

Lafayette, 3.78 miles. It has not yet been decided whether a third rail or an overhead trolley will be used. President Trumbull is quoted as follows, in the Denver Republican:

We have had such a plan under consideration for some three years and it has been the subject of much consideration and study and we have come to the conclusion that if such electric lines are profitable to other companies they will be to us. There has been considerable talk about other companies invading our territory with electric lines and we believe that if these lines can be profitable to them, they can be to us. Aside from this we are simply protecting our interests. The New York New Haven & Hartford has gone extensively into trolley lines successfully and so has the New York Central. We are following the policy of the latter road. It organized a separate company to secure electric trackage rights over the New York Central and that is exactly what the new company will do over the Colorado & Southern. Other railroads have successfully carried out this scheme and we are confident of equal success. Our incorporation papers will cover the right to secure a franchise for terminals in Denver and to operate on Denver streets. This latter plan is not contemplated in the immediate future. Our present plans embrace the electric line first between Denver and Boulder and then between Denver and Idaho Springs. This will be followed by electric lines to Louisville, Lafayette and Longmont and perhaps the construction of some lines around Denver and the northern section of the state. The estimates furnished us show that the work can be done cheaply. All we have to do is to put up the poles and string the wires, if we use the trolley system, and secure the desired cars. We expect to do both a freight and passenger business and we will be enabled to operate into the Union depot and other central sections of Denver over the Colorado & Southern. The same facilities are open to us in other towns.

**Railway Club Papers.**—The Society of Railway Club Secretaries has issued its annual list of papers and subjects discussed by the various railway clubs throughout the country during the year ended May 31, 1904.

**Drinking Water Served to Erie Passengers.**—The Erie will hereafter require its colored porters in the day coaches of all through trains to pass through the cars at stated intervals and serve iced spring water to passengers.

**Railway Movements on Puget Sound.**—Extensive purchases of tideland and dock property at Tacoma and Seattle, Wash., are reported, and the papers of those cities are confident that these movements mean the prospective entrance of another great railway from the East, presumably, it is thought, the Chicago Milwaukee & St. Paul.

**Interurban Mileage Books.**—It is stated that 18 interurban roads in Ohio have completed their plans for the issuance of interchangeable coupon tickets good on the roads represented in the agreement. The coupon books contain \$12 worth of 5-cent tickets and sell for \$10 a book. Each road will redeem all coupons from its books accepted from passengers by other roads.

**Warehouse Storage Charges.**—The Illinois Central will hereafter assess warehouse storage charges at points north of Cairo on all freight remaining in the depots over 48 hours at the rate of 5 cents for each ton, or fraction of a ton, in less than carload lots, for every 24 hours after the 48 hours of free storage has passed. The rule has already been in force at points south of Cairo.

**East Boston Tunnel.**—The great tunnel for electric cars under the waters of Boston Harbor, commenced in May, 1900, will be put into operation in October next. In addition to the regular street car fare of five cents, passengers will pay a toll of one cent, which is the present charge on the ferries. This toll money will be turned over to the city to apply to the interest on the tunnel bonds.

**Pennsylvania System May Use "Denver Plan" of Freight Claim Settlements.**—A special committee has been appointed to investigate the "Denver Plan" of freight claim settlements and after the investigation has been completed a conference will be held with the general accounting and traffic officers of all Pennsylvania and affiliated lines, after which those officers will determine whether or not the plan will be adopted and put into effect.

**Texas Commission to Take Up Rice Rates.**—At the request of the rice growers of Texas, the commission of that state has served notice that on September 1 rice rates will be considered with the view of reducing the rates on rough and clean rice as well as rice by-products between points throughout Texas to a basis that will place the mills of Texas on a more even footing with those of New Orleans. The through interstate rate on rough rice from all points in Texas to New Orleans is 20 cents, while the rate to points in Texas is 15 cents, leaving but a difference of 5 cents in favor of

the Texas miller, an advantage which it is claimed is not sufficient to offset the disadvantages of location.

**Mexican Railway Electrification.**—A number of engineers, Mexican, American and English, have been investigating the proposition to convert the line of the Mexican Railway from the City of Mexico to Vera Cruz into an electric road, and are stated to have made a report recommending the change. Two power plants are planned which will be run by water from the mountains. The proposition is said to have been referred to the London officials for action.

**Georgia Commission Takes Up Reply of Roads.**—On September 7 the Georgia Railroad Commission met to consider the reply of the railroads, published in The Railway Age of September 2, in which they refused to reduce interstate rates in accordance with the commission's request. On September 10 the commission adjourned to reassemble for another study of the situation on September 13. September 16 is the last day given the roads to comply with the order of the commission.

**Canadian Pacific Steamship Line.**—The Canadian Pacific has established a regular steamer line between Seattle, Wash., and Victoria, B. C., and has notified transcontinental lines that all tickets issued between those points in connection with their steamer between Victoria and Vancouver and their rail line should read by Canadian Pacific Steamship Line instead of Puget Sound Navigation Company or other line; and tickets between Vancouver and Victoria should read Canadian Pacific Steamship Line instead of Canadian Pacific Navigation Company.

**Western Traffic Officials Meet.**—The vice-presidents in charge of traffic of the western roads held a meeting on September 13 at which the question of demoralization in rates from the eastern seaboard to Missouri River points was considered. Mr. A. C. Bird of the Gould lines will arrange for the meeting of a committee in New York to go over the question of absorptions by the gulf steamship lines and their connections, with the purpose of limiting the territory to which Atlantic coast rates can be made to apply on Missouri River business.

**Central & Western Association of Car Service Officers.**—The meeting of this association, which was scheduled for September 15 at Saint Louis, has been postponed until Tuesday, October 11. The meeting will be devoted to a discussion of the reports of committees on "Car Service," "Per Diem," "Tonnage," "Office Methods and Accounting," "Tracing Carloads and Less than Carloads" and "General Transportation Topics." W. E. Beecham, car accountant C. M. & St. P., Chicago, is secretary of the association. The meeting will be held in the Union Station.

**An Automatic Brake on the Interborough.**—Announcement is made that the Interborough Rapid Transit Company will soon install a new automatic brake on all elevated trains. This brake is being placed on all subway trains and is a safety device in addition to the automatic stop provided by the signaling system, illustrated in our issue of June 17. The motorman is required to keep his hand on the controller lever all the time, else the power is shut off and the air brake set, which arrangement is intended to lessen the danger from a lapse of attention by the motorman due to sudden death, falling asleep or other causes.

**Electricity and a New Era.**—The important steps now being taken by leading steam railroads of this country towards electrifying their lines is plainly the beginning of a new era in transportation. The mobility of transportation energy is truly indicated by this departure. It is less than 100 years since Congress made an appropriation to build the Cumberland wagon road, and in 1808 the secretary of the treasury recommended the building of a system of roads between New England and the South and the Atlantic Coast and the Mississippi River. Less than 80 years ago the Erie Canal was completed.—The Wall Street Journal.

**Train Robbery in Manitoba.**—The Canadian Pacific's westbound transcontinental express was held up by four masked men on the evening of September 10, near Mission Junction, Man. The fireman was compelled to uncouple the mail and express car and the engineer was forced to run it ahead for several miles. The express messenger opened the car door after being threatened that he would be blown up with dynamite. He was compelled to force open the safe, the mail clerks were made to open the mail car, and after securing considerable booty in gold dust and registered mail the robbers ordered the engineer to run the cars some miles further, when the unwelcome passengers took to the woods and escaped.—The Rock Island passenger train which left Chicago at 6:05 p. m. on September 12, was held up at midnight, near Letts, Ia., by five masked men, who dynamited the baggage and express cars, blew open the safe and escaped.