

together with all payments by the railroads to the holders of the securities in the shape of dividends, interest or "rights."

An order has been issued by the Interstate Commerce Commission, effective Jan. 1, requiring all railroads to standardize the position of the couplers on all cars. This was part of the commission's act in its laws requiring a standard of all safety appliances. In many instances fatalities have resulted on account of the coupling of cars from one road not being in the same position as cars on another.

The Pullman Company is effecting a change in the designs of doors on all of its coaches which are now entering, or will enter, the new station of the Pennsylvania R. R. in New York City. The platforms of this station are on a level with the floors of the cars, this necessitating the shortening of the doors which now extend below the level of the vestibule platforms.

The program for the regular meeting of the Railway Club of Pittsburg, at the Fort Pitt hotel, Friday, Nov. 25, included a paper by E. D. Dreyfus, of the Westinghouse Machine Co., on "Pertinent Features Relating to Gas Power."

Annual Dinner of the Railway Business Association.

The annual dinner of the Railway Business Association was held at the Waldorf-Astoria hotel, in New York, Nov. 22, with about 800 present. Railroad presidents and other officials, prominent financiers, manufacturers, publishers, editors, lawyers, public service commissioners and many others interested in railway affairs were seated at the tables. Speeches were made by Martin A. Knapp, chairman of the Interstate Commerce Commission; Daniel Willard, president of the Baltimore & Ohio R. R.; John Clafin, of the H. B. Clafin Company, and Thomas A. Daly, of "The Catholic Standard and Times," the writer of "Dago" poems. George A. Post, president of the association, was toastmaster. There were numerous parodies on popular songs, written by Paul West, that were sung by all present. President Post introduced as the first speaker President Willard, of the Baltimore & Ohio, whose

pany; O. P. Letchworth, president of the Pratt & Letchworth Company, and A. M. Kittredge, president of the Barney & Smith Car Company; and treasurer, Charles A. Moore, president of Manning, Maxwell & Moore, Inc.

Passenger Station for the C., M. & P. S. Ry. at Missoula, Mont.

The Chicago, Milwaukee & Puget Sound Ry. is building at Missoula, Mont., a modern style of passenger station. The building was designed by the bridge and building department under Mr. C. F. Loweth, engineer and superintendent of bridges and buildings, and Mr. J. A. Lindstrand, architect, and is being erected by contract.

The exterior presents a pleasing appearance, with its two towers as a mark of special distinction, the high tower to give prominence and the low one to tone down or graduate the general effect. The color scheme of the exterior has been taken care of by selecting such materials as will produce desirable contrasts in the buildings themselves and with their surroundings.

The base, to a height of 5 ft. above the platform, is of reinforced concrete, which harmonizes with the heavy belt courses and other stone trimmings, all of which are of buff Bedford stone. Above the base the exterior walls are of mottled cream-colored pressed brick, and the roofs of red Spanish tile. The cornice overhead is just enough to well protect, but not dwarf, the appearance of the buildings.

The station consists of two detached buildings, a main building 44 by 94 ft., and two stories high, and a baggage and express annex 28 by 76 ft., one story high. The first floor of the main building contains a large general waiting room, smoking room, ticket office, women's rest room, men and women's toilet rooms, tower entrance vestibule, and rear hall and stairway leading to the second floor.

The second floor will contain offices for the division superintendent, superintendent's clerks, trainmaster, roadmaster, telegraph and telephone department, division engineer, bridge and building department, division freight and passenger agents, store room for records and toilets. The baggage and express annex, in addition to ample baggage and express rooms, contains a battery room and the steam heating plant.

The first floor of the main building is of rein-

forced concrete construction finished with Akron red and black tile, laid with wide joints of black cement mortar. The waiting rooms will have beamed ceilings and high paneled wooden wainscoting. All interior trim will be of fir neatly moulded and stained mission finish, with hardwood settees, etc., to harmonize.

The lighting will be by both gas and electricity, and so arranged that a maximum, minimum or in-

000,000 annually, cannot face a collapse of business without grave apprehension. Unless there is a change in a short time this immense aggregation, sustaining many great industrial communities, will be where it was two years ago, with all the consequent ramification of privation and suffering.

We earnestly hope that the commission in giving its decision will indicate with all possible clearness a purpose of considering the needs of a the railways in the broadest spirit. Such a decision would,

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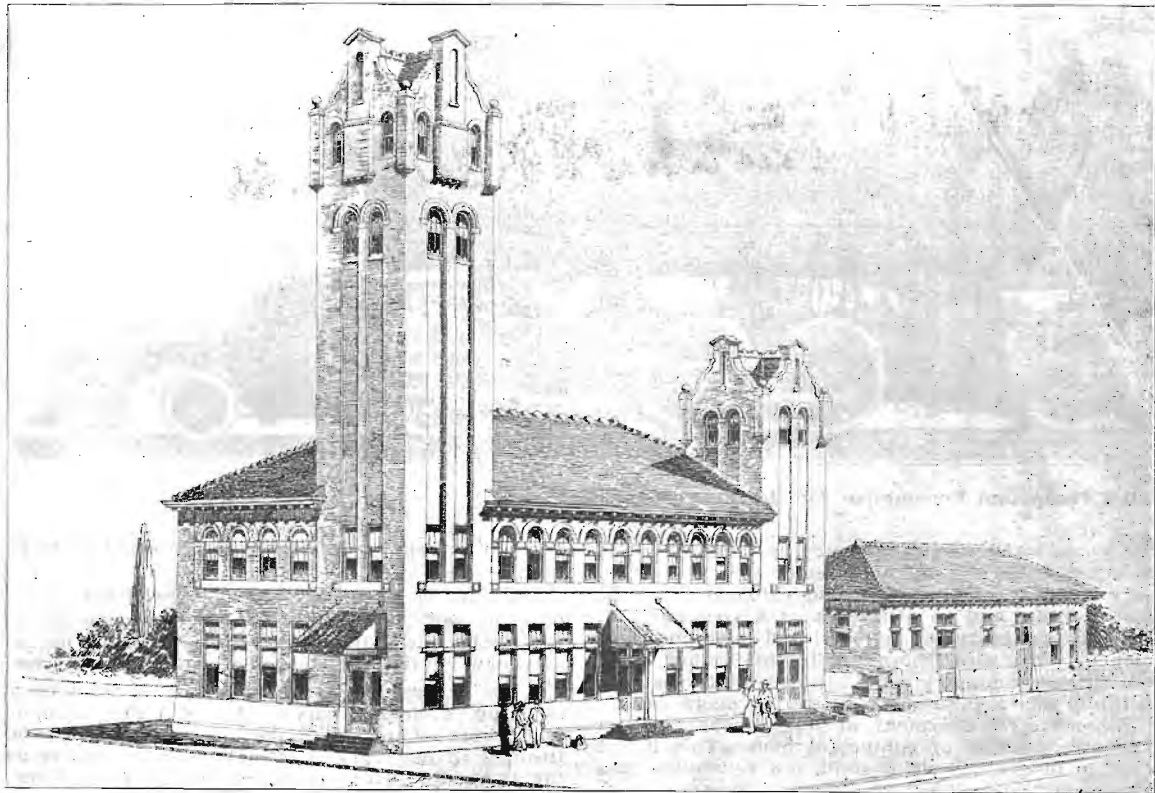
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New Passenger Station, Chicago, Milwaukee & St. Paul Ry., at Missoula, Mont.

intermediate amount of light can be had for all rooms of the first story. There will be both combination and ceiling light fixtures controlled by switches. The exterior lights placed on the under side of the cornice brackets are intended for platform lighting and are controlled by switches from the ticket office.

Messrs. Olson & Johnson, of Missoula, are the contractors.

we believe, enable our railways to finance the enormous improvements which must be made if the traffic of the country is to be carried efficiently and safely.

The merchants want, of course, the best rate they can get for the transportation they use, but recently many of them seem to be thinking more about the quality of service and more about the prosperity of the railways and allied industries and less about the rate. We believe this is the broad, American view, and it should be the aim of our