

## NEWS OF THE LABOR WORLD

NEW SWITCH ENGINES RECEIVED BY D. L. & W.

They Will Be Used in This City, Buffalo and Hoboken—The Board for Today—Superintendent Clarke Made His First Trip in His New Private Car—Comment About the N. Y., O. & W. in the Financial Papers—What They Think About Its Future.

The new switch engines now in use on the Lackawanna railroad, which were constructed by the Dickson Manufacturing company, are giving excellent satisfaction. A fine grade of anthracite is used for fuel. The motive power furnished by the pushers surpass anything heretofore in use here.

The cylinders are 19x24, and the engine has a 180-pound steam pressure, and weighs 120,000 pounds. They are of the 6-wheel connected type, without trucks, and have sloping tanks to enable the engineer to see the switchmen. The capacity of the tank is 3,500 gallons, and has a capacity of six tons of coal. The weight of the tank loaded is 74,000 pounds.

The firebox is 8 feet wide and 8 feet 6 inches long. The diameter of the boiler is 62 inches, and has 27 tubes.

The diameter of the driving wheels is 57 inches. The diameter of the main driving axle journals are sixteen inches. The engines are also equipped with air brakes, automatic couplers and all other modern appliances.

They are a new type of engine here and the fourteen to be built by the Dickson Manufacturing company will be used at Scranton, Hoboken and Buffalo. The additional freight and passenger engines are expected to arrive here from Schenectady some time in March. They are made from plans prepared at the company's draughting rooms in this city and contain features which will make the engines especially adapted to the uses of the Delaware, Lackawanna and Western company.

### Comment About the N. Y., O. & W.

The New York, Ontario and Western company continues to occupy a good deal of attention in financial circles. The New York Commercial says:

"There is no cession of the bullish argument as to Ontario and Western. The general sheet for the year ended Dec. 31 shows assets of \$86,657,858, as against the following liabilities: Stock, common, \$58,113,982; capital stock, preferred, \$5,000; funded debt, \$16,937,000; rentals due and accrued \$17,700; interest on funded debt due not presented, \$5,520; due for wages, \$145,710; due for supplies, \$57,338; due on open accounts, \$365,516; loans and bills payable: Bank loans, \$100,000; gold notes secured by first mortgage, Scranton Coal Company, \$2,450,000; gold notes secured by first mortgage, Elk Hill Coal and Iron Company, \$4,653,356. Total, \$86,657,858. The real merit of Ontario and Western as a standard stock, however, lies in the fact that it is the last remaining independent coal road in its territory, and for that reason is likely to be bought in by other interests."

The Philadelphia Stockholder prints the following:

"Strong interests are accumulating Ontario and Western on the theory that its position is to be greatly strengthened in the not far distant future. They argue that as it is the only independent hard coal line left, it is likely soon to be acquired by the big anthracite coal combine on very favorable terms. It seems highly improbable that the interests behind the big combination will leave the scheme uncompleted, when the inclusion of one more road is absolutely necessary for dominance of the trade. Net receipts of the Ontario and Western for the last half of 1900 decreased \$108,200. Last year's surplus was \$859,624, but insiders say that the current year's net balance will probably not exceed \$75,000, or about 1½ per cent. on the stock."

**D. L. & W. Board for Today.**

The Delaware, Lackawanna and Western board for today:

**MONDAY, FEBRUARY 18.**

Wild Cats, East—8 p. m. M. J. Hennigan; 10:30 p. m. T. McCarron.

**TUESDAY, FEBRUARY 19.**

Wild Cats, East—8 a. m. O. Kearney; 3 a. m. J. H. Swart; 4 a. m. H. Bishop; 5 a. m. O. W. Fitzgerald; 6 a. m. J. Costello; 8 a. m. J. J. Quinn; 8:30 a. m. Bartholomew; 10:30 a. m. F. Haller; 1:30 p. m. F. E. Stever; 4:30 p. m. A. F. Muller; 4:45 p. m. G. T. Staples; 6 p. m. J. H. McVann; 7 p. m. J. S. McDonald; 8 p. m. W. H. Nichols; 9 a. m. east. A. Engle, with Hugh Doherty; 1:30 p. m. east. From Sayings, Latimer, with E. McAllister's men; 1 p. m. G. W. Gardner.

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Again, Article XII, Rule 34: "Before commencing work and also after the firing of every blast the miners, workmen or drivers of carts shall stand under each basket or place to ascertain its condition and his laborer or assistant shall not go to the task of such basket or place until the miner has ascertained the same and found it to be safe."

The rules quoted guard in a particular manner against accidents from "falls of roof and coal" and if those who are said to be desired to remove them will do so, as to prevent such roof and sides from falling. And he shall not do any work or permit any work to be done under house or dangerous material, except for the purpose of securing the same."

**PHILLIPS HAS A PLAN.**

D. L. and W. Tracks Can Be Removed from Lackawanna Avenue.

Remedy That He Suggests.

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