EARNINGS OF AMERICAN ROADS

Figures Give Evidence of Increasing Prosperity.

N. G. BROAD GAUGE CLEARED

Short Feeding in Transit—Excursion to Option The Rate Agreement Reached in Chicago.

The gross earnings reported of all American roads for the year ended June 30, 1898, were $1,229,522,296, an increase of $93,541,383 over the previous year. The net income, after deducting operating expenses, was $446,180,119, with which to pay interest on bonds, taxes and dividends, and to put by as surplus. The ends paid out $413,241,618 in operating expenses, as against $816,980,677 in the year before, than $124,000,000. That is, the roads paid out more than seven times as much in wages as they earn in dividends and surplus. The greatest one of our country is exhibited by the figures, which cover 129 lines, operating 19,121 miles of railroad. The whole of Europe has operating on railways 185,000 miles statistics, 152,415 miles of railroad. In 1896, according to Mulhall, the receipts of all the roads of Europe were $1,211,000,000, and the expenditures, $676,000,000, showing that the net earnings were $535,000,000, a little more than half of earnings as compared with the total income than in the case of American roads.

CHICAGO RATE MEETING.

Agreement Reached as to Western Passenger Rates.

The meeting at Chicago has produced apparently definite results. After two days work, Western passenger rates have been fixed in way of meeting the reduced rates of the Northern Pacific and first Northern to Montana points, and of Great Northern to Montana Pacific and cutting in any great extent into their business in transcontinental territory.

The fare from Chicago to north Pacific coast points is to be continued at $70, the minimum permissible under the rule is to be $50. In both cases rebate tickets are to be used, and the baggage of private purchasers of rebate tickets will be checked only to destination. It is probable that arrangements will be made to accommodate territory south of Montana common points and south of Western Washington points, shall not be less than the Pacific coast rate of $50, as a matter of fact, both rates will be $50. A reduction to the Pacific coast is made, therefore, in all points to which the present rate is above $50, and the rate to points less than $50 will be lowered between the present rate and $50.

FEEDING IN TRANSIT.

Protest Rather Will Not Last Longer Than May 20.

Feeding in transit was recent comp ... the point of issuing an order ... that the present feeding in transit arrangement will not last longer than May 20. It is said that it is expected that the basis Pa announced that the order rescinding the rule had been issued, effective May 20, and the other line acquiesced.

The reason for the backdown on the part of the Pennsylvania is that the opinion of the live stock shippers all over the West. They declared that the railroads had in the past work stipendiary efforts have been made to the contrary, but even with a force of several hundred men in the Bio Grande rotary, but little progress was made in the work. The result of the order has been that the shippers have to pay the freight on the feed in transit, and the railroads have been compelled to permit the shippers and the stock to be taken off the cars at points for the purpose of feeding and regaining the operation of the order until May 20. This was taken to mean that the order would not be made in the railroads will find some new plan of adjusting the matter. Men who are posted on the situation are of the belief that the line will have to give up Mr. Ryan's contention that the business with the stockyards and to abolish it would be a great disturbance of all live stock traffic and the sales of stock would need to encounter such an emergency rate.

The railroads hold that they would willingly lose the feed in transit business if it were for the stockyards to do so, and that they would not mind the stockyards if it were not for the privilege. They have tried to stop the same method to prevent the stockyards from feeding in transit, claiming the cattle while in transit, and maintaining the billing in edge was all effort to stop this have been unavailing and in desperation the roads have sought to abolish the whole thing.

The conclusion of the foregoing is vouched for in the Denver News and the Daily Rockman. Nevertheless, the Rio Grande freight agents were disturbed at the report, and, when asked, they denied all knowledge of any change in the policy on the part of the railway in question. It is said, on the contrary, that the feeding in transit arrangement will not be definitely abolished on May 20th, and that it will be renewed. The reason for the extension is that May 20th is the date set for the Chicago rate meeting, and the roads hope to make a change in shipping conditions by that time. It is said that the roads would have ample notice of the change. The abolition of the feed in transit arrangement would be a great hardship to cattle, and would be a great injury to the stockyards, but will affect the feeders in a little way. The feeding in transit is a thing of the past, and the feeders have nothing to do with the matter.

The railroads have made a rate of one fare for the round trip, plus $2.00, for the benefit of the American Industrial Association to be held in Los Angeles next July. The $2.00 is the association membership fee. The number of people who will take advantage of this rate is likely to be a great one, as the time is likely to be at the year when the most of a vacation can be taken. The result of a conversation between Mr. Ryan and Mr. Hughes, of the Southern Pacific, and Mr. Miller, Christian Endeavor, and Mr. Ryan, of the Rio Grande, while in Denver, a few days ago. The Southern Pacific and the Rio Grande will run a special train for the benefit of the Christian Endeavors, and the Rio Grande will also run a special train for the benefit of the Knights of Pythias.

The Rio Grande blockade by the slide in Royal Gorge was finally cleared last night, and freight trains will run through the canyon.

The Harriman-Whipple operation from Denver to Cheyenne, which was to be ready for the Rio Grande Western will arrive this coming and will stay over in this city tomorrow.

The February statement of the Chicago, Burlington & Quincy, shows the gross earnings to have been $1,027,000, a decrease of $112,000 over the same month last year. The expenses were $1,011,000, an increase of $1,000. The net earnings were $16,000, a decrease of $113,000.

At the annual election of directors of the Pennsylvania railroad company, held at the general office of the railroad at Philadelphia yesterday, the following were elected: Frank Thomson, Alex M. Fox, Alex Biddle, N. Parker Shortridge, William L. Elkins, Alex J. Cassatt, Clement A. Griscom, John Lowe, Little, William H. Barnes, George Wood, J. Rogers Maxwell, Benjamin Morris and Benjamin R. Cameron.

The Mount Lowe railway property, at Los Angeles, Cal., was sold yesterday to Isaac N. Ream, representing the special attention to the highest bidder. Abner L. Hawes, whose bid was the highest, was the only other bidder. The road is a popular mountain resort, and the electric railway on the mountains also belongs to Hawes, and was built by Professor T. S. C. Lowe.

One of the most serious results of the recent storm in Louisville, is the shutting down of the tow property, which means a loss of 30 tons daily to the company's output, and the throwing of 60 men out of employment. The tow boats last week stipendiary efforts have been made to the contrary, but even with a force of several hundred men in the R