

RAILROAD NEWS.

Traffic Situation Disappoints the Western Officials.

Roads Are Hauling Empty Cars East.

CORN CROP DOUBTFUL.

So Think the Officials of Western Roads.

Wheat Crop Has Not Yet Reached Chicago.

Chicago, Aug. 25.—The traffic situation in the west during the last week proved disappointing to officials of the roads. The east bound freight movement has been much lighter than railroads looked for, and they have been compelled to haul empty cars east to take care of the west bound traffic, a condition almost unprecedented at this season.

Farmers are not shipping their small grain with the alacrity expected of them. They do not appear to be in immediate want of money, and are holding their grain for higher prices.

Officials of the western roads are beginning to admit the shortness and lateness of the grain crop. It is no secret of the fact that corn will fall short of expectations or that it is still in danger from early frosts. They assert, however, that the crops of small grains have exceeded their estimates so greatly that the loss of traffic from injury to the corn crop cannot become a serious factor in the earnings.

The Burlington has been compelled to haul empty cars eastward to take care of the big westward movement of merchandise. Under normal conditions this movement would have been balanced against grain shipments, but the movement of grain has not begun. When it does, empty cars will be hauled the other way. The Rock Island-Frisco system is operating under the same conditions, but Rock Island officials expect that the southwestern states will make up their losses by profits in wheat.

The most extensive of recent railway projects is that just chartered by the territory of Oklahoma under the title of the Kansas City, Oklahoma & Gulf railroad company, whose line is expected to extend from Wimpick, Manitoba, to Galveston and New Orleans. The length of the line is 2,000 miles, and the capitalization and cost was placed at \$20,000,000. Transcontinental roads that are being built are the Santa Fe, \$100,000,000; the Union Pacific, \$100,000,000; and the proposed Denver & Rio Grande, \$100,000,000. The intention of the projectors to make traffic arrangements with a number of existing roads, and thus form a continuous line.

MAY ORDER SEPARATE CARS.

Texas Commission Objects to Colored People Eating in Cafe Cars.

Austin, Tex., Aug. 25.—Complaint has been made to the Texas railroad commission by passengers on the Fort Worth & Denver railroad that negroes are permitted to take their meals on the dining cars on that line, and that this is very repugnant to white passengers who patronize the dining service. The railroad commission has been asked to take the matter up with the Texas railroad commission. The commission has been asked to take the matter up with the Texas railroad commission. The commission has been asked to take the matter up with the Texas railroad commission.

RAILWAY BUILDING.

A New One Is to Be Erected in Chicago.

Chicago, Aug. 25.—Through an agreement for a loan of \$1,400,000 the Standard Office company has paved the way for the construction of the proposed 17-story railway exchange building at the northwest corner of Michigan avenue and Jackson boulevard. The building is to cost \$2,000,000, and every inch of space has been contracted for by railroad companies, dealers in cereals and heavy shippers of various products. The Standard Office company will begin construction immediately on the filing of the record of the loan. The agreement was made with the Northwestern Mutual Life Insurance company, and the loan is secured on the ground and buildings. The structure will front 171 feet on Jackson boulevard and 171 feet on Michigan avenue. It is to be a terra cotta exterior will be of white glazed terra cotta.

ROCK ISLAND LAND FOR SALE.

Old Sheep Ranch Property at Hutchinson to Be Sold.

Hutchinson, Kan., Aug. 25.—There is a tract of land across the river in South Reno township which is the property of the Rock Island road and which they have owned for many years. It is a 150-acre tract on which the old sheep ranch was formerly located and is southwest of the Morton salt works. County Commissioner John Myers owns the remaining 30 acres of the same quarter section and has been farming the property since the sheep ranch people gave up their lease on it and moved their property away.

WILL OUT DOWN EXPENSES.

Pennsylvania Will Lay Off Fifteen Hundred Workmen.

Pittsburg, Pa., Aug. 25.—By the end of August the Pennsylvania company will have reduced its working force by about 1,500 men. An official here when asked the reason for this retrenchment, said: "We are handling as much freight as ever, but we have been working under too great an expense. The discharge of so many men will not affect the system, nor does it mean that business is decreasing. We have laid off about 200 men in the Altoona shops because of the enormous expense we have been under putting in new machinery. We are under the pressure of the law so as to make a financial showing for the business the trains are doing."

EXTRA PAY.

Santa Fe Firemen at Needles Will Be Allowed Time on All Extra Work.

From the Needles "Eye" it is learned that the Santa Fe fire department at Needles is in a tight place. It is a straight time for fighting fires during the regular working hours; if called out at night or on holidays, time and money will be allowed, and for fires outside the company's premises they will also receive pay.

FRUIT SHIPMENTS HEAVY.

They Hold Out Much Later Than in Former Seasons.

San Bernardino, Cal., Aug. 25.—The way orange shipments are holding out on the Santa Fe this season is something to be wondered at. For, where there was not a single car going over the hill at this time last year, there is now an average of 15 cars being loaded and turned out nightly. And, as yet, there is no sign of a lull in the extraordinary rate of shipping.

this land and it has been supposed for several years that sometime the road would use it for division terminal purposes. It has been ascertained that the company has held it this long for the purpose of owning some salt property in this field so as to be able to control the salt situation in the future. If there was ever a time that the road did not get its share of the salt business in this territory, the salt situation seems to be satisfactory at this time and the road will close up their land business in this portion of the country by the sale of this and some smaller tracts in the vicinity of Hutchinson.

ABOUT JOHN F. STEVENS.

New Fourth Vice President of R. I. Is an Experienced Railroad Man.

The last issue of the Railway Age prints the following regarding John F. Stevens, who was lately promoted to all the new position of fourth vice president for the Rock Island:



JOHN F. STEVENS, Fourth Vice President of the Rock Island.

Mr. John F. Stevens, who assumed his new duties as fourth vice president of the Chicago, Rock Island & Pacific and affiliated lines on August 12, was born at West Gardner, Mo., on April 25, 1853. From 1874 to 1876 he was assistant engineer of the city of Minneapolis, Minn., and entered railway service in the latter year with the Sabine Pass & Northwestern. He was then for three years with that road in charge of surveys and as chief engineer, and from 1879 to 1880 was assistant engineer of the Denver & Rio Grande. He was then for two years assistant engineer of the Chicago, Milwaukee & St. Paul, and from 1882 to 1888 was assistant and division engineer on the Canadian Pacific. During 1888 he was again with the Chicago, Milwaukee & St. Paul as assistant engineer, and from 1887 to 1889 was principal assistant engineer of the Duluth, South Shore & Atlantic. In 1889 he went to the Spokane Falls & Northern as assistant engineer, and from 1890 to 1893 was principal assistant engineer of the Great Northern. He was appointed assistant chief engineer of the latter road in 1893 and in 1895 was made chief engineer. He resigned this last named position on June 16, 1898, and was engaged in railway contracting until April 1, 1899, when he re-entered the service of the Great Northern as chief engineer. He was appointed general manager also in June, 1901, and held the dual position of chief engineer and general manager until February 10 of this year. He came to the Rock Island system as chief engineer on March 1 last.

TO MEET IN ST. LOUIS.

Traffic Managers Will Discuss Preparations for World's Fair.

St. Louis, Aug. 25.—The St. Louis association of general passenger agents met last week and discussed business on the August docket. With reference to the joint ticket office and bureau of information to be established at the World's fair, some further discussion resulted in the appointment of a special committee to look thoroughly into the matter and submit a report on the cost and general details of the plan for maintaining the joint office for the convenience of the public during the World's fair season. This committee will report at the next meeting and the proposed general passenger agents of all St. Louis terminal lines at a special meeting, to be held here September 15 for the purpose of taking action upon several matters of importance relating to the World's fair. The general passenger agents of many of the lines operating in St. Louis reside in other cities and it is deemed advisable to get them all together early in the fall in order that joint action may be secured upon several matters relating to the business of the coming year.

STRAINED RELATIONS.

Santa Fe and Southern Pacific Are Not on Friendly Terms.

San Bernardino, Cal., Aug. 25.—Some-thing of a strain is said to have arisen in the friendly relations between the Southern Pacific and the Santa Fe passenger departments, due to the fact that the last named system has obtained considerably more than half of all the transcontinental business resulting from the national meeting of the G. A. R. in progress in San Francisco.

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TO AWARD CONTRACTS.

Work to Start on Moffat Road Tunnel Soon.

Denver, Aug. 25.—President Sylvester T. Smith, of the Colorado-Utah Construction company, which is building the Denver, North Platte & Pacific railroad, will return from New York city on September 10 and award the contract for building the big tunnel of the Moffat road. While the company is taking up the matter with several of the firms who have bids in for the work, when the original proposals were received the company expected to award the contract to the lowest bidder. It is now thought that the company will award the contract to the lowest bidder who can do the work on the most economical basis.

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would have made an equitable division. This expectation has not been fulfilled, and in order to stimulate traffic the Southern Pacific has made the lowest round trip rate ever in effect between Los Angeles and San Francisco.

CARS WILL BE PLENTIFUL.

No Freight Congestions Are Anticipated This Fall.

Chicago, Aug. 25.—Reports gathered from eight of the leading western roads with their connections given above, and Chicago show that in motive power, car capacity, yard facilities, and general equipment to handle all business they are in a much better condition than in any previous season. The roads show the following increases:

Table showing percentage increase since June 30, 1902. Motive power: 11.1, Yard facilities: 12.57, General equipment: 5.8.

In regard to both motive power and car capacity the percentage of increase is greater than in any other year, and because some of the roads only returned the increase in number of locomotives and cars, which is far from representing the true gain by reason of the greater power and capacity of the new equipment. The persistent work at grade reductions and track straightening during the year has also an important bearing on the handling of a larger volume of traffic.

One road reports: "We do not apprehend any shortage of cars, having prepared for any increase of business which might be reasonably expected." Another road reports that when work now under way is completed "it will practically double capacity for handling business in Chicago."

"SANTA FE" IS PREFERRED.

Railroad Still Uses Name of Ancient City in Its Advertisements.

In refutation of statements to the effect that the Santa Fe company is not advertising the name of the city, Agent Lutz in that town shows conclusively that the advertising literature issued by the railroad company devotes much space to Santa Fe. He calls attention to the fact that the road always uses the name of "Santa Fe" instead of "Atchafalaya" in its advertising. The capital of New Mexico far and wide—Albuquerque Journal-Democrat.

Northern Pacific Earnings.

Chicago, Aug. 25.—Comparisons of earnings of the Northern Pacific and Southern Railway has been made by the Boston News Bureau in a way which shows greatly in favor of the northern road. In this comparison it is shown that in the fiscal year ended June 30 the Southern Railway's gross earnings amounted to about \$42,000,000, while the Northern Pacific's for the same period amounted to about \$46,000,000. The fixed charges of the Southern Railway are about \$1,500,000 more than the Northern Pacific's, but the latter carries a debt four times as much as the former for its stockholders.

It will be interesting to inquire into the reasons why the Southern Railway does not show a larger surplus. The reports for the fiscal year just ended are not as yet published, but a comparison of the reports for the previous year will bring out the important points.

Table comparing Northern Pacific and Southern Railway earnings and expenses. Northern Pacific: Mileage 5,919, Gross earnings \$11,379,712.34, Expenses \$2,188,413, Net earnings \$9,191,299.34. Southern Railway: Mileage 10,000, Gross earnings \$42,000,000, Expenses \$1,500,000, Net earnings \$40,500,000.

The surplus of the Northern Pacific was equivalent to 8.4 per cent on the \$125,000,000 stock. The Southern Railway earned 5 per cent for its \$60,000,000 stock, and the balance of 1 per cent for its \$20,000,000 common.

Its expenses absorbed 63 per cent of gross earnings, while the Northern Pacific's absorbed only 51 per cent. The friendly relations between the two roads, however, no less liberal than the Southern Railway's, as the following table shows:

Table showing maintenance of way, equipment, and other expenses for Northern Pacific and Southern Railway.

The Northern Pacific's lower ratio of operating expenses was due to a lower ratio of expenses of conducting transportation, which in 1901-2 was 24.4 per cent against the Southern Railway's 34.4 per cent. In the more recent figures the Northern Pacific has better grades, and snow in winter causes trouble, while fuel is no cheaper than for the Southern Railway.

The following figures apparently show the reason for the Northern Pacific's success in earning money for its stockholders:

Table showing freight density, Ave. tons train mile, and Extra per ton mile for Northern Pacific and Southern Railway.

The density of traffic on the Northern Pacific, together with an economical handling of the business, accounts for the low operating ratio. With the growth of the country and with efficient management, there seems to be no reason why the Southern Railway cannot make as good a showing.

ABOUT RAILROAD PEOPLE.

Geo. W. Bainter, district passenger agent for the Rock Island at Portland, Ore., is in the city for a few days.

William Boyes, assistant secretary of the Railroad Y. M. C. A. left yesterday for a fishing trip in the vicinity of Meriden. He was accompanied by his wife.

General Manager Mudge of the Santa Fe is expected back from his vacation near Thursday. Mr. Mudge has been spending his vacation in the mountains of New Mexico.

The appeal of the Santa Fe company to the interstate commerce commission for permission to do away with grab fares on the coastwise lines of road engines has been successful.

E. F. Wilcox, of the Santa Fe machine shop, has returned to Topeka after an extended trip in the west. During his trip he visited Mr. Wilcox's Santa Fe shops in San Francisco, Cal.

E. Harding, freight solicitor for the Rock Island, with headquarters in this city, left last Saturday for Colorado, where he will spend his vacation with his family. He will be gone about a week.

F. S. Spafard, assistant superintendent of telegraph for the Rock Island, was in the city yesterday. Mr. Spafard is superintending the improvements that are being made in the local office.

Mr. Thomas Birmingham and wife arrived Saturday from San Bernardino,



INNOCENT DECEPTION.

The average grocer is so used to hearing his customer say, when ordering coffee, "Mocha and Java, mixed," that his conscience suffers no pang when he delivers something entirely different.

In nine cases out of ten he hasn't a grain of either genuine Mocha or Java in his store, and he SUBSTITUTES the best coffee he has in bulk—usually Mexican. You are satisfied, because you think you are buying the best. So you may be, too, as far as you can buy the best in a bulk coffee; but no coffee can retain its strength, flavor and purity when exposed to the air for any length of time, nor can it remain dust-free.

DOS RIOS COFFEE,

the product of the world-famed Dos Rios Plantations in Mexico, is guarded from the tree to your table by every possible device to ensure its reaching you absolutely pure. Intrinsically, its quality and flavor are matchless, and to these natural characteristics are added mechanical skill in milling, roasting and packing—all together being responsible for its conceded superiority over all other coffees.



Cal. being called here by the sickness of Mrs. H. C. Bowen, Mrs. Birmingham's sister. They found Mrs. Bowen much better.

Robert Tasker, a clerk in the office of C. W. Kouns, superintendent of transportation for the Santa Fe, resigned his position yesterday. Tasker is the Topeka boy who went clear through both the war in the Philippines and that in China. He was with the Fourteenth Infantry.

A story is going the rounds to the effect that Roy Grimes, a brakeman for the Santa Fe at Emporia, was standing on the top of a freight car the other day when it was bumped by an engine. Grimes was thrown from the top of the car, turned two flip-flops in the air and landed on his feet. Roy should be an acrobat instead of a brakeman.

The fall term of the railroad Y. M. C. A. educational classes is to begin on the first Monday in October. The school authorities expect to do much towards educating the shopmen this year, and consequently they are making extensive preparations. Last year the classes were very successful, and they are expected to be more so this year on account of the improved teaching facilities in the new building. Secretary Prout has secured a number of teachers for the classes who are supposed to rank among the best in the city in their individual line of work.

It is rumored that within the course of the next year the Santa Fe will erect a new dry kiln on the land which they have purchased just east of the new shops at Emporia. Santa Fe, when asked about the matter said that a building of this kind had been under consideration but no definite plans had been decided upon. The road purchased the land in order that they could enlarge their lumber yards and if a dry kiln is erected on the spot it will not be done before next year. The building would be more than 100 feet long and 40 feet wide. It would cost about \$100,000 and the company would not have to go to any great expense in order to put one up. A dry kiln is nothing more than a shed with steam pipe connections there in season. The Santa Fe has one dry kiln already. This is situated just north of the plaining mill.

HARRISON IS THROUGH.

Chicago Mayor Says He Will Not Run for Office Again.

Butte, Mont., Aug. 25.—Carter H. Harrison, an uncle of a group of the Yellowstone national park, rested in Livingston for several hours. Regarding the Chicago political situation the mayor said that as far as he was concerned he was through. "I shall retire, and hope to be left alone," he declared. Mayor Harrison, "I shall retire, and hope to be left alone." I will never be a candidate for any political position, but will always be interested in my country's success.

"Bill Ard" Is Dead.

Cartersville, Ga., Aug. 25.—Major Chas. H. Smith, widely known as "Bill Ard," died at his home, "The Shadows," last night after an illness of many months, and 27 years. Following an operation for the removal of gall stones several days ago, he became gradually worse, most of the time unconscious, until the end last night.

As the Government's Guests.

Fort Riley, Kas., Aug. 25.—Major General John C. Bates, United States army, in charge of the maneuvers to be held at this point, has recommended that provisions be made for the accommodation of one officer from each state, for whom the government will supply the necessary rations and operate a mess to be paid for by its members. Tents and cots will also be provided by the government, but each representative must bring his own bedding. The number of representatives is not limited to

Advertisement for Dr. Lyon's Perfect Tooth Powder, used by people of refinement for over a quarter of a century. Prepared by S. W. Lyon, D.D.S.

Advertisement for Santa Fe Colorado Flyer on the Santa Fe. Topeka to Pueblo, Colorado Springs, and Denver, daily. Pullman observation and drawing-room sleepers—chair car—library-smoking car. Leave Topeka in the evening. Arrive Colorado next forenoon. Quick—luxurious—convenient—popular. Another fast Colorado train now leaves Topeka on the Santa Fe every morning. LOW-RATE EXCURSIONS ALL SUMMER. Ask for free copy of "A Colorado Summer"; it tells all about vacation outings in Colorado. T. L. KING, C. T. A., A. T. & S. F. Ry., Topeka. Or— T. M. JAMES, Jr., North Topeka.

Advertisement for The First National Bank of Topeka, Kansas. Depository of the State of Kansas, Shawnee County, and the City of Topeka. PAID-UP CAPITAL, \$300,000. OFFICERS: Wm. Sims, President. C. E. Hawley, Cashier. W. H. Rosington, Vice President. C. S. Bowman, Asst. Cashier. DIRECTORS: A. A. Robinson, W. H. Rosington, Wm. Sims, Chas. J. Lantry, Chas. J. Devlin, W. A. Stephens, C. E. Hawley. Interest paid on Time Deposits. Foreign Drafts on all Principal