

give a low grade cutoff and make 1 per cent the ruling grade on the line. This tunnel enters the hill immediately back of the power house about 1/2 mile from the Scranton terminal. It is 4,750 feet long and concrete has been largely used in its construction. The track will be gauntleted through the tunnel, and it is hoped to have it ready for operation in July. Although steam locomotives heretofore have been used for hauling freight trains, it is expected that the latest type of Westinghouse electric locomotives will be placed in this service as soon as the traffic is developed enough to require hauling trains of several cars. Convenient and modern local freight stations have been built at Scranton, Pittston and Wilkesbarre and many connections with mine tracks and steam railways may be made.

Telegraphing from a moving train was demonstrated to be possible some years ago by a series of tests made on trains running between Chicago and Milwaukee, but no practical use of the discovery followed. Another Chicago road has now accomplished the still more wonderful feat of transmitting messages to moving trains by wireless telegraphy; suggesting the possibility not only of conveying commercial intelligence to passengers en route, but also of preventing train collisions. With the block signal system supplemented with a wireless telegraph system, by which a train can be overtaken with a warning order at any point in its flight, appliances for the protection of travelers would seem to have reached the limit of possibility.

PRESIDENT ROOSEVELT FIRM FOR RATE REGULATION.

[FROM OUR WASHINGTON CORRESPONDENT.]

President Roosevelt professes to be unmoved by the flood of resolutions and communications which have been pouring into the White House, by mail and telegraph, protesting against any rate legislation. The abundance of this flood is credited to the diligence of the railroad interests, as much as to any sudden ebullition of popular sentiment. To state the matter frankly, President Roosevelt regards the demonstration as quite artificial, and is telling his friends and callers that the country is with him, and that his purpose is as strong as ever to secure an act to supervise the rate making operations of the railroads. "Phantom shippers' associations" is what the source of these resolutions is designated. It is maintained by the spokesmen of the administration that large sums of money are being employed, and a small army of men are active, in organizing alleged "business men's clubs" and "commercial associations," whose chief asset is an imposing stationary, and whose directors and officers are dummies or the paid employes of the interests opposed to legislation. That is the story told to Washington correspondents.

The President's consent to abandon his plan for an extra session—and it now appears that Congress will not be called until December—must not be interpreted as a weakening on the subject of the official purpose of the extra session, namely, this rate legislation. All suggestions and rumors to this effect are promptly denied at the White House. The President was moved to this concession by two reasons: In the first place, he is planning a tour through the southern states, and he is unwilling that there should be any interference with this trip, and in the second place he wished to accommodate men of his party who have elections on hand during the early part of November, and who can hardly attend to Congress and their political fences at the same time. He first consented to postpone the date of the extra session until November 13, which would bring it after the elections. Then it was shown that this would leave only two or three weeks before the time for the regular assembling, and, with the deliberate methods of Congress this little extra time would hardly help at all in expediting the subject. Accordingly, while it is not definitely settled, it is more than likely that it will be the first Monday in December when Congress gets together.

The clerical force of the Senate committee on interstate commerce promises to have the hearings printed on the 25th of this month at latest. It may be that the books will be ready a few days earlier. The index is practically complete, and it is now up to the government printing office. There is to be no digest of the testimony in this printed report. The two gentlemen designated by the committee to make the digest have not been able to settle the preliminaries, and the work is still not commenced. Mr. Newcomb thinks it will be prepared some time before fall. The digest is to be more for the edification of Congress than for the general public, and it will wait.

Eighteen-Hour New York-Chicago Service Inaugurated.

On June 11 the first 18-hour schedule between New York and Chicago was inaugurated by the Pennsylvania Railroad over a route reduced by strengthening of lines and the use of the North Philadelphia cutoff to 905 miles. This requires an average speed of 50.28 miles per hour, without deducting for nine full stops, consuming 39 minutes, and without allowance for reduced speed of the Jersey City ferriage, and means an average running speed of 54 miles per hour for the entire distance. The initial trips for this remarkable service were accomplished without difficulty, the train in each direction reaching destination about three minutes ahead of time. The condensed schedule for this service, which has cut down the Pennsylvania's New York-Chicago service by five hours, is as follows:

EASTWARD—NO. 28.		WESTWARD—NO. 29.	
Lv. Chicago	*2:45 p. m.	Lv. New York	†3:55 p. m.
Lv. Fort Wayne	*5:37 p. m.	Lv. N. Philadelphia	†5:41 p. m.
Ar. Pittsburg	*11:59 p. m.	Lv. Harrisburg	†7:40 p. m.
Ar. Pittsburg	†12:59 a. m.	Lv. Altoona	†10:10 p. m.
Lv. Pittsburg	†1:04 a. m.	Ar. Pittsburg	†12:30 a. m.
Ar. Altoona	†3:28 a. m.	Ar. Pittsburg	*11:30 p. m.
Ar. Harrisburg	†5:55 a. m.	Lv. Pittsburg	*11:35 p. m.
Ar. N. Philadelphia	†7:54 a. m.	Ar. Fort Wayne	*5:44 a. m.
Ar. New York	†9:45 a. m.	Ar. Chicago	*8:55 a. m.
*Central time. †Eastern time.			

In the test trial the 468 miles between Chicago and New York were covered in 440 minutes; 149 miles Chicago to Fort Wayne in 129 minutes; 131 miles Fort Wayne to Crestline in 115 minutes; 280 miles Chicago to Crestline, in 245 minutes. Newspaper men on the initial westbound train join in averring that on a stretch near Ada, O., the train covered 3 miles in 85 seconds, or at the incredible average of 127.3 miles per hour, but The Railway Age is unable to obtain any official confirmation of this story.

On June 13 the New York Central and Lake Shore route will also inaugurate an 18-hour service, cutting two hours off from its Twentieth Century Limited record, which was already unequalled. The distance is 960.60 miles, which will require an average of 53.36 miles an hour, without deductions for stops and slow-ups. As preliminary evidence that this run can be made without difficulty, the Lake Shore road on June 12 broke the record in the run of a special train carrying the general manager and other officers from Buffalo to Chicago, 525.4 miles, in 470 minutes, and on the return trip, on the 13th, the train covered the same distance in 453 minutes. The following is a detailed official statement of this remarkable run: "Train left Chicago, 6:50 a. m., arrived Elkhart, Ind., 8:22; left Elkhart 8:24, arrived Toledo, O., 10:18; left Toledo 10:20, arrived Cleveland 11:51; left Cleveland 11:53, arrived Buffalo 2:23. The run of 101 miles from Chicago to Elkhart was made in 92 minutes, an average speed of 65.87 miles per hour. This included 15 miles of comparatively slow running out of Chicago on account of terminal crossings, etc. The run from Elkhart to Toledo, 133.4 miles, was made in 114 minutes, an average speed of 69.9 miles per hour. The run from Toledo to Cleveland, 108 miles, was made in 91 minutes, an average speed of 71.2 miles per hour. From Cleveland to Buffalo, 183 miles, took 150 minutes, or an average speed of 73.2 miles per hour. The dead time was 9 minutes, 2 minutes each at Elkhart, Toledo and Cleveland and 3 minutes east of Dunkirk, making the average speed, including dead time, 69.53 miles per hour, or, taking out the dead time, the actual running averaged 70.94 miles per hour. The actual time between Chicago and Buffalo was 7 hours and 33 minutes, the distance run by this train being 525.4 miles. At the same rate of speed, had the train continued from Buffalo to New York, it would have made the time in 13 hours and 53 minutes from Chicago to New York."