

## Traffic News.

A meeting of the National Industrial Traffic League is to be held at the Cadillac hotel, Detroit, Mich., on July 17 and 18, at which reports will be received from various committees.

The Chicago, St. Paul, Minneapolis & Omaha, Chicago & North Western and Missouri Pacific on July 7 established a new line of daily sleeping cars and chair cars between Minneapolis, Sioux City and Kansas City.

Shipments of anthracite coal in the month of June amounted to 6,199,428 tons. This is the largest quantity ever shipped in the month of June except in June, 1911, when the total was about 10,000 tons greater than this year.

The Denver & Rio Grande on July 1 adopted the divisional form of organization instead of the departmental form. The same change was made on the Missouri Pacific-Iron Mountain System shortly after B. F. Bush became president.

It is reported that the Canadian Pacific and the Chicago, Milwaukee & Puget Sound have made a trackage agreement by which Canadian Pacific trains will enter Tacoma and Seattle, and the Puget Sound trains will run to Vancouver.

Westbound shipments from New York by the trunk lines in the month of May amounted to 202,706 tons, as compared with 177,301 tons in the samemonth of 1911. This increase of 14.1 per cent. follows an increase of 9.3 per cent. last year over 1910.

Reduced fares from trunk line territory to New York City for the benefit of merchants—a fare and a half for the round trip—will be in effect July 22 to 23; August 3 to 6; August 17 to 20, and September 7 to 10. The return limit is 15 days in each case.

The Southeastern Passenger Association has issued a notice that the roads members of the association have decided to abandon the policy of making low excursion rates during the summer months to such points as St. Louis, Louisville, Detroit, Cincinnati, Chicago and Washington. The explanation was given that the people of the south have acquired the habit of waiting for the cheap rates, thus reducing the regular business.

The Pittsburgh, Bessemer & Lake Erie in the month of June hauled from its Lake Erie terminus 1,153,000 tons of iron ore, the largest monthly movement on record—57,000 tons more than in May, and 217,000 tons more than in June, 1911. The aggregate quantity of iron ore sent from Lake Superior shipping ports in the month of June was about 7,500,000 tons, or about 200,000 tons more than in the heaviest previous month, which was June, 1910.

The investigation conducted by Interstate Commerce Commissioner Prouty, on the matter of freight rates on the Boston & Maine and the New York, New Haven & Hartford, having gone over to the fall, without the railways having opportunity to state their side of the case, Vice-president Byrnes of the New Haven and the Boston & Maine has issued a statement asking the public to suspend judgment until both sides have been heard. He says that the company is handling its business in a manner that will compare well with other great railways of the country.

Three directors of the Boston & Maine, Lucius Tuttle, E. F. Greene and F. C. Dumaine, who also are members of the Boston Chamber of Commerce, have sent to the Chamber a protest against the activity of the traffic agent of the Chamber in preparing complaints against the railways to be presented to the Interstate Commerce Commission. The protestants say that the directors and officers of the Chamber are not vested with plenary powers, but are to speak for the commercial and business interests of the city only as the Chamber may so direct. It is not their duty to aid in attacks on New England industries. Another protest has been presented by a number of business men.

The Grand Trunk Terminals Warehouse Company, Limited, has been organized by interests affiliated with the Grand Trunk

and Grand Trunk Pacific to establish a chain of terminal warehouses along the lines of the two companies from Montreal to the Pacific coast. Contracts have been entered into by which the railway companies agree to turn over to the warehouse company all their warehousing business for a period of 30 years. The first chain of warehouses will include Montreal, Toronto, Fort William, Winnipeg, Calgary, Edmonton, Vancouver and Prince Rupert. For the Montreal warehouse the property of the Montreal Warehousing Company has been purchased, and its capacity will be increased three-fold. Work on the other warehouses will be started shortly. The capitalization of the company will include \$6,500,000 of common stock and \$10,000,000 of bonds, of which \$5,000,000 will be issued at once.

In the investigation which is being made by the government in connection with its suit against certain steamship lines alleging illegal combinations, C. C. McCain, chairman of the Trunk Line Association, testified last week concerning the allowances which in past years have been made by the trunk line railways in the shape of commissions on immigrant passengers. The agreement between the roads, which represented practice that was begun 30 years ago, called for the payment to the steamship agent of 10 per cent. where the railway fare exceeds \$2.50. All of the lines participating in the operation of the joint ticket office at Ellis Island share equally in the traffic. The immigrant does not choose his route, and not more than one in a hundred of them would ever think of trying to choose it. Mr. McCain gave no testimony concerning eastbound steamship business, but he understands that, in conjunction with the railways west of Chicago, the steamship lines have made some attempt to divide the business.

Contracts by which the Great Northern and the Northern Pacific are to run trains into Winnipeg have lately been entered into between the Canadian Northern and the Midland Railway of Manitoba. The Midland is owned by the Great Northern and Northern Pacific, and is the operating company formed by them to carry on this joint enterprise. The trains of the American roads are to be run by their own crews, but they are not to do any local business. If, by order of the railway commission, or otherwise, local business should be done, the Canadian Northern, which owns the line, is to have 80 per cent. of the gross receipts. Engines of 192 tons are to be used, and the Canadian Northern agrees within nine months to reconstruct the bridges where necessary, between Emerson and Portage Junction. Rails weighing 80 lbs. to the yard are also to be laid. The agreement runs for 20 years, with provision for a possible extension to a term of 999 years. From Portage Junction into Winnipeg there is a second agreement similar to the first. At the Winnipeg terminal the tenant is to pay a rental of \$2.50 for each revenue train movement, with 50 cents extra for every car in a train over eight. For cleaning cars the tenant will pay cost plus 10 per cent.; the same for repairs and supplies; for housing each engine, \$2.50 a day; for each boiler washing, \$2.50, and for each tank of water, 50 cents; for storage of coal, 15 cents a ton.

### Parcel Room Charges.

The Pennsylvania Railroad has advanced the rate for storage of parcels, overcoats, suit cases, etc., at all its principal stations from 5 to 10 cents for every 24 hours. This is in furtherance of the policy adopted on the completion of the station at New York. Prior to that time the charge was but 5 cents. The Pennsylvania Lines West of Pittsburgh have always charged the higher rate.

### Condition of Cotton.

The department of agriculture estimates that the number of acres of cotton in cultivation this year (1912) in the United States is about 93.0 per cent. of the area planted to cotton last year, equivalent to about 34,097,000 acres, as compared with 36,681,000 acres indicated by the bureau's revised estimate of last year's planted area, a decrease of about 2,584,000 acres, or 7.0 per cent.

The condition of the growing crop on June 25 was 80.4 per cent. of the normal condition, as compared with 78.9 on May