

IMPORTANT CHANGES

Several Amendments to the Interstate Commerce Law Recommended. Provisions for its Enforcement Insufficient—Payment of Commissions and Ticket Brokerage Should Be Abolished.

WASHINGTON, Dec. 8.—The annual report of the Interstate-commerce Commission was sent to Congress to-day. The commissioners recommend a number of amendments to the law. The first is that there be added to Section 3 the provision recommended in the second annual report of the commission—that the facilities to be afforded by a common carrier shall include the due and reasonable receiving, forwarding and delivery by every such carrier, at the request of another common carrier, of through traffic at through rates. Second, an amendment to Section 10, removing ambiguities in language, and making the criminal remedies clearly applicable to a corporation when a common carrier, as well as its officers and agents. A further amendment is also indispensable, the commission says, in part of this section, providing for the service of criminal process on corporations and bringing them under the jurisdiction of the courts. It also repeats recommendations contained in previous reports, making clear the obligation of witnesses to attend before the commission in obedience to subpoenas, regardless of the boundaries of judicial districts; for the free transportation of persons injured in railroad accidents; prohibiting the commission from being one railroad company to ticket agents of another for passenger transportation; abolishing the ticket brokerage, and regulating the payment of commission for the sale of cars of private companies or individuals. The commission also recommends a change in Section 20, so as to enable it to obtain reports from the commission as desired, and to call for reports from companies owning connecting or terminal facilities, or rolling stock, or floating equipment used by common carriers, and from companies or carrying agencies doing a transportation business in connection with common carriers subject to the act. The commission suggests that the commission obtain direct evidence from parties who, by means of participation in illegal acts, have such knowledge of the particulars of the transactions as to be able to testify to them in invariably very great, and circumstantial evidence must in many cases constitute the chief reliance. The commission suggests an amendment to the law to meet this defect.

The Chicago Habeas Corpus Cases. CHICAGO, Dec. 8.—Before deciding the Commission case, Judge Graham, this morning, said he preferred to hear argument on the petition for habeas corpus filed by James C. Peasley, treasurer and vice-president of the Chicago, Burlington & Quincy railway, which was presented on Saturday. In the Commission case it was contended that the Board of Trade could not be compelled to answer questions propounded by the grand jury relative to a violation of the interstate-commerce law. An additional question was raised in the Peasley case. It is claimed that the investigation is directed against the officers of the Burlington, and that Peasley, as such, would incriminate himself by giving any evidence. He was ordered by Judge Blinn to produce the books and papers, and for failing to do so he was fined \$500 and committed. It was argued on the question as to whether the man can be compelled to produce documentary evidence as well as to answer questions that the court was desirous of hearing.

At the close of the arguments the court said he would consider the two cases together, and he expected to decide them about Wednesday morning. "I will do nothing else until I have disposed of this matter," said the judge. "In view of the fifth amendment," continued the court, "a man cannot be compelled to accuse himself. Indeed, I think if the fifth amendment had never been passed, the courts in this country and in England would not punish a man for refusing to give testimony against himself." As the case of the Peasley features, the court said he would like to have the propositions of both sides in writing by to-morrow morning, and then he would decide the matter as soon as possible.

C. W. M. Sold to the Union Pacific. EVANSVILLE, Ind., Dec. 8.—The Journal prints a special dispatch from New York to-day, announcing the sale of the Cincinnati, Wabash & Michigan railroad, by the Mackey interest, to the Big Four syndicate. It says that the matter has been kept very quiet for reasons best known to the parties to the contract, and that the sale is publicly known by the election of Mr. Ingalls as president of the C. W. M. and the return of Mr. Scamman as general manager. It is understood that Mr. Mackey and his associates have made a handsome gain on the sale of the road. Much of the profit accrues to this city.

No Receiver for the Union Pacific. BOSTON, Dec. 8.—The following cable has been sent from the Union Pacific office to the London bankers: "There is no truth in rumors about a receivership. On the contrary, the Union Pacific's affairs are assuming much better shape. By agreement with the Pacific coast, and Pierpont Morgan, will call a meeting of the presidents of the roads west of Chicago and St. Louis on the 15th instant, which will lead to a complete restoration of the Union Pacific." The floating debt will be easily taken care of until met by sale of bonds.

American Trains the Fastest. For years an impression has prevailed that on European roads a higher speed is attained with trains than on American roads. This is a mistake. Of late years much faster runs have been made on American roads than on any European road, and as a rule the express trains on the leading roads in this country are scheduled faster than abroad. Within the last year the Journal has published records of fast runs in this country, which were shown to be correct by the train-sheets, where seventy miles an hour has been attained, and in one case where a speed of seventy-two miles an hour was reached. The tendency is still to a higher speed with what are known as the fast trains. A recent issue of the London Daily News admits that the American roads are now in the lead as to speed. The News prints some interesting statistics of international railway speed, and the figures are in some respects surprising. It says:

The Americans, as a go-ahead people, carry their national characteristics into the pace of their locomotives, which probably on occasions are the fastest on record. Their ordinary rate is forty-two miles an hour, but the power of making up for lost time is their chief asset. The driver (engineer), and under favorable circumstances he has been known to push to seventy miles an hour. Average express speed—if the term be allowable—is about the same as the American, but when the spur is applied they race at a mile a minute, and have reached sixty miles an hour, or even more. This rate is also occasionally obtained on the French lines, but the character of the French lines speed is limited not by the capacity of the engine, but is the subject of state ordinance. The French lines are fixed differently for different lines. The P. L. R., for instance, are limited to fifty-five miles an hour as a maximum. The Germans are economical of speed. Forty miles an hour would be considered very rapid, and under no conditions are they allowed to exceed this. Russia, the speed is also laid down arbitrarily, and the variation is that the driver is permitted to increase the ordinary speed by an acceleration of 10 per cent. in case of emergency. The same rule holds good on the railway systems of Austria and Hungary. The Italian maximum speed is fixed at 40.

Railway Earnings for November. The Louisville, New Albany & Chicago road earned in November \$231,881, increase over the corresponding month of 1899, \$28,757. The increase of the first eleven months of the present year was \$196,594. As new equipment is beginning to arrive the in-

crease will be even more satisfactory, it is thought, for months to come. The Mackey lines, the E. & T. H., the P. & O., the D. & E., and the L. & S. roads earned last month \$235,115; increase this year, \$36,183. The Wabash makes a bad exhibit for November, earnings \$1,076,000, a decrease as compared with November, 1899, of \$63,840. The coal roads are showing up nicely for November. The Ohio Southern, a decrease in its earnings this year a little over \$1,673. The Columbus & Hocking Valley shows an increase of \$46,652.

The earnings of the Indianapolis, Decatur & Western for November exceeded those of the corresponding month last year by \$8,100.47, which is a remarkable increase for roads 153 miles in length. The passenger earnings of the Lake Erie & Western last month exceeded those of November, 1899, by \$7,876.

Personal, Local and General Notes. Joseph Ramsey, jr., assistant to President Ingalls, will be in the city to-day. The forces in the shops on the Mackey lines are being reduced about one-third. The Chicago & Eastern Illinois is unable to secure the right of way by purchase or gratuitously for its St. Louis extension, has commenced condemnation of the right of way needed.

The president's meeting, called for to-day, has been postponed until to-morrow, President Ingalls telegraphing yesterday morning that it would be impossible for him to be here before Wednesday.

Stations at Mansfield, of the Indianapolis & Vincennes road, received a telegram last evening stating that the men were again at work in all the coal mines, and yesterday 114 car-loads were shipped from the several mines.

The Pennsylvania Company is preparing plans for a new station at Urbana, O., the cost of which is not to exceed \$10,000. The yards at Lima are to be enlarged. When completed the company will have seven miles of side-track at that point.

Indianapolis lines will be fully represented at the meetings which are to be held in Chicago and St. Louis. Passenger and freight men leaving last night are at present. It is expected the freight meetings will continue until Thursday afternoon.

Train 18 on the Big Four, between St. Louis and Indianapolis, is now scheduled to run forty-two miles an hour, steps to be deducted, and there are quite a number, as all trains must stop at county-seats in running through Illinois, and also at railroad crossings.

Mr. J. Pierpont Morgan has sent a telegraphic invitation to the presidents of all roads in Chicago to meet at his house in New York on the 15th inst., for the purpose of discussing the railroad situation, with a view of renewing the "presidents' agreement."

M. E. Ingalls has been elected president and Norman Beckley general manager of the Cincinnati, Wabash & Michigan road. The understanding is that the Big Four have only secured D. J. Mackey as president in the road, but also that of the Lake Shore, each owning one-third of the property.

It is 341 miles from Cincinnati to St. Louis on the Big Four lines, yet the latter makes the run two minutes the quickest; but the Ohio & Mississippi is fast getting its road in such condition that it will be safe to run trains over it as fast as do its competitors.

The story that the Baltimore & Ohio intends entering Chicago over the tracks of the Chicago & North Western Pacific Railway Company was confirmed yesterday. Superintendent Dickinson, of the Baltimore & Ohio, made a positive statement to that effect to the City Council committee on wharfs and public grounds.

The Western Passenger Association is again stirred up over a report to the effect that the Chicago & Alton and Santa Fe railroads are getting an agreement to operate the Chicago-Missouri railway by allowing a commission of \$3 per ticket to agents at New York, in violation of the agreement. Chairman Finley will be asked to investigate.

Assistant General Manager Barnard, of the Big Four, says the shops of the company are so inadequate to do the work that on occasion to reduce the force or the number of working hours. Every department is worked to its fullest capacity, and the company is obliged to contract with outside manufacturers to keep its equipment up to standard.

The ticket-brokers of St. Paul, whose holding of nearly five thousand tickets from that city to Chicago via the Kansas City line has caused so much comment in railroad circles, advertised an open rate from St. Paul to Chicago of \$9.50. The regular rate is \$11.50. This announcement, coming on top of the reported agreement between the Chicago & Alton and the Chicago & Erie, will make matters as uncertain as before the agreement.

M. S. Connors, general superintendent of the Peoria & Pekin Union railway, has just accepted the superintendency of the C. & E. and C. & L. railroads, jointly aggregating nearly 110 miles of road. His appointment to take effect Feb. 1, 1911. Mr. Connors was tendered this superintendency several months ago by Mr. Sanl, and has just declined to accept it. His temporary headquarters will be at Danville, which he expects soon to change to Chicago.

In railway circles there is a rumor that Ross Kells, superintendent of motive power of the Erie lines, is to take service with a Southern line with President Felton. Wherever President Felton has held a railroad position he has taken Mr. Kells with him, commencing with his leave from the Pennsylvania lines. It is understood that should Mr. Kells leave the Erie, William F. Turrell, late with the Big Four, now on the Chicago & Erie, will be his successor.

week to week a falling off in earnings a friend of the road says that while this is true of the gross earnings, in net earnings the situation is strikingly different. When President Standard took hold of the road its policy was to carry a large tonnage regardless of what revenue it yielded. The net earnings are showing an increase. The President Standard has sought to increase the rate per ton per mile, and has accomplished a good deal in that direction. The net earnings are showing an increase. When President Standard took hold of the road its policy was to carry a large tonnage regardless of what revenue it yielded. The net earnings are showing an increase. The President Standard has sought to increase the rate per ton per mile, and has accomplished a good deal in that direction. The net earnings are showing an increase. When President Standard took hold of the road its policy was to carry a large tonnage regardless of what revenue it yielded. 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