

NEWS OF THE LABOR WORLD

OFFICERS NOMINATED BY THE BUILDERS' EXCHANGE.

They Will Be Voted for at the Meeting to Be Held on Jan. 8.—Delaware and Hudson Is Reducing the Grade on Its Road Beyond Nineveh—A Great Amount of Coal Is Being Shipped by the New York, Ontario and Western Railroad Company—Interesting Trade Notes.

At a well attended and enthusiastic meeting of the Builders' Exchange last week officers were nominated for 1901, and these officials will be elected at a meeting which is to be held January 8. Auditors were appointed as follows: J. B. Woolsey, H. J. Gunster, M. J. Ruddy and for judges of election were chosen, Henry H. Sykes, George W. Finn and William H. Williams.

Three names were put in nomination as successors of President Conrad Schroeder. They are E. S. Peck, H. J. Gunster and E. S. Williams. Ernest W. Smith was named as vice president and Harry R. Sykes as junior vice president. B. F. Landig, the present incumbent, was the only nominee for secretary and George W. Finn is the sole candidate for treasurer.

There are several in the field for the offices of directors, and six men are to be chosen from the following: John Honore, P. F. Howley, M. J. Ruddy, J. P. Langan, T. J. Snowden, E. S. Peck, Luther Keller, John Mulherin, Conrad Schroeder, J. B. Woolsey, Peter Stipp, Edward Fuller, George A. Brieger and Charles Rehner.

Seven members will constitute the committee on appeals and they will be elected from these nominees: John Culligan, Charles N. Lord, E. S. Williams, J. B. Doyle, John Wilson, Charles Rohrig, Reilly Becker, E. L. Merriman, T. F. Leonard. The interest in being taken in the coming election by the members of the exchange, and considerable speculation is rife as to who the association's next officers will be. During the past year the meetings of the association have been well attended and every month shows more marked enthusiasm regarding the exchange and its purposes.

Changes on Nineveh Branch.

The Delaware and Hudson Railroad company yesterday paid the men on the Nineveh branch. This included the large number of men in the construction gangs which for some time have been engaged in changing the grade of the road beyond Nineveh.

Work is being carried on from Tuscarora to Nineveh and the Windsor and East Windsor grades are being entirely done away with. The change in the grading will enable the company to carry a much heavier tonnage between these points. Day and night gangs are employed, and as a result the pay-roll for the men on the branch is monthly of large proportions. It is expected that work on the grade will be finished during the early spring.

Shipping Much Coal.

The New York, Ontario and Western Railroad company is daily transporting a far larger amount of coal from these districts than ever before in the road's history. During the past few weeks the tonnage has been especially heavy, and every day from three hundred and fifty to four hundred gondolas of black diamonds leave the city. Allowing from twenty-five to thirty tons for each of these, a mild approximate is secured of about ten thousand tons.

The coal is shipped direct to the Ontario docks at Oswego, Cornwall and Weehawken.

Today's D., L. & W. Board.

Today's D., L. and W. board is as follows: Monday, Dec. 17. 8 p. m.—M. J. Heenan. 10:50 p. m.—John Swartz. 11:30 p. m.—H. T. Fellows.

Tuesday, Dec. 18.

WILD CATS, EAST. 12:30 a. m.—J. J. Duffy. 2 a. m.—W. Hoar, with P. Gilligan's men. 4 a. m.—O. Randolph. 5 a. m.—R. Castner. 6 a. m.—O. W. Fitzgerald. 8 a. m.—G. W. Duno. 9 a. m.—J. A. Bush. 10 a. m.—J. Herby. 11:50 a. m.—H. Larkin. 1 p. m.—T. Nauman. 2 p. m.—M. Golden, with Warner's men. 4:45 p. m.—P. Cavanaugh. 4:45 p. m.—E. M. Halbert.

SUMMITS, ETC.

6 a. m., west—G. Froese. 9 a. m., west—W. H. Nichols. 12 o'clock noon—E. C. Morgan. 3 a. m., east—E. McAllister. 4 p. m., east—H. Gilligan. 4 p. m., east—H. Gilligan. 7 p. m., west from Cayuga—Melane. 7 p. m., west from Cayuga—Melane. 7 p. m., east from Newburg—E. Duffy. PULLER.

PUSHERS.

8 a. m.—Hooper. 11:50 a. m.—Mann. 2 p. m.—Murphy. 4 p. m.—S. O'Connor.

PASSENGER ENGINES.

7 a. m.—Gaffney. 7 a. m.—O. Cise. 7:50 p. m.—Mann. 7 p. m.—Magovern.

WILD CATS, WEST.

4 a. m.—J. O'Hara. 7 a. m.—J. Bartholomew. 9 a. m.—D. Walker, with P. Wall's men. 9 a. m.—W. L. Barry. 8 a. m.—G. W. Smith. 9 a. m.—H. Smith. 10 a. m.—J. E. Masters. 11 a. m.—C. Kingsley. 12 o'clock noon—T. Fitzpatrick. 1 p. m.—W. Kirby, with A. G. Hammit's men. 2 p. m.—J. Haberman. 2 p. m.—Magovern. 4 p. m.—J. H. McAnn. 5 p. m.—Barber. 6 p. m.—Barber.

NOTICE.

Breakman H. Matthews will go out on his own run with Conductor T. Donohue. 1 p. m. Wild Cat East, Dec. 17.

Instructions About Signals.

Division Superintendent Rine, of the Delaware, Lackawanna and Western railroad, yesterday issued a bulletin calling the attention of all Lackawanna trainmen to the book of rules issued by the company, containing instructions governing the use of automatic block and interlocking signals. The new rules went into effect Sunday and are to be strictly observed unless otherwise provided in time tables or special bulletins.

It supersedes the rule book of the Morris and Essex division dated July, 1894, and the New York, Lake Erie and Western railroad and Delaware, Lackawanna and Western railroad rules for grade crossings, issued in 1888. All engine men, firemen, conductors and brakemen are expected to obtain copies

of the new rules, read and study them and sign a receipt upon being given them. Supplies are kept at the offices of the trainmaster, general yard master's office and at the round house, and also at the general yard master's offices at Hallstead and Stroudsburg. The books contain full definitions of all the apparatus connected with the interlocking system, and are illustrated with colored plates, showing the block signals as they are set when indicating the various conditions. Numerous rules and special suggestions for the operation and maintenance of the signals plants are also contained.

This and That.

During the continuance of time table No. 4, Nicholson will be a regular stop for train No. 5.

Engine No. 339 was put out of the Dickson shops yesterday for the Delaware and Hudson Railroad company.

Henceforth when Lackawanna conductors set had order cars at Washington, they will be expected to make notation bills of why the car was set out, and the agent at Washington must be notified.

The bookkeepers' club will hold its first meeting since reorganization to-night in Guernsey hall, for the purpose of adopting by-laws and general rules to govern the association. The general work of the club for the ensuing year will also be outlined.

The Lackawanna made the last of its December pays Saturday when the trainmen received their month's wages.

Lackawanna engineers have been instructed that when taking water at the Court street stand pipe at Binghamton, not to move their engines away from the pipe until the water has all been drained out of the pipe, after the valve has been closed. These instructions were caused by the fact that the water at this pipe has been running on the ground and causing much damage to adjacent property.

HYOMEI



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DO NOT NEGLECT IT even if you are not afflicted with any respiratory disease.

IT KILLS THE GERMS which you constantly inhale on the street, in the cars, at the theatre, in church, or in your own home.

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You should use it to protect your family and friends from contracting your disease.

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