

GENERAL NEWS SECTION

THE SCRAP HEAP.

The Mexican Railway and the Inter-oceanic of Mexico have decided to abolish the use of round trip tickets because so many of them get into the hands of scalpers.

On the New York, New Haven & Hartford an order has been issued forbidding the sale (by news dealers) of cigars and cigarettes in the passenger stations.

Along the line of the Pennsylvania Railroad west of Harrisburg there is a drought so severe that at 20 or more places temporary engines have had to be put in to pump water from streams to supply the locomotives.

The widow of Mr. S. M. Ga Nun, who was killed in the rear collision in the Fourth avenue tunnel, New York City, Jan. 8, 1902, has recovered a verdict of \$35,000 against the railroad company in the Supreme Court of New York. Mr. Ga Nun died 18 months after the collision. He was 51 years old and had an income of more than \$10,000 a year.

The report of Inspector Duval on a recent collision on the Grand Trunk at Eastwood, Ont., in which five persons were killed, is to the effect that it was caused by overwork on the part of the brakeman and conductor, both of whom had been on continuous duty for 32 hours. These men were responsible for not setting a switch after letting their train into the siding. Both men were killed in the collision.

A circular issued by the Transcontinental Passenger Association giving the results of the handling of the tickets sold in connection with the conventions of the Knights Templar and Odd Fellows at San Francisco in September, shows that 21,000 tickets were validated, representing a revenue to the railroads of at least \$1,050,000. The effective work of the bureau is shown in the statement that 120 tickets were confiscated by the joint agencies and 95 were confiscated on trains.

When the new power interlocking of the Long Island Railroad at Long Island City was put in use on Monday of last week the men who had been trained to handle the machine proved unable to carry out the movements with the necessary celerity, and trains were badly delayed for several days; and the company finally had to restore individual switch working, putting a man at each switch or crossover, as was the practice during the time that the interlocking was being put in. The new levermen had had six weeks' training, but when the test came they seemed, in the language of one of the officers of the road, to have "lost their confidence"; and, as the number of train movements at this terminal is very large, the slight delays occasioned by the men's inexperience soon amounted in the aggregate to hours, for many of the trains, and thousands of suburban passengers were compelled to take street cars to reach their homes. It appears that in addition to other difficulties it was found that the yard was insufficiently lighted at night. It was also found that switching movements could be facilitated by a few changes in schedules, and it is understood that these changes are to be made. This interlocking machine is the second largest in the world.

The New York Subway.

The principal items of news gathered by the New York City reporters concerning the subway during the past two weeks are, first, that the daily average of passengers carried (225,000) does not cause any appreciable decrease in the number of passengers during the rush hours on the elevated trains; and, second, that the increase of transportation facilities between the Brooklyn Bridge terminus and "up-town" has made the crush at the bridge about five o'clock in the evening worse than ever before. It is said that the average daily number of passengers carried on the elevated trains now is about one million. This is double the daily number carried a few years ago. The increase is accounted for partly by the extension of the line northward to Bronx Park, and partly by the increase in the carrying capacity in the trains since the adoption of electric motive power. Six-car trains have now been run for about two years, and within the last few weeks many seven-car trains have been run. The daily number of passengers now carried is said to be 75,000 less than before the opening of the subway, but, as before stated, this makes no appreciable diminution of the crowds during the heaviest hours morning and evening. It is now expected that the east side branch of the subway will be opened as far as the Harlem river on November 27.

Double Tracking the Siberian Railroad.

A press despatch from St. Petersburg this week says that the Emperor has approved the plan for double-tracking the railroad through Siberia, and that \$5,000,000 has been appropriated to begin the work. The newspapers express hearty approval and hope that the work will be begun at once, believing it to be one of the surest means of ending the war; which, in view of the magnitude of the railroad project, seems like a willingness to swap horses in the middle of the stream.

Pig Iron Production for October.

The *Iron Age* shows for October total pig iron production of 1,448,973 tons, as against 1,352,677 tons in September, 1,167,672 tons in August, and 1,106,297 tons in July. The October production of pig by the steel companies was 971,447 tons, which compares with 936,494 tons in September, 747,570 tons in August, 694,892 tons in July, and 788,822 tons in June. The number of stacks in blast on November 1 was 194, as against 190 on October 1, and the weekly capacity on November 1 was 334,249 tons, as against 319,946 tons on October 1.

Disastrous Collision at Azusa, Wyoming.

On the morning of November 12 a butting collision between westbound passenger train No. 3 and an eastbound freight, on the Union Pacific, a short distance west of Azusa, Wyo., resulted in the death of nine employees and four passengers and the injury of 10 or more other persons. It is said that the freight train had received an order to use 50 minutes on the time of the passenger train, and that the order delivered to the passenger train read 30 minutes.

New Stations on the B. & O.

The Baltimore & Ohio announces that its station buildings are going to be made more respectable. In the last seven years the

company has spent over a hundred millions in reducing grades, taking out curves and building freight terminals, and President Murray has decided that the time has come to improve the stations. An order has been issued for the building of 33 stations at places where box cars and old buildings are now being used. Much of this work will be done during the winter. Some larger station propositions, ranging from \$50,000 to \$100,000, are under contemplation for spring work.

American Forest Congress.

An American Forest Congress under the auspices of the American Forestry Association will meet in Washington, D. C., January 2, 3, 4, 5 and 6, 1905, for the purpose of advancing the conservative use of forest resources and to secure a united effort to perpetuate the forests of the country. The subjects to be considered are: "Relation of the Public Forest Lands to Irrigation, to Grazing and to Mining"; "Lumber Industry in the Forest," "Forestry in Relation to Railroad Supplies," "National Forest Policy," and "State Forest Policy." The President of the Congress is Hon. James Wilson, Secretary of Agriculture, and among the members of the Committee of Arrangements are Mr. Cassatt, President of the Pennsylvania; Mr. Elliott, President of the Northern Pacific, and Messrs. Pinchot, von Schrenk, and other officers of the Forestry Department at Washington. William L. Hall is Secretary, Atlantic building, Washington, D. C.

Fast Runs.

On Monday, November 14, westbound fast mail train No. 11 of the Pennsylvania Railroad was run from Harrisburg to Altoona, 132 miles, in 132 minutes. This train usually consists of three mail cars, weighing about 160 tons. An equally good run was made on September 19, so that that made this week is not a "record breaker," as has been said in the newspapers.

On Friday, November 11, a special train was run over the Pennsylvania Lines from Crestline, Ohio, to Fort Wayne, Ind., 131.4 miles, in 113 minutes, equal to 69.8 miles an hour. The train consisted of Atlantic type engine No. 7166, weighing, with tender, 163.5 tons, and three cars. From Crestline to Clarke Junction, 257.4 miles, the time was 245 minutes, making the rate of speed 63 miles an hour. Excluding stops it was 64.9 m.p.h.

Compulsory Block Signaling.

The railroad accident record for the year has been a bad one. Casualties have reached the appalling aggregate this year of 54,937, which is 6,000 greater than the losses from three days' fighting at Gettysburg. It is a record which is humiliating to railroad men whether officers or employees. The public will not lie back in impotence and consent to the repetition indefinitely of the record which the railroads have been making in the past few years. Last year the Interstate Commerce Commission made a recommendation to Congress that a law be passed compelling railroads to block signal their lines on a schedule of installments that would give them until 1909 to complete the work. The feeling among railroad managers to-day is that some action is certain to be taken at the next session of Congress. The attitude towards the agitation taken by rail-

road men is not always the same. Where railroads have not been equipped with the safety appliances which advanced practice calls for, the fault generally lies not with the manager but with his directors who have failed to act upon his best judgment. Some managers who deprecate the necessity of public intrusion in the administrative affairs of the railroad would be disposed favorably toward Congressional action because such action would give weight to their recommendations to their directorates.

Whenever the legislative body undertakes to prescribe formulæ of safety or enters specifically into the administrative affairs of a concern conducted under private auspices, there is always danger of mistakes being made. The policy of the government hitherto has been largely to lodge the responsibility for neglect against the corporation and leave it to its own devices in making proper precautions. Yet, it must be admitted that the law requiring automatic couplers and air-brakes on cars has worked well.—*Wall Street Journal*.

G. P. A. of a New Breed.

The Boston & Northern and the Old Colony street railroads of Massachusetts have combined in the establishment of a passenger agency, and the office of the passenger agent is at 309 Washington street, as big as life—that is to say, as imposing as the numerous passenger offices of the steam railroads which are to be found in that locality. The passenger agent is Mr. Robert H. Derrah, long known as an enterprising promoter of excursions, amusement resorts, and other things by which city and interurban electric railroads stimulate their business. Mr. Derrah was the first man to work up interest in trolley trips from Boston to New York, and he has done much to promote business at seashore resorts north and south of Boston. The railroads which he now represents extend from Nashua, N. H., to Newport, R. I.; they operate 800 miles and connect 22 cities which, with the intermediate towns, have a population of over two millions.

Rebates to the "Trusts."

The Interstate Commerce Commission, in an opinion by Commissioner Prouty, has given its decision on "Divisions of Joint Rates and Other Allowances to Terminal Railroads." This decision refers to terminal roads in or near Chicago connecting the plants of the International Harvester Company and the United States Steel Corporation (popularly known, respectively, as the Harvester Trust and the Steel Trust) with roads leading to all sections of the country. The Commission holds that it is unlawful for any carrier to grant excessive divisions of rates to another carrier owned by a shipper, for the purpose of securing the traffic of that shipper, and that to the extent such divisions of rates exceed a reasonable charge for the service performed they operate as a rebate for the benefit of the shipper, and constitute undue preference.

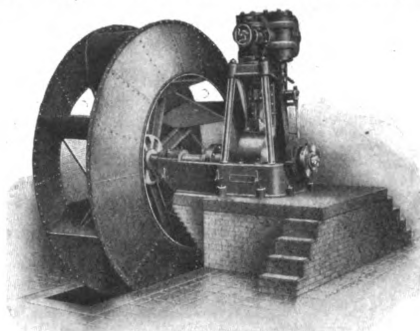
The International Harvester Company owns the capital stock of the Illinois Northern Railroad and a controlling interest in the Chicago, West Pullman & Southern. Until recently these terminal roads received a switching charge of \$1.00 to \$3.50 per car, but they now receive in many instances a division of the rate, which on lines reaching the Missouri River is 20 per cent., with the Missouri River division as the maximum. This amounts, on farm machinery, to \$12 a car as against the former maximum of \$3.50. A charge of \$3.50 per car by the Illinois Northern and of \$3.00 per car by the Chicago, West Pullman & Southern would be reasonable for these switching services, and charges

for such services in excess of those sums amount to unlawful preference in favor of the International Harvester Company.

The Chicago, Lake Shore & Eastern Railway Company, owned by the United States Steel Corporation, receives a division of 10 per cent. of the rate to the seaboard; 15 per cent. to Buffalo and Pittsburg, and 20 per cent. to the Missouri River. These divisions are found to be grossly excessive for the service rendered and to afford unlawful preference to the United States Steel Corporation, which owns and controls the Illinois Steel Company.

A New Type of Induced Draft Fan.

The accompanying illustration shows the latest type of fan wheel of the American Blower Company, Detroit, Mich. The spider is formed of angle irons which are much stronger than a double set of T arms, which is usually employed. Every blade is braced with bar iron braces from the outer rim to the center, which overcomes twisting. In the side of the fan housing is a deep cone which extends close to the hub. A special heavy cantilever arm carries the inner bearing, which is water-jacketed. The distance



from the end of the apex to the end of the projecting shaft seldom exceeds 1 ft. It is not always customary to make an extension of the base of the engine, as shown in the illustration. In some cases an I beam grillage is built into the brick foundation, the engine being set on top of the outer ends of these beams and anchored. Two large units of the character shown in the figure have been furnished the Wilkesbarre & Wyoming Valley Traction Company, Wilkesbarre, Pa., for induced draft in the power house. These wheels are encased in a three-quarter steel plate housing, the wheels being 11 ft. in diameter and driven by 12-in. x 10-in. vertical engines.

Railroads in Spain.

The traffic receipts of the different railroad companies for the year 1903 show a satisfactory improvement. The North of Spain and the Madrid-Zaragoza-Alicante companies, the two most important railroads in Spain, have increased their receipts by 20 per cent. since 1898; the South of Spain Company has increased its receipts 22 per cent.; the Caceres-Portugal Railroad, 33 per cent., and the "Andaluces" Company, 9.79 per cent. Steady progress is being made in improving the existing main lines; tracks are being doubled in the sections where the increasing traffic requires it, and the antiquated rolling stock is being replaced by modern cars and locomotives. During the year 1903, 155 miles of main line were opened for traffic. Negotiations are in progress for bringing into effect the agreement made by France and Spain in 1885 to build two new railroads through the Pyrenees. An international committee has been named to

study the several routes proposed. The most likely of these routes is from Ax-les-Thermes, in the Department of Ariège, across the high plateaux of the Cerdana, to Puigcerdá, Spain, and thence to a terminal at Ripoll, where a junction would be made with the present railroad line from Barcelona. The preliminary surveys for this route have already been made. Of the various laws passed during the last session of the Cortes, there was one relating to "secondary" railroads. These are intended to complete and develop the existing systems, and by passing through districts now comparatively unproductive will open them up to agricultural, mining, and industrial enterprise. The new law considers this class of railroads to be for the public good, and therefore exempts them, during the first few years of their working, from the usual tax on their passenger and freight traffic, and allows them, by special concession, to make use of any public works belonging to the State or other public bodies. The total length of track authorized is about 3,125 miles, which is to be divided into groups or systems of about 125 miles each. The State will guarantee during 20 years, commencing

on the first of the month following the inauguration of the line, a minimum interest of 4 per cent. per annum on the capital cost of the line, exclusive of the rolling stock. The maximum amount of capital that the State will guarantee interest on must not exceed \$7,140 per kilometer. The concessions for each of the various groups of these light railroads will be granted by the Government to the highest bidder at public "auction," which will be held in due time, but the provincial councils, or other local authorities, will have the first right to these concessions, on condition that such local authorities take over entirely or in part the

guaranty offered by the State.—*Consular Report*.

Anthracite Shipments for October.

The Philadelphia & Reading's shipments of anthracite coal for October were the largest ever made by the company in one month and were equal to 22½ per cent. of the total amount of anthracite coal sent to the market. The total tonnage of all railroads for the month was 5,131,542 tons as compared with 3,925,642 tons in October, 1903. The total shipments of anthracite for the first ten months of this year were 47,305,310 tons, as against 51,011,735 in the corresponding period of 1903. The *Wall Street Journal* gives the following table showing the percentages carried by the various railroads.

		Per ct. of shipments	
	Allotment.	June 30.	Oct. 31.
P. & R.	20.50	19.38	19.72
Lehigh Valley	15.65	16.49	16.52
C. R. R. of N. J.	11.70	12.64	12.66
D. L. & W.	13.35	16.08	16.22
D. & H.	9.60	9.95	9.22
Penna.	11.40	8.11	8.33
Erie	11.20	10.28	9.98
O. & W.	3.10	4.55	4.59
D. S. & S.	3.50	2.52	2.71

The New York State Barge Canal.

The Advisory Board of Engineers which was appointed to prepare estimates and specifications for improving the Erie, Oswego and Champlain canals has completed the specifications for the first six sections of the work, and bids will be advertised for as soon as the Attorney-General approves the form of bond to accompany the contracts.

The board consists of Colonel A. B. Fry, Chief Engineer in the United States Treasury service; Colonel A. T. Symons, United