MAINE—At a recent meeting of the Board of Railroad Commissioners it was decided to grant the petition of the Bangor and Aroostook for permission to build the three extensions, viz.: one of forty miles eastward from Fort Kent to Van Buren; one of fifteen miles westward from Fort Kent to St. Francis, and one of forty-seven miles from Masardis to Stockholm. The total mileage of these three lines is approximately 102 miles, and it is proposed to build about eighty miles this summer.

NEW HAMPSHIRE—A reduction in the minimum rate charged by the American Express Company for carrying small packages within New Hampshire has been ordered by the Railroad Commission in response to a petition presented by the New Hampshire State Board of Trade and a number of subordinate boards of trade. The rate is ordered reduced, on and after June 1 next, from 25 to 15 cents, the rate which prevailed up to two years ago.

NEW YORK—The Public Service Commission of the Second District has notified the New York Central, the Delaware and Hudson, and the Cranberry Lake Railroad companies that, after April 15, 1910, all locomotives running through the Adirondack forest in the daytime, between April 15 and November 1, excepting by special permission of the Public Service or the Forest, Fish and Game Commission, must burn oil. At least two oil-burning locomotives on each of these roads must be in use during the present summer.

PERSONALS

—J. B. Cabell has been appointed traffic manager of the Philadelphia and Gulf Steamship Co., with headquarters in Philadelphia.

—George H. Corse, Jr., has been appointed general oriental agent of the Chicago, Milwaukee and Puget Sound, at Shanghai, China.

—T. C. Worthington has been appointed superintendent of the Houston division of the Southern Pacific, vice J. D. Brennan, resigned.

—The Jersey Central and Reading have opened a New England passenger agency in Boston, with G. E. Beckman as passenger agent and Thomas F. Murphy traveling passenger agent.

—Captain J. O. Carr, paymaster of the Houston and Texas Central will, on June 1, assume the duties of treasurer of that road, the position filled by W. H. Field until his death.

—John D. Finnegan has succeeded T. J. McCune as superintendent of transportation of the St. Louis, Brownsville and Mexico. He has been secretary-treasurer of the company, which office, it is understood, will be abolished as soon as the road is taken over by the Rock Island-Frisco.

—W. B. Barr, general freight and passenger agent of the Chicago Terminal Transfer, and recently elected president of the Chicago Railway Club, has been elected vice-president of the traffic service bureau, which publishes the traffic bulletin. His headquarters will be in Washington, D. C., and he will resign his present position in July.

—H. C. Franks, traveling freight agent for the Rock Island-Frisco, has been appointed commercial agent of the Rock Island-Frisco lines, at San Antonio, to succeed R. O. McCormick, who resigned to become secretary of the Fort Worth freight bureau in place of U. S. Pawkett, resigned.

—V. R. Stiles, general passenger agent of the El Paso and Southwestern, has resigned and A. M. Brown has been appointed general freight and passenger agent at that place. Eugene Fox, formerly general agent of the road in Chicago, has been appointed assistant general freight agent at El Paso, and F. W. Pullen, who was T. M. Schumacher's chief clerk, has been appointed in place of Mr. Fox.

—L. S. Miller, general manager of the Central New England, which is the Poughkeepsie Bridge route, owned by the New Haven, has resigned to accept the presidency of the Millbrook Company. This is a holding company for the Mount Vernon and Eastern, the New York, Westchester and Boston, and the New York and Portchester railroad companies, and the County Contracting Company.

—L. H. Kellogg has been appointed acting chief claim agent of the Illinois Central, the Yazoo and Mississippi Valley, and the Indianapolis Southern roads, vice L. L. Losey, granted leave of absence. H. B. Hull has been appointed assistant chief claim agent with headquarters at Memphis, having jurisdiction over all territory south of Fulton, Ky. E. W. Sprague has been appointed district claim agent of the Indianapolis Southern, with headquarters at Chicago.

—The following changes have been made among the superintendents of the Burlington: Harry Byram, of the Nebraska lines, transferred to the general offices in Chicago; W. B. Throop, from the Iowa to the Nebraska lines, at Lincoln; L. B. Allen, from the Wyoming district to the Iowa lines; E. B. Brocken, from the Galesburg division to the Wyoming district, and S. H. Shultz, from Brookfield to the Galesburg division, the latter being succeeded by W. C. Welsh, promoted from assistant superintendent.

EQUIPMENT NOTES

ENGINES FOR NEW YORK CENTRAL—The New York Central's order for 71 locomotives has been placed with the American Locomotive Co. It includes 20 freight locomotives for the Lake Shore, 18 freight, 12 passenger, 15 switch engines and one decapod for the Michigan Central and five passenger locomotives for the Big Four. The locomotives will be built chiefly at the Dunkirk and Schenectady plants and will be delivered early in July.

NEW EQUIPMENT—Among the orders given or contemplated during the past week are the following: The Pennsylvania for 500 refrigerator cars; the Western Pacific, bids on 1,500 freight cars; the New York Central, 3,000 gondola cars; the Santa Fe, 500 automobile and furniture cars; the Great Northern, 500 refrigerator cars; the Missouri Pacific more than 2,000 freight cars; the Cotton Belt is going to build 500 freight cars; the Louisville and Nashville has ordered material for 300 freight cars; the Cincinnati, Hamilton and Dayton is to order ten switching engines; the Pacific Fruit Express has ordered 1,500 steel underframe refrigerator cars, and the Rock Island is contemplating an order of 22,000 tons of 85-pound steel rails in addition to the 18,000 tons which have been received this year.

NEW YORK CENTRAL ORDERS CARS—The New York Central has placed an order for 1,000 additional freight cars, and the Lake Shore one for 2,000 freight cars, both with the American Car and Foundry Company.

These orders are in addition to the 5,450 freight cars ordered for various Vanderbilt lines some weeks ago. They represent the equipment referred to in President Brown's announcement recently to the effect that the Lake Shore and New York Central directors had authorized expenditures aggregating $11,200,000, part of which would be for new rolling stock.

Making a rough approximation, the cost of this equipment will not be far from $3,000,000, making a total bill for the freight cars thus far ordered for the New York Central lines of something like $8,000,000, this not including the cost of 203 passenger cars. It is understood that these orders do not cover all of the probable requirements of this year.

RECENT STEEL ORDERS—The Cambria Steel Company has been awarded the contract for 800 car sills, requiring about 1,000 tons of steel, for the Central Railroad of New Jersey, while the Ontario and Western Railroad has ordered 500 car sills, requiring 900 tons, from the Eastern Steel Company. The New York Central Railroad has not yet awarded its contract for 250 car sills, requiring 2,000 tons of steel, but is expected to place the order at any time.

The Bangor and Aroostook Railroad has placed a contract for 9,000 tons of heavy section rails with the Pennsylvania Steel Company. The Rock Island Railroad inquiry for 22,000 tons and the Harriman inquiry for 40,000 tons are still pending. The International and Great Northern is reported to be in the market for 4,000 tons of 80-lb. rails.

Rail contracts have been placed with the Illinois Steel Company for 40,000 tons, including 10,000 tons for the Missouri, Oklahoma and Gulf, 10,700 tons for the Lake Shore, 15,000 tons for the Missouri, Kansas and Texas and 4,000 tons for the Santa Fe.

The Seaboard Air Line is still in the market for 2,500 tons of steel, having placed only 900 tons with the Pennsylvania Steel Company and the Phœnix Bridge Company, as previously noted. The Maine Central Railroad has placed an order for 250 tons of bridge material with the American Bridge Company.

CONSTRUCTION

EXTENSION ON SANTA FE—Track laying is now in progress on the Gulf, Colorado and Santa Fe connection between Center and Zuber, in east Texas, and it is expected the line will be opened for traffic by June 1.

It will give the Santa Fe a direct line from Galveston via Port Boliver to Longview, a distance of about 300 miles. The northern terminus of the Gulf, Beaumont and Northern, which connects with the Gulf and Interstate at Beaumont, is Center. The new work from Center to Zuber, a distance of about 20 miles, will connect the Gulf, Beaumont and Northern with the Texas and Gulf, also a Santa Fe property, and when completed the Santa Fe will have a direct line from rich timber and agricultural districts of east and northeast Texas to Galveston.

ST. PAUL TO BUILD COAL LINE—Another important addition to the Pacific Coast system of the Chicago, Milwaukee and St. Paul Railway has been decided upon, according to E. W. Adams, secretary of the company. This is a coal line about 160 miles long in Idaho, down the St. Mary's river, which will tap one of the finest timber regions in the Northwest.

"Taken in connection with the line now being built north into the coal fields, the new line will insure an immense amount of traffic for the new Pacific Coast extension," said Mr. Adams. "The coal line north from Bonner, Mont., will be one of the most important feeders. Construction work is under way on that line now. From Bonner, just east of Missoula, the line runs in a northwesterly direction up the Blackfeet River, across the mountains to the valley of South Fork of the Flathead River, down that to its junction with the north branch of the Flathead and up that to the Canadian boundary."

New Harriman Line—Articles of incorporation have been filed for the Montana, Idaho and Pacific Road. This is a Harriman project, the object of which is to build a road from Lanwai Junction, a point on the Oregon Railroad and Navigation Company's line, through the so-called clear water of Idaho and Lola Pass of the Bitter Root Mountains into Missoula, and thence by way of Granite, Powell and Deer Lodge counties to Butte, where connection will be made with the Montana terminal of the Oregon Short Line.

The new road will have a total length of 350 miles, but, owing to the nature of the country through which it will pass, it will be expensive to build. The company starts out with a capital of $16,000,000. The new road will open up a fine agricultural, timber and mineral territory.

BOOK REVIEWS

Railroad Freight Rates in Relation to the Industry and Commerce of the United States. By Logan G. McPherson. 441 pages. Published by Henry Holt & Co., New York. This valuable acquisition to railway literature deals largely with the functional properties of railroad freight rates. In presenting a concrete and comprehensive exposition of the effect of such rates upon the industry and commerce of the United States, the writer, to use his own words, presents "the anatomy and physiology as well as the pathology of the freight rate structure."

Separate chapters are devoted to the preparation and distribution of food stuffs and the effect of the freight rate is clearly defined in both instances. Like application is made in connection with the distribution of raw material and merchandise. Chapters are also presented on regional rate structures and commodity rate structures, which analyze the reasons for their present day development.

Rate wars and traffic agreements are discussed in detail, and the information which is presented with regard to public sentiment and its crystallization into railway legislation is extremely interesting. The interpretation of the Interstate Commerce Law is dealt with at length, and its present power as modified by Supreme Court decisions is set forth. The comparison which Mr. McPherson makes between the railroads and other industries including agriculture and manufacturing, is of more than ordinary interest and clearly shows that of all the leading industries, under present conditions, that of railroad brings less returns.

Taken altogether the book is an unusually complete exposition of the relation between railway rates and the industry and commerce of the country, and will undoubtedly be read with much interest by all railroad officials and business men who are either directly or indirectly interested in the distribution of traffic.

Gibson's Manual, 1909.—Published by the Gibson Publishing Company, New York. This publication contains a brief but pertinent financial record of the leading railroad and industrial corporations of the United States, covering a period of several years. It is intended as a guide to the investor, and as such should prove of much value.

Brief reports of earnings, dividends, and of the high and low prices of stocks in connection with the various companies listed are given in concise form which makes the publication valuable for ready reference purposes. The remarks which follow the statistical record of each company throw additional light on its resources. In a number of instances the movements of stocks and bonds are illustrated by diagrams which graphically portray the rise and fall in a given security. All those interested in the financial operations of the leading industries of the country will find much of interest in this manual.

TRADE PUBLICATIONS

Alternating Current Distribution—Circular 1502, issued by the Westinghouse Electric and Mfg. Co., contains much valuable information on alternating current distribution covering transformers, lightning arresters, insulators, cross arms, etc. Considerable space is devoted to underground and overhead construction applicable to congested and scattered districts. There is also given information on potential regulating systems. The circular contains 52 pages of information of value to any central station man or any other connected in any way with the distribution of power by alternating current lines.

Smoke Box Superheater—The Baldwin Locomotive Works has just issued a catalogue descriptive of its locomotive smoke box superheater and feed water heater. This publication describes the advantages of the use of moderately superheated steam in locomotive practice. Among the railroads for which the company has built locomotives with this device may be mentioned the Atchison, the Central Railroad of Georgia, the White Pass and Yukon River and the Central Railroad of Brazil.

The catalogue states that the economic advantages of hot steam are effected by reason of increased volume, reduction of cylinder condensation, low thermal conductivity, reduction of back pressure and increased hauling capacity. For years methods of raising the temperature of steam after it has been generated in a boiler, have been very largely employed for various types of steel engines with much success, and Burnham, Williams & Co., believe that there are even greater possibilities attending its use for locomotives.

Until comparatively recent years, however, there have been practical difficulties in the field of employing it in connection with locomotive engineering, but it is now believed that with the adoption of balance valves, high flash mineral oils for cylinder lubrication, metallic packing for valves and piston valves, and highly efficient lagging, these disadvantages have been largely overcome, and it will, therefore, be more generally employed in the future.

Catalogue of the Safety Car Heating and Lighting Company—The recent catalogue issued by the Safety Company is a most complete and comprehensive publication. It is gotten up in loose-leaf form in a special post binder and the contents make clear the thorough manner in which the company is meeting the demands in the car lighting and heating fields.

Among the devices which have been given special attention are the Axle Dynamo Electric Lighting System and the Thermo-Jet System of heating which, because of their merit, have been receiving special recognition by the railroad managements. The Axle Dynamo Electric Lighting Systm has been brought to a state of high efficiency after sixteen yeadrs experience with this form of car lighting and the equipment now offered for sale embodies all that makes for efficiency, reliability and economy in an equipment of this character. These equipments have performed excellent service on the Kansas City Southern; St. Louis Southwestern; Pennsylvania; Chicago, Rock Island and Pacific; Grand Trunk; and New York, Chicago and St. Louis Railways and in the past few months orders have been booked for seventy equipments for the new Rock Island cars, ten for Pullman cars and three for Northern Pacific Railway cars.

If there is any one thing desirable in a passenger car above all others, it is a heating system designed to give just exactly the heat required, irrespective of the outside temperature. This means there must be no lack of heat in cold weather and no overheating in mild weather; in other words, positive regulation. The new Thermo-Jet System of the Safety Company was constructed to meet these requirements and the officials advise that the service given by the equipment during the past season has amply demonstrated that most accurate results are obtained. The system, which is a form of heating by direct steam, provides for an absolute regulation of the temperature of the radiating pipes both above and below 21.2°, and at all times just enough steam is used to heat the car comfortably. The operation of the valves is simpler even than in the direct steam heating systems, for the words "Mild" and "Cold" on the indicator quickly suggest to any trainman the direction in which the operating valve must be turned. In very cold weather the valves can be opened wide, admitting steam up to 25 pounds pressure, and as soon as the car is warm, the pressure can be reduced to give any desired temperature of the radiator pipes; hence a most positive regulation of the car temperature. It has been determined that for about nine-tenths of the ordinary heating season is experienced in this climate, a temperature of the radiator pipes 110° above the normal temperature of the car is ample and the ability to effect this rgeulation means an economy in steam which, whn converted into coal consumption, is equivalent to 5 pounds per car per hour.

A great deal of interest is being taken in the splendid showing of the perfected Pintsch mantle lamp using the large inverted mantle. It is easy to understand why a car light, which will give 100 candle power per lamp wit ha consumption of about 2 cubic feet of gas, costing 1 cent per hour, and furnishing a beautiful white light, will attract attention. The Delaware, Lackawanna and Western have recently remodeled their entire flat-flame lamp equipment ,the Philadelphia and Reading are now engaged in the same manner. This lamp has, indeed, an extraordinary illuminating capacity and the extreme of economy in gas consumption and cost of operation, for it has been a matter of frequent verification that the Pintsch System in conjunction with this lamp can be operated at less than one-fifth the cost of electricity and still furnish a much greater illumination.

RECORD OF RAILWAY EARNINGS

MARCH EARNINGS

The following railroads have this week reported monthly earnings to the Railway World:

	Month of Mar.		July 1, '08 to Mar. 31, '09	
	Amount	Inc. over 1908	Amount	Inc. over 1909
Alabama Great Southern—				
Gross earnings.	$285,049	$35,467	$2,688,767	*$86,769
Exp. & taxes ..	196,791	*11,542	1,994,658	*396,957
Net earnings ..	$88,258	$47,009	$694,109	$310,188
Boston and Maine—				
Gross earnings.	.....	.....	$29,497,864	*$639,079
Op. expenses ..	.....	.....	21,270,862	*1,517,542
Net earnings ..	.....	.....	$8,227,002	$878,463
Chicago and Alton—				
Gross earnings.	$1,060,120	$5,940	$9,654,524	$196,843
Exp. & taxes ..	687,209	90,386	5,978,829	*396,641
Net earnings ..	$372,911	*$84,446	$3,675,695	$593,484
Chicago, Indianapolis and Louisville—				
Gross earnings.	$441,158	$41,226	$3,923,940	*$20,312
Exp. & taxes ..	336,187	7,106	2,979,648	*48,495
Net earnings ..	$104,971	$34,120	$944,292	$28,183

Michael Sol Collection