

# General News Department

Two grain elevators of the Pennsylvania Railroad at Erie, Pa., were destroyed by fire December 10, together with about 500,000 bushels of wheat; estimated loss \$750,000.

The State of Pennsylvania has a new workmen's compensation law, and at a conference of the state board with railroad officers in Philadelphia on Monday, of this week, all of the principal railroads of the state announced their intention of accepting the provisions of the law.

The management of the Cleveland, Cincinnati, Chicago & St. Louis and the telegraph operators employed on the road have reached an agreement providing for increases in wages and changes in working conditions, which were made effective on December 1. The increase in wages will amount to about \$45,000 a year.

At Otisville, N. Y., on Monday evening last, a considerable number of passengers who had alighted from westbound passenger train No. 179, of the Erie road, were struck by eastbound passenger train No. 2, opposite, or nearly opposite, the station, and six or more were injured. Most of the passengers were thrown into a snow-bank. None of the injuries were fatal.

Senator Lea, of Tennessee, has sent to the Interstate Commerce Commission a petition asking for the investigation of charges that the Louisville & Nashville and the Nashville, Chattanooga & St. Louis furnish free passage to public officers in Tennessee, citing the report of the investigation which was made by the Interstate Commerce Commission in that state; and charging also that influential shippers receive favors.

## Switchmen's Strike at Chicago

The enginemen, trainmen and switchmen of the Belt Railway of Chicago struck, on Tuesday of this week, causing a serious interruption of freight traffic. The reason given for the strike is that the railroad company had refused to run a train to carry employees to and from their work at the new clearing yard, southwest of the city; though the officers of the road had offered to provide a temporary train until such time as the men could move their homes to houses near the yards. The company had applied to the federal mediation board to take up the grievances of the men.

## Newspaper "News" About a Railroad President's Salary

"SAN FRANCISCO, Dec. 10.—E. P. Ripley, president of the Atchison, Topeka & Santa Fe Railroad, whose salary is reported to have been raised from \$75,000 to \$100,000 a year, is now the highest steam railroad executive in the United States. Mr. Ripley's salary is said to have been increased on the occasion of his seventieth birthday, celebrated by a banquet of railroad officials at Chicago Oct. 30."—*Chicago Examiner, December 11.*

"E. P. Ripley, president of the Santa Fe Railroad, when questioned yesterday at his home in Santa Barbara, Cal., by a Herald representative regarding the report that his official salary had been raised from \$75,000 to \$100,000 a year, said that he knew nothing about any such increase.—*Chicago Herald, same date.*

## St. Paul Electrification Tests

The Chicago, Milwaukee & St. Paul has been conducting elaborate tests during the past two weeks on its 2 per cent grades crossing the Rocky mountains east of Butte with the three electric locomotives which have been received. These tests included trials to ascertain the tonnage the locomotives would haul as well as the application of regenerative braking. Among the final tests was one on December 8, at which time two electric locomotives took a train of 48 loaded cars, 3,000 tons, from Butte up the 2 per cent grade to the summit of the Rocky mountains at a speed of 16 miles an hour and then continued down the descending grade on the opposite side. An interesting comparison with steam operation was secured by fol-

lowing this train with a steam train made up as regularly operated with 37 cars, 2,000 tons. This train was hauled by two road engines with a Mallet pusher. It ascended the grade at a speed of 9 miles an hour. The tests were conducted in the presence of President Earling and other officers and directors of the St. Paul. Until other locomotives have been received the three now on hand will be employed in pusher service over the 2 per cent grades between Piedmont at the foot of the eastern slope of the Rocky mountains and Butte on the west.

## Trainmen's Brotherhoods Prepare for Eight-Hour-Day Campaign

The general chairmen of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, after a two-day meeting in Chicago, announced on December 11, that they had decided to join forces with the eastern and southern engineers and firemen and with the Brotherhood of Railroad Trainmen and the Order of Railway Conductors in the movement for an eight-hour day with time and a half for overtime. A general conference of the executive committees, including delegates from the eastern, southern and western organizations of the four brotherhoods was called to be held in Chicago on December 15, to frame the demands to be presented to the railroads.

The meeting of the western enginemen and firemen was presided over by Warren S. Stone, president of the Brotherhood of Locomotive Engineers, and W. S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen. It is understood that W. G. Lee, president of the Brotherhood of Railway Trainmen, and A. B. Garretson, president of the Order of Railway Conductors, participated in the meeting.

Timothy Shea, assistant president of the Brotherhood of Locomotive Firemen and Enginemen, who was a representative of the employees in the arbitration of the controversy between the western enginemen and firemen and the railroads, was quoted in the Chicago papers as follows:

"This time there will be no arbitration. The principle of arbitration is excellent, but it has been abused. There is no secret about what we are after. We will flatly demand an eight-hour day and time and a half for overtime. We may add other demands at our conference. If we do not get what we want we will walk out. Every railroad in the United States—more than 350,000 men—will be affected. At our meeting we will arrange details of the plan and will set a date for final action."

## The New Haven Trial

The cross-examination of former president Charles S. Mellen was continued during the past week in the trial of the eleven New Haven directors in the Federal Court in New York. On December 9 Charles F. Choate, for the defense, asked of Mr. Mellen the question: "Did you at any time conspire with any one whatever to effect a monopoly?"

"I never conspired in any way, shape, or manner. I was trying to build up for New England an efficient system of transportation to obtain mileage so as to make it possible to distribute the cost of the terminals, which was tremendous, over as large a mileage as possible. We had no preconceived idea as to how this was to be brought about. It was a process of evolution. I do not know but that we should all have been scared to death if we had appreciated in our first step what the last step was to be."

On Friday the government counsel tried to offset the effect of some of the evidence brought out in the cross-examination of Mr. Mellen by the defense by showing the influence the railroad had with the state government of Massachusetts. Mr. Butts, for example, showed that Governor Draper showed T. E. Byrnes, then vice-president, a tentative draft of a message, but Mr. Mellen emphatically denied that he had helped Mr. Draper prepare the message.

Mr. Choate on Monday brought out that in May, 1908, E. H. Harriman, who then had an interest in the Delaware & Hudson

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