bound by what the receipt for the goods shows and by the schedule of rates filed with the Interstate Commerce Commission. As to the demurrage law on interstate shipments, the Hepburn law holds the duty of the carrier to furnish cars and that law precludes the authority of states on that matter.

ELECTRIC POWER ON THE ST. PAUL.

Initial steps have been taken by the executives of the Chicago, Milwaukee & Puget Sound to electrify a considearble portion of their mileage through the far west. Authoritative announcement was made early in January that right of way had been granted by the Interior Department at Washington to the Great Falls Power Company of Montana for a double-power transmission line for one hundred and fifty miles. This company is to furnish power to the Chicago, Milwaukee & Puget Sound for the electrification of four hundred and fifty miles of main line between Harlowtown, Mont., and Avery, Idaho. Vice-President E. W. McKenna of this railroad states that they are merely paving the way for electrification and that they hope to have it completed in about four years. In the mountain regions of the west, where there is ample water power and a scarcity of fuel coal, electric power appeals to railway managers as the cheaper form of motive power and it is believed that considerable mileage will be thus operated within the next ten or fifteen years. It is a step towards conservation of natural resources, but it is forced upon railway systems through a lack of good cheap fuel and in many places by bad feed water for engines, as well as the danger of forest fires caused by steam locomotives.

MISSOURI PACIFIC'S DEMONSTRATION FARMS.

The Missouri Pacific-Iron Mountain System, under the direction of its agricultural department, is establishing some of the most extensive system of demonstration farms to co-operate with the farmers along its lines yet undertaken by an American railroad. The company has already established five demonstration farms and expects to soon have a sixth in operation. These farms range in size from twenty-five to forty acres, which makes the undertaking the most pretentious yet inaugurated. Work will be conducted along the same lines as the Government demonstration farm work, but will be on a much larger scale, which will make it relatively more valuable.

At present the farms will be confined to the tracks of the Iron Mountain Railroad, three being in Arkansas and two in Louisiana. The sixth is to be somewhere on the company's tracks in southern Missouri, the exact location not having been decided. All the farms will be under the general supervision of Mr. L. A. Markham, Commissioner of Agriculture of the Missouri Pacific-Iron Mountain, with headquarters at Little Rock. Mr. Markham was formerly in the service of the United States Agricultural Department. The United States Department of Agriculture will co-operate directly in conducting these farms and have field agents representing them, and the state agricultural colleges of Arkansas and Louisiana, C. W. Watson and Mason Snowden, state agents for Arkansas and Louisiana, respectively, are giving unreserved co-operation in directing the experiments. Each farm is to have a resident manager and each is to be located along the tracks of the company's lines in close proximity to a town. The managers and towns near which the farms so far established are located are as follows: G .M. Monroe, Glenmore, La.; Tom Andrews, Mer Rouge, La.; J. J. Lowe, Dermott, Ark.; J. W. Turner, Conway, Ark., and W. P. O'Neal, Hope, Ark.

The railroad will continue to experiment for at least three years, regardless of results, and if at the expiration of that time the work has proved as successful as anticipated, it will be continued indefinitely and both the size and the number of the demonstration farms will be increased. Eventually it is contemplated to extend the work into Missouri Pacific territory so as to cover the entire Missouri Pacific-Iron Mountain tracks with a chain of farms conducted on modern scientific methods. The experimental farms will be strictly modern in all respects; be supplied with modern implements, well stocked and liberally furnished with the best seed procurable. All staple crops, together with forage grasses and, where practicable, fruits and vegetables, will be grown. Accurate crop records and statistics will be kept, showing the cost to produce a bushel of corn or oats or a pound of cotton, hay or other products. Seed will be sold at reasonable prices to farmers in the surrounding country, and lessons in actual field selection of seed will be given on the ground by expert agriculturists.

OPPOSES RATES FIXED BY PUBLIC MONOPOLY.

President Ripley of the Santa Fe appeared in January before the California Railroad Commission in its hearing on the proposed reduction of express rates. President Ripley's experience as a transportation executive has given him a knowledge that makes him an authority when presenting the side of the transportation companies, and it is hoped that his statements to that commission convinced the members that the railways are making an honest fight for fair earnings. He explained the railway and express situation. In part, Mr. Ripley said:

> The express business, next after the contracts for carrying the mail, is the least lucrative portion of the business of the Santa Fe system. If you decrease our revenue from the express business, you cut into our margin of safety."
>
> RAILROADS IN INFANCY NOW.
>
> There isn't much in this country yet in the way of real railroads. It is almost true that in the United States we have only imitation railroads. Our present properties are not constructed to stand the strain of future requirements. The railroads of today realize they must prepare for very costly improvements in the future. It is my belief that, from a standpoint of public interest, a railroad ought to earn a very large surplus every year, so that it would be able to put back as much money into its capital assets, for the improvement of its properties and other purposes, as it pays out to its stockholders in dividends. The Santa Fe is capitalized in stocks and bonds for about $600,000,000. It would cost more than that to replace the road and its equipment.
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> There is no railroad in the country that isn't a benefactor to the people along its route. The laws established a roof beyond which the earnings of a railroad may not climb, but it does not build a floor to keep the road from sinking into financial oblivion. I do not believe for a moment, though that a public monopoly should be allowed to fix rates where it pleases."

It now looks as though the Commerce Court is to be abolished this year. Influential members of congress are opposed to making financial appropriations for this court for the future, and as appropriations are made for it only till June 30, 1913, the court will have to work for nothing or quit. For the past few months there has been a strong sentiment growing against the court, and the recent conviction of one of its members, R. W. Archbald, has helped to make the sentiment more hostile towards the court. Unless some favorable action is taken before the close of the present congress, it is hardly probable