

new Union passenger station was inspected. Some of the members of the party also visited Springfield, Mo., where the shop methods and the scrap reclamation plant of the St. Louis & San Francisco were studied.

Proposed New Produce Terminals for Chicago

The Produce Terminal Corporation, a subsidiary of the Chicago Junction Railway, has prepared comprehensive plans for a large produce terminal to be located just west of the Union Stock Yards, Chicago, on the property of the Chicago Junction. The tentative plans provide for the handling of all incoming and outgoing fruit and produce, both L. C. L. shipments and car-load lots. The main building is to be an eight-story storage plant centrally located, of which the first and second floors, respectively, will be devoted to the handling of outgoing and incoming L. C. L. freight, from which point it is to be distributed to the numerous rows of stores. This central building will have a capacity of 350 cars.

Team tracks are provided for freight in carload lots. These tracks will have a total combined capacity of approximately 500 cars, and are arranged in two separate locations. The proposed general produce freight yards will be located south of the team tracks and buildings and will have a capacity of 10,000 cars. A large dock house for handling water shipments is to be located at the east end of the yard and a central power station at the west end. The administration building is to be near Thirty-ninth street and facing Ashland avenue. According to plans the Chicago Junction, which connects directly with every trunk line entering Chicago, will serve the entire terminal. This arrangement, it is thought, will be much more convenient and economical than the present arrangement on South Water street, where the produce must all enter by two roads, and much of it must also be transported across the river. It is the present congestion on South Water street which has led the commission men to seek a new location.

It is planned that work on this project will be begun about March 15, 1915. The officers of the Produce Terminal Corporation are: President, J. A. Spoor, chairman of the board of the Union Stock Yard & Transit Company, and of the Chicago Junction Railway; vice-president, Arthur G. Leonard, president of the Union Stock Yard & Transit Company; secretary, Anderson Pace, formerly industrial commissioner of the Chicago Association of Commerce; treasurer, Halsey E. Poronto, vice-president, of the Union Stock Yard & Transit Company, and the Chicago Junction Railway. It is estimated that the total ultimate cost of the entire terminal, including land and buildings, will approximate \$20,000,000.

The Atchison, Topeka & Santa Fe is also considering plans for a similar terminal to be located between Fourteenth and Twenty-second streets, and west of State street.

Proposed Railway Legislation

Committees of the Utah legislature have held several hearings on a proposed bill to create a public utilities commission for the state.

A bill has been introduced in the legislature of Missouri repealing the present law prescribing a passenger fare of two cents a mile and fixing the maximum at 2½ cents a mile.

A bill has been introduced in the Washington legislature, as a substitute for the train-crew law, to give the state public service commission power to regulate the number of train employees.

Senator Harris of the Illinois legislature has announced that he will introduce a bill providing for a referendum vote on the question of increasing the state passenger fare from 2 to 2½ cents a mile.

The lower House of Congress on Monday of this week refused to take up the bill to require separate accommodations for negroes on cars in the District of Columbia; and this action is understood to have killed the bill for the present session.

The Senate committee of the West Virginia legislature has made unfavorable reports both on the full-crew bill and the railway "experience" bill; but the bill to require high-power headlights was returned to the Senate with a report approving it.

A bill has been introduced in Congress this week to compel railroads to base interstate passenger fares on the rates charged

for intrastate passengers; requiring them to make interstate rates not exceeding the combination of intrastate rates over the same route.

A bill before the legislature of Alabama proposes to reduce the rates charged by the railroads for excess baggage, the present rate of one-sixth the passenger fare being reduced to one-eighth the fare. There is a clause also requiring baggage to be stored free, at destination, for 48 hours.

The Michigan legislature has adopted resolutions calling on the state railroad commission to express to the legislature its views in the matter of proposed increases in passenger fares, and to inform the legislature as to the correctness of certain statistics placed before it by the railroads.

The bill before the legislature of South Carolina designed to limit the length of freight trains to fifty cars, which was noticed in the *Railway Age Gazette*, February 12 page 268, was killed in the Senate last week, following a discussion lasting several hours, by a vote of 24 to 15. The Merchants' Exchange of Charleston had presented a strong protest against the bill.

In West Virginia a newspaper published in the interest of colored citizens in the Norfolk & Western coal field, has protested against two bills now before the legislature, a "full-crew" bill, and a so-called "experience" bill; claiming that the enactment of such laws will lead to the displacement of porters on trains and be followed by reductions of wages of negro employees.

Operating officers of the railroads in Indiana appeared before a committee of the Indiana legislature last week at a hearing on the bill to prohibit the running of freight trains more than half a mile in length. They stated that if the bill became a law the railroad companies would be forced to spend millions of dollars in Indiana to provide for new locomotives and additional facilities.

The lower House of the Kansas legislature has passed a bill to authorize the Colorado, Kansas & Oklahoma Railroad, a 50-mile line running between Scott City and Winona, Kan., to charge passengers five cents a mile. The bill aroused a lively controversy in the House; but western Kansas representatives asserted that the railroad would have to go out of business if not allowed an increase in rates.

A bill in the Texas legislature, introduced by Senator Dawin, provides for placing all interurban railways under the regulative authority of the State Railroad Commission. Substantially all companies of this character in the state have appeared before the Senate committee and offered strong opposition to the proposed law, and the committee made an adverse report. There is, however, a minority who will bring the measure before the full Senate.

The legislature of North Carolina has before it a bill to require all railroad employees to pass an examination on signals, and other matters connected with their duties, a catechism of 223 questions. Hearings have been held by a joint committee of the Senate and the House. It is said that the purpose of the bill is to make it possible to tie the hands of the railroad companies in case of a strike of trainmen. Not only the railroad companies but some railroad employees have appeared in opposition to the bill.

The first railroad bill to be put to a vote in the house of the Missouri legislature is a bill to require railroads to construct car sheds at their various terminals. This bill escaped defeat on February 20, it is reported, only by a vote to lay the bill on the informal calendar. Immediately afterward the house refused to take up a headlight bill as a special order.

The Oregon legislature has under consideration a bill to change the manner of electing members of the State Railroad Commission. The members are now chosen from the state at large, but by the proposed law would be selected from different congressional districts. The bill has already passed the lower House. The present commission has the reputation of having been free from sectional prejudices or leanings, and its rulings have never been disapproved by the courts. Candidates from the eastern part of the state—the part which appears to feel that it has been neglected—are already appearing.

Three bills presented in the legislature of Connecticut call for a reduction in the price of mileage tickets from 2¼ cents a mile