

mit to legislation inimical to the interests of railways than can the railways. Let the railways stay away from the legislatures and that evil would be cured.

Next in importance is the system of claims. If the railroads of Chicago alone should commence tomorrow to pay upon presentation every claim now pending, and then prosecute for obtaining money under false pretenses every claim which was afterward shown to be fraudulent the wholesale business of Chicago would be paralyzed until bail bonds could be made out for most of the community. This seems like a hard statement, but it is a true one. The spirit of fraud in claims is by no means confined to the honest granger and the impecunious unfortunate—it permeates the business community from one

signaling apparatus manufactured by this company is illustrated, as applied to the engine and one car, and the details are also given. The standard freight cylinders and reservoirs, driving brakes of the cam type, and also the outside equalized brake for three or four sets of drivers are fully illustrated and described. The different schedules of equipment give the number and name of all the parts required for each outfit. Three handsome plates occupy the back of the book, showing respectively the New York quick action automatic brake and train signal as applied to engine and tender, passenger car, and to a freight car. Each of these illustrations gives practically all the information necessary for applying the apparatus to any one of the pieces of rolling stock named.

The instruction book is well bound and of a convenient size to carry in the pocket. The book opens with a description of the interchangeability of the New York and Westinghouse apparatus. A short description is then given of

that they are almost universally passing in opposite directions at the same time. Located directly back of the ticket office are two lavatories, one opening from each waiting room. These are of large dimensions, well lighted and fitted with every convenience. The baggage room is 20x45 ft., and has a large door on each side for the admission and discharge of baggage. Taking the depot altogether it is well arranged and a handsome piece of architecture. The architect is Mr. Chas. S. Frost, Pullman building, Chicago.

TWO-CENT RAILROAD FARE.

HENRY APTHORP, EX-RAILROAD COMMISSIONER OF OHIO.

Every year for the past six years, and nearly every year for the six years preceding, bills have been pending in the general assembly of Ohio to reduce railroad fare from three



GENEVA DEPOT—CHICAGO & NORTHWESTERN RAILWAY.—FIG. 1.—FRONT ELEVATION.

end to the other, and a wholesale arrest of those engaged in this particular class of fraud would put names on the armory police court sheet tomorrow morning that you oftener see in a list of the elite at a society event than any where else. It is an era of crime which is appalling—not to those who do not come in contact with it, because they know nothing of it—not to those who come in contact with it, because it is so familiar—but to those who know the situation and stop to think what it means it is astounding.

As to the cure. Let railroads come down to an absolute business basis. Let them ask no favors and grant none. Let them give it out to legislative robbers that their day is over, and to commercial robbers that the harvest is past. Let them prosecute a few more Howells, there are more of them; and guns will not go from hardware stocks as bolts, or butter go out imbedded in car lots of oats.

FAIR PLAY.

New York Air Brake Company's Catalogue and Instruction Book.

We are in receipt of the 1893 catalogue and the instruction book of the New York Air Brake Company. The catalogue is a handsome one, printed on good paper and in convenient form. A large insert illustrates the general arrangement of the apparatus used. The air pump, main reservoir, engineer's valve, triple valve, auxiliary reservoir, brake

each portion of the New York Air Brake Company's devices. This is followed by an explanation of their operation. Instructions are next given to engine men on the subjects of inspection, testing brakes, the duplex air pump, governor, engineer's valve, the handling of the brake, etc. Next comes a series of instructions to trainmen and inspectors. In a little pocket in the back of the book a number of plates completely illustrate each portion of the air brake apparatus and about eleven pages are given to descriptions thereof. The plates are gotten up in excellent shape, well printed. Instructions are given in the book for attaching the brake apparatus to both freight and passenger cars. An explanation of the levers is also given. One of the most useful chapters is on rules for calculating brake power. A chapter is given on useful information concerning brake apparatus generally. The book closes with an account of the comparative efficiency of the New York and Westinghouse pump. By taking the catalogue and instruction book together an excellent fund of information regarding air brakes may be obtained, and they are both worthy of the careful study of those interested in the subject.

THE GENEVA DEPOT OF THE CHICAGO & NORTHWESTERN RAILWAY.

The illustrations herewith show the plan and general appearance of a depot which has recently been erected by the Chicago & Northwestern Railway at Geneva, Wisconsin. Fig. 1 is an elevation showing the general appearance and Fig. 2 a plan of the interior arrangement.

to two cents per mile. During these years the bill—these bills have all been substantially alike—has been vigorously advocated, and as vigorously opposed, and in the end either defeated or postponed, only to be revived at the next session. Such a bill is now pending. It applies to all railroads, and to all distances over eight miles.

I have no doubt that public opinion, moved by honest purposes, sincerely favors the bill. Petitions, resolutions and platforms of political conventions; editorials and contributory articles in newspapers; personal solicitations and appeals; resolutions of traveling men's associations—all urging the passage of the bill, are proof that a great many people want it.

It has been often stated, and seems to be quite generally believed, that other states have, by law, established two-cent railroad fare, and the example of these states is cited as a reason for a two-cent rate in Ohio. The state of New York is more frequently mentioned than any other as having such a law. The following quotation from an Ohio daily newspaper, in reference to the Ohio bill and the New York law, fairly shows the general notion on this subject in this state:

"New York has had a similar law for many years. It has not been the means of bankrupting railroads there, but traffic has increased more than enough to compensate for the decreased fare. We cannot see why it would not operate the same in Ohio. The people demand such a law and we hope to see it passed."

Quite likely those persons who say that New York has a similar law do not intend to mislead. They are more careless than dishonest; and those who believe it are more indifferent than ignorant. The statement is neither true in letter nor in spirit. New York has no such law. On the contrary, that state is, with one exception, more liberal to the railroads in fixing passenger fares than Ohio, and that exception, I am sure, will have no weight in favor of the proposed rate in this state when comparative conditions are examined and understood.

The statutes of New York permit, generally, a three-cent rate, although a much higher rate is allowed on hilly roads. Under such conditions this is a reasonable provision.

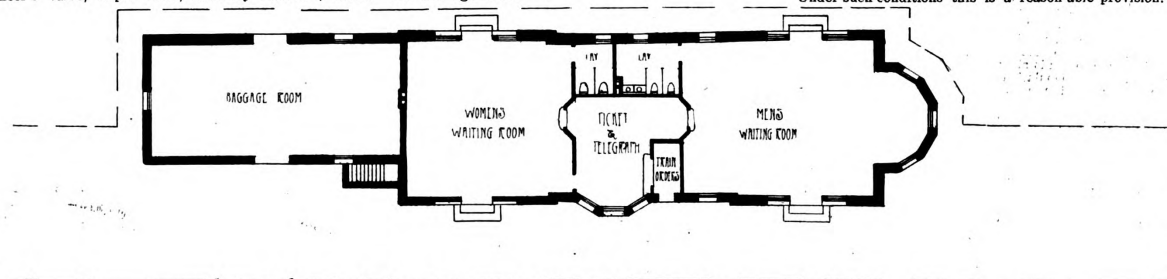


FIG. 2.—GENEVA DEPOT—CHICAGO & NORTHWESTERN RAILWAY.—PLAN VIEW.

cylinder, conductor's valve, etc., are shown in their relative positions, and the office of each part can be easily understood. This arrangement includes the entire equipment in an engine, tender and one passenger car. All the illustrations are good and comprehensive. The duplex air pumps Nos. 1 and 2 are fully described, and all parts numbered for convenience in ordering duplicate parts. The engineer's valve comes next and is comprehensively illustrated. The plain triple valve, also the quick action valve, are shown in detail, and the parts numbered; following this comes the pump governor, details of brake apparatus, brake cylinders, reservoirs, etc. Hose coupling cut out valves, and the small details are fully illustrated. The air

The plan is convenient and suited to a depot of this class. The men's waiting room is 28x45 ft. and has a bay on one end. The room is well lighted and makes an unusually pleasant waiting room. The women's waiting room is 28x30 ft. and joins the baggage room. Between the two waiting rooms is the ticket and telegraph office and also an entrance way where trainmen receive orders without having to go through either of the waiting rooms. This is a great convenience, as it is annoying to both employees and passengers when the trainmen have to use the same entrance to the depot as that used by the passengers for the reason

costs more to the road, and is worth more to the passenger to be carried up over hills than on level ground. The three-cent law in New York, which is the exception above referred to, and which has, moreover, been the foundation of many and oft-repeated arguments, applies only to way passengers on one part of one road, namely, to that part of the New York Central & Hudson River Railroad which lies between Buffalo and Albany. Under the statute the fare is limited to two cents per mile from any intermediate station to Albany, or from any intermediate station to Buffalo, or from any one intermediate station to another between Albany and Buffalo. It does not apply to fare from Albany station to Buffalo station, nor from Buffalo station to Albany station. It applies to local fares only between these two cities. The law was passed over forty years ago and the rate was fixed at two cents, in consideration of the act that the consolidated road paralleled the Erie canal, "