

GENERAL NEWS SECTION

NOTES.

The enginehouse of the Buffalo, Rochester & Pittsburgh, at Rochester, N. Y., was destroyed by fire on August 24, and 14 locomotives were badly damaged. The fire started from the explosion of a crude-oil apparatus used in firing up engines.

A press despatch from Atlanta dated August 21, says that the Governor of Georgia has suspended from office Railroad Commissioner Joseph M. Brown and appointed in his place A. G. McLendon. The order cites the law authorizing the Governor to take such action but gives no reason for the suspension.

In the United States District Court at Minneapolis, August 23, the Chicago, St. Paul, Minneapolis & Omaha was fined \$20,000 and its former General Freight Agent, H. M. Pearce, \$2,000 for granting rebates to the Spencer Grain Company. The jury in this case returned a verdict of guilty on April 11.

A press despatch from Omaha says that on account of the scarcity of help, the Union Pacific has had to greatly curtail work in its coal mines and is buying coal in Illinois for which it pays \$1 a ton. The estimated cost of this coal after carrying it to Utah is \$8 a ton. The Southern Pacific has ordered coal from Australia. Japanese miners in Wyoming are drawing as high as \$170 a month.

The railroads of Missouri have notified the Attorney General of that state that henceforth they will carry 150 lbs. of baggage free for each first-class passenger. It appears that under the new law recently passed, the railroads were allowed to charge for the transportation of all baggage over 100 lbs. for each passenger, but the Attorney General has induced the roads to restore the old arrangement.

The Board of Conciliation appointed to adjust the controversy between the Grand Trunk Railway and its locomotive engineers, reports that a settlement has been reached and an agreement signed for three years from Aug. 1, 1907, giving a substantial increase of wages. This is the second important dispute between the Grand Trunk and its employees which has been settled under the Canadian industrial disputes act.

The Chicago, Burlington & Quincy has issued a circular announcing that all lands and buildings owned by the company and occupied by others must be paid for at a reasonable rental. It appears that the Burlington, like some other roads, has granted the use of its property at many places to shippers and others at nominal rentals. Henceforth applications for leases must be referred to an executive officer of the company.

Complaint has been made to the New York State Public Service Commission at Albany of the Pullman parlor car fare between Buffalo and New York, which is \$2, having been advanced from \$1.50. The complainant says that between Chicago and Minneapolis, about the same distance, the charge is only \$1. He also calls attention to the fact that in Wisconsin the Legislature has passed a law requiring upper berths in sleeping cars to be kept closed when not actually occupied.

The New York State Shippers' Protective Association, consisting of about 100 shippers in the central part of the state, has asked the Public Service Commission to require the railroads to give them adequate service and proper treatment. They want suitable cars to carry perishable products in the winter; want a full supply of cars at all times; want all agents to give through rates; want damage claims settled promptly, and want the railroad to be as fair to them as to itself in fixing demurrage charges.

The Wisconsin State Railroad Commission, deciding a complaint made by Nicholas Streveler, holds that the Marathon County Railroad, known as a "logging road," is a common carrier. In some cases passengers were carried free, as were many less-than-carload lots of lumber. The company published no tariff. The road is owned by the Connor Lumber Co., of Marshfield, and W. D. Connor, Lieutenant-Governor and chairman of the Republican State Central Committee, is its chief owner. The Commission held that the rates on lumber were extortionate and ordered them reduced from \$5 and \$7 a car to \$3.50 and \$4.50 a car; and, finally, "The carload business is

charged with the additional expense of conducting the less-than-carload and passenger business, which is unlawful, inequitable and socially and economically parasitic."

The Chicago, Milwaukee & St. Paul has appealed to the Circuit Court of Dane county from the Wisconsin Railroad Commission's order directing the company to place its terminal facilities at the disposal of a competing road. The state institute for the blind, a mile and a half south of Janesville on the Milwaukee road, wanted the St. Paul to switch to the sidetracks at the institution cars from the North-Western road; and the Commission, despite vigorous protest by the company, held that one road must switch the cars of another at a reasonable switching charge.

The Grave Danger from Tramps.

The startling explosion of nitroglycerine by a tramp ejected from a freight train at Ridgway, Pa., will alarm every traveler and every train hand. There is grave neglect in this matter by the state. The tramp is always a trespasser. He is most of the time a criminal. Every ride he steals is theft. There is not a county in the state along the main line of any leading railroad where the country roads are safe to women. Yet the state does nothing to suppress this chronic piracy. It shifts on railroad corporations the public duty of keeping the peace. There is no more justice in this than for a city to make a householder police his front door and back yard. Train hands go in peril of life. Every state should meet this by a state police and make every mile of track secure. Men at their honest work ought not to have to put up a fight for life, as train hands daily do. The mere increase of property value due to safety would pay for such a state police.—*Philadelphia Press*.

On the Baltimore & Ohio last year there were 2,617 arrests for "ride stealing," most of which were followed by no punishment. The 900 vagrants arrested for trespassing on the Pennsylvania Railroad last year constituted but a small proportion of the total number constantly traveling over the road. In a single recent month 300 tramps were arrested by Pennsylvania Railroad police. A representative of that road says: What is going to be done about it? The railroads are willing to do their part in the way of furnishing police if they can have some assurance that offenders will be properly punished after they are arrested. Strict vagrancy laws strictly enforced will provide a remedy. Small localities can ill afford to bear the expense of keeping in prison a tramp that happens to drop off a passing railroad train. It is largely this matter of expense that prevents vagrants from being punished. If the state would undertake the punishment of vagrants, town and county officers would much more readily co-operate with railroads in putting an end to the really serious state of affairs.

Railroad Building in the Lewiston, Idaho, District.

An era of competition for the immense grain traffic of the Pacific Northwest has begun in the Lewiston, Idaho, country, the result of which may make Lewiston one of the most important inland railroad centers west of the Rockies. The Union Pacific, it is said, has the route for a line through the Rocky mountains from Butte, Mont., via Lewiston to the Pacific coast located. From Lewiston east to Kootenai the line has been surveyed for a year and is ready for construction. It has been decided to run the line up the Selway fork, through the Nez Perces pass and thence to Butte.

The Oregon, Washington & Idaho, building from Lewiston to Riparia, Wash., is to be finished in a few months; the officials say the line is to be opened January 1. This line, being built jointly by the Northern Pacific and the Oregon Railroad & Navigation Co., will connect with the latter's road at Riparia, giving a direct, all-rail route from Lewiston to Portland. Work is under way on a line for the Oregon Railroad & Navigation Co. along the upper Snake river, and work on the Lewiston end is to begin this fall. The line is projected from Huntington to Lewiston, connecting at that place with the new Riparia line and thus on to Portland. The probable intention of the company is to route both freight and passenger traffic over the new line, thus avoiding the heavy grades and sharp curves over the Blue mountains, beside getting a water grade to the coast.

The Chicago & North-Western is reported to be planning to reach

Puget Sound via the Lewiston country waterways by building an extension via St. Anthony, Idaho. Though permanent surveys have not been made, it is understood that the line will pass down the Salmon, Snake and Columbia rivers to the sound.

Another railroad, the Chicago, Burlington & Quincy, has for several years planned to take advantage of the easy water grade via the Lewiston district to reach coast terminals. The road now reaches Billings, Mont., and the proposed extension will probably be down the Middle Fork and Clearwater rivers to Lewiston.

The proposed electric lines to be built include the Lewiston & Southeastern, which will open up the country from Lewiston south-east to Grangeville. Work is to be begun within 90 days and will be rushed to completion.

The Spokane & Inland Empire is building an electric line from Spokane south to Lewiston, 115 miles, with a parallel line on the west leaving the first line at Spring Valley Junction, Wash., to a connection with the same line at Moscow, 65 miles. The east line has been finished to Moscow, 50 miles south of Spring Valley Junction, and the west line to Colfax, 36 miles south of the junction. Early next year the remaining link is to be built. The line will carry large quantities of grain through Lewiston that now pass through Spokane, and through a traffic arrangement furnish an entrance for the Canadian Pacific into Lewiston.

A third interurban line is to enter Lewiston from the southwest, being projected from Walla Walla, Wash., by way of Pomeroy. Construction may begin next year.

The project of the government to open the Columbia river to navigation by building a canal around Celilo rapids, the only portion of the entire distance between Lewiston and the coast that is not navigable, for which large sums of money have been appropriated, is likely to come within the next decade.

Union Pacific Gasolene Motor Test.

As an endurance test, on August 22, Union Pacific motor car No. 12 was run from Omaha to Denver in 16 hrs. 34 min., running as the second section of No. 1, the Overland Limited, Omaha to Julesburg. The running time of the regular Denver fast train is 17 hrs. 15 min. The distance run was 570 miles, making the speed of the motor about $34\frac{1}{2}$ miles an hour, a very satisfactory long distance test. The motor cars now in service at Denver have been making 172 miles a day, and have been on time constantly. The company is building 18 additional cars.

A Railroad Journey from Peking to Hankow.

The Peking-Hankow Railroad from Peking to Hankow, opened at the beginning of this year, is 800 miles long and passes through continuous plains of rice fields, stretching as far as the eye can reach on either side of the railroad. Generally the water is pumped up by hand from the river to the highest level and then led down in bamboo pipes to the various terraces on which the rice is growing.

About half way on the journey the train crosses the Yellow river on a bridge a mile and a quarter long. The train proceeds at a very slow speed, as the oscillation is considerable and the Chinese engineers do not like accidents, for the road is owned and operated by the government, and heads would be likely to fly off if anything happened through carelessness. The oscillation when the first passenger train went over was so great that some of its occupants became uneasy. Herbert Brewster, a New Yorker who made the initial trip, said that he went out on the platform of the rear car and found the chief engineer of the road standing by with a life belt in his hand, but no accident occurred. This was fortunate, as there were no more life belts on the train.

There is a daily express train from Hankow to Peking, and vice versa, which makes the journey in three days. Passengers have to eat their meals and sleep each night in Chinese inns, with primitive accommodations. In addition to the express service there is a train de luxe composed of sleeping and dining cars, which performs the journey in 36 hours, for which there is a supplementary charge of \$13 gold beyond the \$20 ordinary fare. It leaves Hankow at 11 p.m. on Saturdays, arrives in Peking at 11 a.m. Mondays, and returns at 11 p.m. Wednesdays, arriving at Hankow at 11 a.m. on Friday. Already this train has paid so well that a bi-weekly service will be run next season.

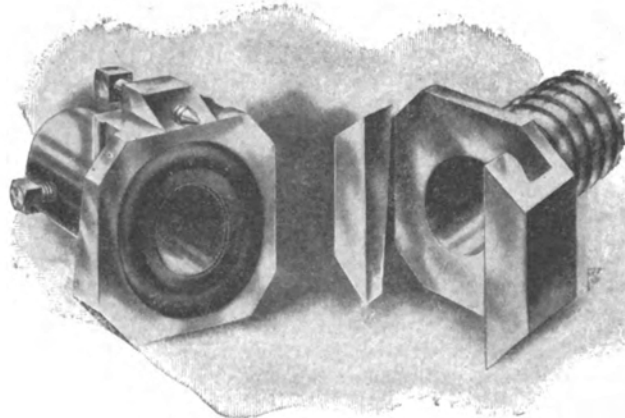
There are no arrangements for checking baggage in China, and the scene at Hankow on the open platform, dimly lighted with Chinese lanterns, just before the departure of the Peking train on Saturday night, puts an ordinary bridge crush in the shade. The Chinese have taken kindly to railroad travel and crowd every train, their enthusiasm being due in large measure to the number of free passes issued. As it is a government road, all officials of high and low degree are entitled to passes. Only foreigners and poor Chinese coolies appear to pay their fares. At stations three or four Chinese bands, composed chiefly of horns, cymbals and drums, mingle ear-

soothing strains with the voices of hundreds of Chinamen all talking at once. When a Mandarin travels on the train this performance is gone through at each stop made during the night as well as the day. Baggage is placed in a closed car and guarded by an armed Chinese watchman. As people are allowed to board the car at each station, and haul out any package they may want, it is just as well to give the watchman a quarter and indicate one's own baggage. The government warns all travelers that it takes no risk.

The sleeping cars on the train de luxe are similar to those in use in Europe, and are divided into two and four berth compartments. Chinese boys make up the berths, and an Italian conductor has charge of the train. Chinamen fill the diner all day long, eat and drink everything in sight, then smoke their long pipes filled with some soul destroying weed while the American passengers eat their meals. Frantic demands that the Chinamen should be made to smoke in the baggage car fall unheeded on the ears of the conductor of the diner. He is a guileless heathen Chinese. The strong odor of garlic and decayed seaweed mingled with the smoke of the quaint Chinese tobacco makes a subtle perfume, and puts one next to the people at once, as a Boston man described it.—*New York Times*.

The "American" Tender Hose Coupling.

The "American" tender hose coupling shown herewith is a gravity coupling, based on the wedge principle, a single straight movement only being required in coupling and uncoupling, without the



The "American" Tender Hose Coupling.

aid of any tool. It is claimed that it is perfectly tight at all times, automatically adjusts itself to changes in temperature, and vibrations tend to tighten it; that it does not leak under the most severe conditions. It is guaranteed to carry water or oil between engine and tender without waste. It is durable and there is little or no wear, except on the gaskets. The couplings are made to fit $2\frac{1}{2}$ -in., 3-in. and $3\frac{1}{2}$ -in. hose. They are in use on a number of roads. The American Coupling Co., St. Louis, Mo., is the maker.

Roadbed of Salt for the Western Pacific.

At a point about 120 miles west of Salt Lake City on the new line of the Western Pacific is a great area of salt beds eight miles wide and 40 miles long. Immediately west of Salt Lake City, the line of the road skirts the southern end of the Great Salt lake, crossing it at one point for a distance of six miles. At milepost 80 it enters the Great American Desert and for the next stretch of nearly 40 miles crosses a vast sea of alkali, gleaming in dazzling whiteness in all directions. Near the western end of the desert lie the salt beds where the previous whiteness of the landscape changes to a glaring sparkle of the salt crystals. So closely are these crystals packed together that they form a strong roadbed for the railroad. In building the line this hard level surface required no ballasting and no blasting; track-laying was a simple and rapid operation. In placing telegraph poles, however, it was necessary to blast out the salt, whose rock-like hardness made it impossible to dig down the required eight feet. This distance of eight feet for the telegraph poles is the deepest bore which has so far been made in the deposit, so that its true depth is not yet known. With no greater depth than this the commercial value of this salt deposit, which is said to be 95 per cent. pure, is very large. There is a theory that this deposit drains underground to the Great Salt lake. This is borne out by the fact that salt beds are 27 ft. higher than the lake, with the slope toward the lake. More than this, the salt deposit contains moisture, for ties and telegraph poles imbedded in it become moist to a point four or five inches above the surface. This also argues