

River points, and at Nashville and Memphis, to southern points, without additional charge. The commission holds that the carriers' rates on reconsignments of hay from warehouses in East Saint Louis to points south of the Ohio River, amounting to 2 cents more than their proportional rate from East Saint Louis on through shipments, are unjust and unreasonable, and that complainant is entitled to reparation.

New York-Chicago Speed Contest.

The Vanderbilt and Pennsylvania Lines have entered upon a speed war between Chicago and New York which has resulted in the announcement of 18-hour trains each way on both lines. The announcement of the proposed establishment on June 18 of a 19-hour schedule, eastbound, between Chicago and New York for the Twentieth Century Limited was followed by notice from the Pennsylvania of 18-hour trains both ways, beginning on June 11. The Lake Shore announced that its train would leave Chicago at 1:30 p. m., instead of at 12:30, arriving at New York at 9:30 a. m., as heretofore. It was announced that the Pennsylvania Special would leave Chicago at 2:45 p. m., arriving at New York at 9:45 a. m., the next morning, leaving New York at 3:55 p. m., and arriving at Chicago at 8:55 a. m.

The Pennsylvania's announcement led to a meeting of the chief operating and traffic officials of the New York Central Lines in New York on June 6, at which time it was decided to meet the Pennsylvania's move, beginning on June 18, by running the Twentieth Century Limited both ways on an 18-hour schedule. The train will leave Chicago at 2:30 p. m. and arrive at New York at 9:30 next morning, and will leave New York at 3:30 p. m. and reach Chicago at 3:30 a. m. The Lake Shore Limited, which leaves Chicago at 5:30 p. m. will be given a 23-hour, instead of a 24-hour schedule, arriving at New York at 5:30 p. m. The other Pennsylvania changes are as follows: Manhattan Limited to leave Chicago at 11 a. m., instead of 1 p. m., and arrive in New York at 1:00 p. m., instead of at 3:00 p. m., reducing the running time from 25 to 24 hours; the Pennsylvania Limited to leave Chicago at 5:30 p. m., instead of 6:00 p. m. and arrive at New York at 5:30 p. m., instead of 6:00 p. m., with a running time of 23 hours, as at present.

The test between the Twentieth Century Limited and the Pennsylvania Special will be watched with interest because of the great speed involved and because it affords a comparison of the difficulties which each road must surmount in maintaining the fastest long-distance runs in the world. The mileage of the Pennsylvania since the completion of the Trenton cut-off is about 898 miles, as against the Lake Shore mileage of 985 miles. The Pennsylvania's advantage is offset, however, at least to some extent, by its heavy grades. The tracks of both roads are in excellent condition. A similar contest between these roads was begun in July, 1902, when the Pennsylvania established a 20-hour train, but this train was taken off late in the fall because of traffic congestion. On June 5 the Pennsylvania made a trial run from New York to Chicago in 17 hours.

Telephone System on the San Antonio Road.—The San Antonio & Aransas Pass is experimenting with a telephone system which will utilize the present telegraph wires. Installation has been made between San Antonio and Yoakum, Tex., a distance of 120 miles.

Passenger Travel by Local Freight Abolished.—The Erie has issued orders that paying passengers shall no longer be carried upon the local freight trains between Lima and Marion, O. This order went into effect in April, and is reported to be the end on the Erie of a custom once very common, that is, of combining local passenger and freight service.

Convention Rate Competition.—Competition for the business of transporting the Modern Woodmen to their convention at Milwaukee on June 16 has resulted in numerous cuts in the rates from western territory. The Illinois Central has named a rate of \$5 for the round trip from Missouri River points to Chicago, a total trip of about 1,000 miles, and is assembling equipment at Omaha, Sioux Falls and Sioux City to accommodate the crowds which it is expected

will take advantage of the rate. The fear has been expressed that Colorado rates will be demoralized.

Sleeping Car Companies as Common Carriers.—The Pullman Company, replying to a complaint filed with the Kansas railroad commission alleging excessive rates, asserts that the Pullman Company is not a common carrier and is not under the jurisdiction of the state railroad commission.

Traffic Delays in Oklahoma.—The rise of waters of the Canadian River in Oklahoma Territory has again interfered somewhat with traffic in that region. The loss of 22 bents in the Rock Island bridge at Minco interrupted traffic on that line for a time, but the falling of the river before last year's damage was duplicated made it possible to repair the structure.

Free Transportation Lists.—The Indiana railroad commission has made an order requiring railway companies to furnish lists showing all free transportation outstanding on June 1, with the names of those receiving it. The new railroad commission law makes no provision for reports on free transportation, and it is doubted whether the railways will comply with the order.

Minneapolis to Be Great Northern's Freight Terminus.—It is stated that the Great Northern has decided that hereafter all freight trains will be made and broken up at Minneapolis instead of at Saint Paul, the freight destined to Saint Paul being hauled to that city by transfer engines. Under present arrangements, freight trains are taken through Minneapolis to Saint Paul, involving unnecessary mileage for many of the crews and for much of the equipment.

Attorney General Answers Inquiry of the Georgia Commission.—Asked by the Georgia commission to express an official opinion as to whether the commission could legally enforce on manufactured products between two points within the state, one rate for manufacturers and another for shippers, with the purpose of stimulating the establishment of factories, the attorney general of that state has declared that such action would be illegal discrimination between persons.

Philadelphia & Reading Dining Service.—The Reading announces that in connection with the Central of New Jersey it will operate dining car service between Philadelphia and New York, serving a la carte breakfast on the 7 and 8 a. m. trains, a la carte lunch on the 12 and 1 p. m. trains, and a table d'hote dinner, at \$1, on the 5 and 6 p. m. trains each way daily, except Sunday, beginning June 12. These trains cover the 90 miles between Philadelphia and Jersey City in from 1 hour and 48 minutes to 2 hours and 18 minutes, most of them at the former figure.

Texas Railway Returns.—The following statement, as from the Texas Railroad Commission, is sent from Austin: "A summary of the income from operation of Texas railroads for nine months ending on March 31, 1905, shows the income from operation over expenses of \$15,016,649, as compared with \$13,454,815 for the nine months ending on March 31, 1904. This shows a net increase for the nine months ending on March 31, 1905, of \$1,561,832, or 11.62 per cent increase. The expense of operation for nine months ending on March 31, 1905, was \$40,241,166, as compared with \$41,176,642 for the corresponding nine months ending on March 31, 1904. This shows a decrease in cost of operation for the nine months of \$935,475.

Witnesses Before the Senate Commerce Committee.—A Washington correspondent writes: "The expense account of the Senate committee on interstate commerce is a marvel. For six weeks this committee was in session, and approximately 150 witnesses were examined, and yet the fees for attendance amounted to only \$832.90. The committee offered to pay the actual traveling expenses of the witnesses, including their railroad fare, Pullman fare and meals en route, and \$3 a day while here. At last accounts only seven witnesses put in their bills, being J. H. Call of Los Angeles, Cal., \$221; W. Z. Ripley of Boston, \$54; E. P. Vining of Nebraska, \$99.50; Joseph Bartels, \$99; E. P. Bacon of Milwaukee, \$111; H. R. Fuller, \$36.90, and W. A. Hover of Colorado, \$155."

Irrigation Tour of Senate and House Committees.—The Senate and House committees on irrigation left Chicago on June 1 in two Pullman cars over the Rock Island for a specially arranged tour of investigation of the various irrigation projects in the West. The schedule as arranged by Mr. E. O. McCormick, assistant traffic director of the Harriman Lines, provided that the party should be in care of the Rock Island to El Paso, Tex., whence they proceeded over the Southern Pacific to Phoenix, Ariz., and there visited the Roosevelt dam. Thence they will proceed via the Southern Pacific to Yuma, Ariz., Los Angeles, San Francisco and Red Bluff, Cal. From the latter point they will return to Sacramento and go east over the Southern Pacific to Hazen, Nev.,