio.

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