

liquidation between now and July first, will be approximately \$25,000,000, as stated in our testimony before your committee. There is a vast difference between cash received from liquidation before July first and amount of goods liquidated, which are sold for part cash and part on long time.

#### LIVE STOCK FOR SPAIN VIA MOBILE

A movement of horses and mules for Barcelona, Spain, through the port of Mobile is to be made in the S.S. "Atlantier Havet" handled by Page & Jones. There has been a movement of horses and mules from this country to Barcelona but this is the first shipment through the port of Mobile. The stock is being bought at St. Louis and vicinity and the fodder for the animals is also coming from the St. Louis territory.

#### RAILROAD-STEAMSHIP CONTRACTS

President H. E. Byram, of the Chicago, Milwaukee & St. Paul, commenting on the order of the Shipping Board that his line and the Great Northern abrogate agreements with Japanese steamship lines, said that, although the inclination of the St. Paul road was to disregard the order, the board did not require an answer until July 1.

"More than three months intervene between now and the date set for an answer," he said. "That is plenty of time in which to consider the situation at length. We shall make no announcement until shortly before that date."

### Personal Notes

George W. Cole, formerly with the traffic department of the Lehigh Portland Cement Co., at Chicago, has been appointed traffic manager for the Sandusky Cement Co., at Cleveland.

Frank H. Standifer has been appointed general agent for the Louisville & Nashville, at Sheffield, Ala.

George W. Oliver, railroad analyst, has become affiliated with Arthur Anderson & Co., certified public accountants, Chicago. He will have charge of their railroad department.

W. T. Hudson has been appointed manager of the newly organized traffic bureau of the Credit Clearing House, at New York.

J. K. More, formerly associated with the Corporation Commission of Oklahoma, has been elected secretary-manager of the Oklahoma Traffic Association, Oklahoma City, succeeding H. D. Driscoll, who resigned to enter the practice of law, at Oklahoma City.

C. H. Easum, traffic manager for the Mississippi Lime & Material Co., formerly with the Illinois Central, died at his home in Alton, Ill., March 3.

W. M. Penick has been appointed assistant general freight agent for the Illinois Central, northern and western lines, at Chicago.

William Haywood has been appointed general freight agent for the Illinois Central, Yazoo & Mississippi Valley and Chicago, Memphis & Gulf railroads, at Chicago.

E. W. Owen has been appointed traffic manager for the southern Cypress Manufacturers' Association, at New Orleans, succeeding E. W. McKay, who was promoted to secretary-manager.

H. R. Myers has been appointed traveling freight and passenger agent for the Illinois Central, at Jackson, Tenn., succeeding O. F. Redd, who has been transferred to Baton Rouge, La.

### DOINGS OF THE TRAFFIC CLUBS

A moving picture entitled "The Lost Million," illustrating waste resulting from improper packing and handling of freight, was shown to the members of the Traffic Club of Chicago and the Chicago Shippers' Conference Association, March 7. T. A. Ward, of New York, made a short talk. The annual election of officers of the Traffic Club of Chicago will take place March 28. J. A. Brough, traffic manager for the Crane Company, has been nominated for president.

William Sproule, president of the Southern Pacific System, will speak on the subject of "The Present Phenomena of High Costs," before the Pacific Traffic Association, March 7, at the Commercial Club, San Francisco. W. R. Alberger, vice-president and general manager of the San Francisco & Oakland Terminal Railroad, will speak on "Goat Island as a Railroad Terminal, and Some Interesting Facts on Street Railroadings."

Captain St. Clair Streett, of the Aviation Corps, U. S. Army, gave an interesting lecture on aviation, accompanied by motion pictures, before the York, Pennsylvania, Traffic Club, at the high school auditorium, March 9.

John S. Fisher, commissioner of banking, Pennsylvania, and Lafayette P. Temple of Baltimore, were the speakers at the in-

augural meeting of the Traffic Club of Philadelphia, held at the Bellevue-Stratford Hotel, March 13.

R. A. Davis has been elected secretary of the Railway Traffic Club, of Springfield, Ill., succeeding M. C. Lauterbach.

The Philatra Traffic Association of Philadelphia, an organization composed of traffic managers and directors, has elected the following officers: President, C. J. McGinty; vice-president, William C. Ewing; secretaries, J. J. Coburn, Jr., and C. J. Rasbold; financial secretary, E. Schneeweiss; representatives, D. W. Seitzinger, George Wolf, J. A. Fulton, C. H. Wolf, and George Dallison.

Frank T. Riley, freight agent for the Michigan Central, has been elected president of a new traffic organization, founded in Jackson, Michigan, March 6, to be known as the Jackson Transportation Club. Other officers are as follows: vice-president, J. J. Lynch, traffic manager, Hayes Wheel Co.; secretary, J. C. Graham, traffic manager, Chamber of Commerce; treasurer, W. R. Klien, chief clerk, Michigan Central; directors, G. B. Hunt, general freight & passenger agent, Michigan United Railways Co.; Warren Zerby, traffic manager, Earl Motors, Inc.; M. S. Hatch, ticket agent, Michigan Central. The new club has 75 members.

R. S. Binkerd, assistant to the chairman of the Association of Railway Executives, was the speaker at the open forum meeting of the Traffic Club of the Cincinnati Chamber of Commerce, held at the Sinton Hotel, March 10. His subject was, "Bringing the Railroad Situation Back to Normal."

The following officers were elected by the Transportation Club of Peoria at its annual meeting, held at the Jefferson Hotel, February 28: President, G. I. Sweney; vice-presidents, N. M. Love and O. F. Becker; secretary-treasurer, O. B. Eddy; directors, G. A. Smith, B. C. Fitton, E. M. Jones, F. B. Martin, J. F. Hobin.

### COMMISSION ORDERS

The Commercial Traffic Managers of Philadelphia were permitted to intervene in No. 6606, supplemental application of Southern Pacific Company, under the provisions of section 5 of the act to regulate commerce as amended by the Panama Canal act, in connection with its ownership of Atlantic Steamship Lines.

The New Orleans Joint Traffic Bureau was permitted to intervene in No. 13410, Texas Chamber of Commerce et al. vs. Abilene & Southern et al.

The Commission has amended its order, entered July 25, 1921, in No. 9922, Lake Charles Rice Milling Co. vs. Abilene & Northern et al., by changing the tenth paragraph to read as follows:

It is further ordered, That said defendants, according as they participate in the transportation, be, and they are hereby, notified and required to establish, on or before November 15, 1921, upon notice to this Commission, and to the general public by not less than 30 days' filing and posting in the manner prescribed in section 6 of the interstate commerce act, and thereafter to maintain and apply to the transportation of rice bran, in carloads, from Lake Charles, La., to points in Texas, rates which do not exceed by more than 4 cents the contemporaneous rates from Orange, Tex., to the same destinations, increased as authorized in Increased Rates, 1920, 58 I. C. C., 220.

The Omaha Hay Exchange has been permitted to intervene in No. 13237, Kansas City Hay Dealers' Association vs. A. T. & S. F. et al.

Upon petition to the Commission, the Western Stoneware Company has received permission to intervene in No. 13277, American Clay Products Co. vs. P. R. R. et al.

The Little Rock Grain Exchange was permitted to intervene in No. 13406, Corporation Commission of Oklahoma vs. Arkansas Railroad et al.

The complaint in No. 12158, Frye & Co. vs. Great Northern et al., has been amended by making the Southern Pacific Company an additional party defendant.

The Commission has denied defendants' petition for rehearing in I. and S. No. 1303, rates to, from and between points south of the Ohio River, including the Mississippi Valley, relating to the portion of the Commission's report in Part I of that proceeding, 64 I. C. C. 107, 134, which read as follows:

The present first class rate from New York to St. Louis is \$1.84. Applying the proposed differential on first class from New York over the \$2 rate approved from Virginia cities to Memphis will result in a rate of \$2.25 from New York to Memphis. The disparity on other classes will be relatively greater. Where a proportionately greater spread, Memphis over St. Louis, than herein found proper on first class will result because of a disparity in percentage relationship of the classes, and where reasonable necessity therefor exists carload commodity rates should be established from eastern territory and Virginia cities to the Memphis group in harmony with the rates from the same points to St. Louis, on the same commodities, whether the latter are commodity or class rates. Similar adjustments should be made to the other Mississippi Valley groups.