## ODDS AND ENDS OF NEWS OF THE INDUSTRIAL WORLD

E. M. Rine Promoted from Acting Superintendent of the Lackawanna to Superintendent---New Time Table Aranged---Some Improvements.

railroad time-table, always made as a result of the usual drop in traffic during the fall, has now been made and accompanying the notices to trainmen to immediately equip themselves with all information regarding the new schedule, come the tidings of numerous other changes. The new time-tuble takes effect at 12.01 o'clock a. m. to-

E. M. Rine, who has acted as division superintendent since Sept. 18, when the promotion to the general superinfendency of Mr. Clarke occurred, is now appointed superintendent. The name of this division, which has been commonly known as the main line, has been changed and will henceforth be termed the Scranton division.

What will henceforth be called the main line will include the entire route between Buffalo and Hoboken, which includes the Scranton, Buffalo and Morris and Essex divisions. The timetable affects the local, Syracuse and Utica, Morris and Essex and Buffalo divisions, and Bangor and Portland deal of work during the winter, but

Several very important shifts are made in the running of trains on this division. Train No. 21, from New York, and train No. 28, New Yorkbound, have been taken off the road. and of the west-bound trains, No. 25, for Binghamton, and No. 26, in from Binghamton, have also been discon-

Train No. 32, on the Nicholson run, will henceforth arrive at 7.50 instead of 6.50 o'clock, and No. 12, which has been leaving here at 5.46, will now be started from the city at 5.50 o'clock. West-bound No. 27 will leave at 9 o'clock, instead of 8.30.

No important changes have been made on the other divisions. The new time-table contains a large number of special notes and special rules for the railroaders, which are calculated to be of great service. One of the rules is regarding trains or engines at the Scranton yard, and is as follows:

All trains or engines going out or coming into Scranton yard must send a man ahead to see that the switches are right. Engineers will be held responsible for the observance of this rule; and if the conductor does not send a man the engineer must send his fireman, and report the case. A brakeman must be sent to the round house, to go ahead of all engines brought out. Among the special notices are the

Trains running toward Hoboken or toward the main line are east-bound trains.

Trains running away from Hoboken or away from the main line are west-bound trains.

Train 738 leaves Northumberland daily except

Train 11 leaves Washington daily except Sunday and arrives at Binghamton daily except Monday. Train 57 leaves Scranton daily except Sunday and arrives at Binghamton daily except Monday.

Sanday, and arrives at Scranton daily except

## To Improve the Lackawanna. A dispatch from New York, sent out by the Associated Press last night, 8.30 p. m.—F. D. Secor. 8.30 p. m.—O. W. Fitzgerald. 11 p. m.—B. Bennett.

"It is said at the offices of the Lackawanna railroad in Hoboken that imstarts from Hoboken and runs to Dover by way of Paterson and Boonton.
From Dover it runs to Hackettstown, at which point it turns southwest and runs to Washington. At that place it turns back toward the northwest again to Delaware Water Gap. Between Waterloo and the Gap the road makes an almost perfect "Y," with Washington as the lower point.

The main feature of the proposed alsesses in the start of the proposed alsesses in the proposed al portant changes are to be made on

The main feature of the proposed alteration is the striking of an air fline, or as nearly so as the nature of the country will permit, from Waterloo to the Gap. The corps of engineers are at work on this, surveying the land and selecting the route.

"It is said that the line, as proposed, will require the cutting of a tunnel two miles long. Besides this shortening of the line, which it is estimated will reduce the running time from Hoboken to Buffalo by forty-five or fifty minutes, it is said that numerous curves are to be straightened on the line of the road, and that some of the steeper grades are to be reduced by trestling or cuts. Beyond Water Gap other extensive improvements in the line of shortening the running time are said to be under consideration."

## Y. M. C. A. Contract Granted.

Practically all the sub-contracts for the building materials to be used in the construction of the new Young Men's Christian association building have been now let, and are being prepared by the various firms, who are the recipients of the orders. The terracotta, which is to be an important factor in the external ornate decoratiive work, will be supplied by the Burlington Terra-Cotta company, of

The entire material supplied will cost about \$6,000. The face brick will be furnished by the Columbus Brick



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The R. T. Booth Co., Ithaca, N. Y. when completed about ten tons apiece.

The semi-annual change in the | company, of Columbus, O. This con-Delaware, Lackawanna and Western tract is for 170,000 of the standard-railroad time-table, always made as a sized iron-mottled bricks, which will net \$5,000 to the Ohio company

John Benore, of this city, has been awarded the big contract for attending to the woodwork. This will be a job of large dimensions, and the work done will mean \$49,000 to the Young Men's Christian association. Langan & Co, are another local firm who are deriving material benefit from the structure. They will furnish the base granite, which they will secure from Vermont quarries, and is to be worth \$2,000. The cutting of the granite will be done here. The contract for the furnishing of the lime-stone has not as yet been awarded.

As has already been noted in these columns, the Phoenix Iron and Steel company, of Phoenixville, Pa., will supply the steel work for the building. Contractor Williams is now taking his time with work, as he does not believe in hurrying it. The excavating has not ye! been completed, and he does not look forward to doing a great hopes to be able to have his men laboring whenever the weather will

## Order to Trainmen.

A bulletin order was yesterday issued to Luckawanna conductors and enginemen, regarding the reports of delays of trains on account of the engines not steaming, or not making time for any reason, that the conductors will ascertain from the enginemen the exact cause for such failures and will definitely state whether it is because the engines leak, or poor coal, new firemen, or too heavy trains, etc.

This is to be done, that the matter may be taken up intelligently without the company being obliged to make further investigation to ascertain the causes of the trains not making time. This order refers to both freight and passenger trains.

### Lackawanna's Paint Shop.

Work has progressed rapidly on the Delaware, Lackawanna and Western railroad's paint shop, which is being constructed in the yard by Contractor Williams. It was only started two weeks ago, but has now reached such a stage that it is confidently expected to be completed by the latter part of

The building, which is directly in the rear of the round house, is 70 feet wide by 170 feet long, and 18 feet in height, Tracks have been laid, and all will soon be in readiness to run the en-

Today's D., L. & W. Board. Today's D., L. and W. board is as

WILD CATS EAST, Nov. 30.

Saturday, Dec. 1.

WILD CAST, EAST,

SUMMITS.

5 a. m., east—E. McAllister.

6 p. m., east—H. Gilligam.

10 p. m., east—J. Mosier.

7 p. m., east—J. Mosier.

8 a. m., west—G. Frounfelker.

9 a. m., west—W. H. Nichols.

11 a. m., west—U. Carrigg.

7 p. m., west from Cayaga—McLane.

7 p. m., west from Cayaga—Ginley.

PULLER.

10 a. m.- Singer. PUSHER&

6 a. m.-G. Houser, 11.30 a. m.-Moran, 7 p. m.-Murphy, 9 p. m.-Thomas,

PASSENGER ENGINES. 7 a. m.—Gaffney. 5.50 p. m.—Stanton. 7 p. m.—Magovern.

WILD CATS WEST. 4 n. m.-G. Burt. 4.50 n. m.-W. A. Hartholomew. 5 n. m.-G. H. 6 n. m.-W. J. Patt.

o'clock noon—II Smith,
m.—C. H. Haggerty,
m.—C. Kingsley,
m.—J. F. Masters,
w.—C. W. Dunn,
m.—A. F. Mullen,
m.—T. J. Thompson,
m.—J. Barber
m.—J. Barber p. m. - A. G. Hammitt.

NOTICE. Conductor William Kirby will run Train 51, Saturday, with Hopkins' men, in place of Con-ductor J. J. Duffy. Conductor II. W. Bisbing will 50 out or Nealis' run Friday, Nov. 20, and Saturday, bec. 1 Dev. 1.
All employes will provide themselves with a cupy of new time table, No. 4, taking effect 12,01 a. m., Sunday, Dec. 2.

At the Dickson Works. Work is brisk at the Dickson works and a number of large pieces of work are being at present handled. Work has been started on the giant blowing engine, which is being constructed for the Lackawanna Iron and Steel com-pany's plant at Buffat. The engine is twin to the big one at present used at the local works by the company. Its high and low pressure cylinders are 52x

gola Leather Patent Tip Shoes, worth \$1.00, at 50 cents. Sizes which will be completed inside of two weeks are being made for the Scheneetady Locomotive works, and a small hoisting engoine which is to be run by air power was turned over during the week to the Delaware and Hudson Railroad company for use at the Von Storch shaft. A set of eight large pressing rolls for the Sterns-Rogers company, a western mining concern, are now in course of construction, as is also a blowing engine for the same

company. The rolls which are to be used in

this great coal property. On account of a loss of tolls on anthracite, the monthly net earnings of the railroad decreased \$698,055, while the net earnings of the coal company fell off \$535,-872. In October, 1899, both companies earned a surplus of \$711,066 over charges and taxes, but last month they show a deficit of \$545,483, making the total decrease \$1,256,549. The decrease of \$110,000 in September may be charged up to the strike also, making the total loss incurred by the Reading on account of the labor troubles \$1,366,549.
This greatly impairs the surplus of

he company for the first four months of the current fiscal year. Last year the company had earned in four months the handsome surplus of \$1,-593,646, but the surplus to November 1 this year is only \$164,474, and out of the surplus must come the funds for the dividend on the preferred stock. The Reading will have to do an exceedingly good business during the balance of the year to make up its loss of over a million and a quarter. This loss would seem to preclude the possibility of an increase of the dividend on the first preferred stock for the present, but if the obstacle race is over, Reading is likely to pass under the wire at the end of the year holding a very good position.

## This and That.

Engine No. 338, was yesterday turned out of the locomotive works on Cliff street of the Dickson Manufacturing ompany, for the Delaware and Hudson company. This is the eighth engine of the order of ten recently placed with you. the concern.

All Lackawanna employes have been ordered to immediately secure copies of the new time table. Important changes have been made, and before anyone will be allowed to go out with a train on Saturday midnight he must have secured a copy of the schedule. Commotion was caused in the Delaware, Lackawanna and Western yards about 3 o'clock yesterday afternoon by an alarm of fire. In one of the shops a passenger car was being gone over

when a pile of shavings suddenly

caught fire. A few pails of water quickly extinguished the blaze. Superintendent Ketcham,of the Lackwanna, announces that during Sunday, December 2, changes will be made in fixing signals, on the Roseville juncion of the Delaware, Lackawanna and Western railroad. Automatic distant signals placed at the west end of the station platform, for the purpose of holding the east bound trains at the station, when necessary, and other alterations made.

## THE PORTO RICAN TARIFF.

The abrogation of the Porto Rican tariff being seriously discussed by the press of Porto Rico. The Porto Rican tariff act, it will be remembered, provides that "whenever the legis lative assembly of Porto Rico shall have enacted and put into operation a system of local taxa-tion to meet the necessities of the government of Porto Rico, by this act established, and snal by resolution duly passed so notify the presi dent, he shall make proclamation thereof, and thereupon all tariff duties on merchandise and articles going into Porto Rico from the Unit. c States or coming into the United States from Porto Rico shall cease, and from and after such date all such merchandise and articles shall be entered at the several ports of entry irse of duty."

The Porto Rican legislature elected on Nov 6, the date of the general election in the United States, is to meet shortly and will, under the provisions of the Porto Rican act above quoted, have the power to immediately terminate the Porto Rican tariff by enacting legislation wheel will provide funds for the necessities of the government of Porto Rico and the question whether this action shall be taken and the 15 per cent, tariff thus terminated is being discussed by the press and public of that island, as is shown by the following leading editorial taken from the San Juan (Porto Rico) Daily News of Nov. 13, just received by the treasury bureau of statistics; "We have lived now for six months unler

the 85 per cent, preferential tariff. The question is—Is it good or bad? Has it helped or in jured us? The legislature will have these ques-tions to decide. We now have the question to tions to decide. We now have the question to deal with aside and apart from politics. Is use as a campaign club is past and gone. The burden of deciding this very important question is solely upon the legislature. As it decrees, so shall it be. If it desires to abolish the tariff and operate the island upon a free trade basis, it can be so ordered. If the people of Porta Rico through the legislature desire to continue the tariff it can be done. A precedent has been established to the people of Porta Rico through the legislature desire to continue the tariff it can be done. A precedent has been established to the people of Porta Rico through the legislature desire to continue the tariff it can be done. A precedent has been es-tablished which will permit this class of taxa-tion. It has been legally decreed that such action is constitutional.

"If the tariff is abolished, it is at once evident

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These are among the largest rolls, which have ever been constructed at the works. An order has just been received from a New York city cement company, for a cross compound engine, whose cylinders are to be 20x42, and 38x42.

Loss Caused by Strike.

Reading's statement of earnings for October is interesting because it shows the effect of the miners' strike upon this great coal property. On account of a loss of tolls on authracite the logar to a loss of tolls on authracite the consumer, for it has lowered the taxes he has to pay, not only on American goods, but upon consumer, for it flas lowered the taxes he has to pay, not only on American goods, but upon all goods that enter our market in competition with them. This results in an increase of importations. This helps the producer by constantly providing him a means to carry his goods to the great American market, which is always so hungry for the products this island has to dispose of. Again, unless we have a traffic both ways, the steamers must make one trip without a cargo and the freight is thereby doubled.

> "A tariff helps us as borrowers; it will give our securities a stand in the United Sutes, which they could not have without a permanent revenue like the tariff revenue. The argument so often advanced in favor of a tariff tax as against other means of raising revenue, that it is easily collected, is especially forcible in Porto Rico. We would advise that the tariff is necessary, and if it were not it would still be the most convenient and logical means of raising our revenue. Let the tariff stand at 15 per cent."

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