

JITNEYS MUST BE CONSIDERED NOW

Interesting Ruling by the Public Service Commission in Deciding Mt. Holly Case

The principle that competition from jitneys and efforts to remove sources of complaint must be taken into consideration in deciding cases brought against street railway companies was laid down by the Public Service Commission in an opinion rendered last night in dismissing the complaint of J. A. McGonegal and others of Mt. Holly Springs against the Cumberland Railway Company. The company took over the Carlisle and Mt. Holly line and complaint was filed against the condition of the roadbed, equipment and cars, charging discrimination and alleging that cars were congested. The discrimination complaint was removed by a change in rates and efforts to improve property have been made.

In regard to the crowding complaint the opinion written by Commissioner Rilling says: "This is one of the problems that the managements of street railways have yet to satisfactorily solve. Like conditions exist in many places, especially in centers of large population. We might remark in passing that in addition to the limited amount of receipts received by this company on account of which it is handicapped and restricted in furnishing more equipment and operating its road, it appeared to have come in contact with the so-called jitney service, as during the morning and evening hours, when it does the greater part of its business and, therefore, receives the greater part of its revenue, the jitney has appeared on the scene and has to a certain extent lessened the receipts, as well as the patronage of this company, and we are, therefore, of the opinion that while the conditions existing on this line during the morning and evening hours are not what they might be, yet under all the circumstances they are all that can be expected of a street railway company operating under like conditions."

The commission also handed down an opinion by Commissioner Brecht in which the borough of Benson was denied a certificate to build its own power plant. This is the White Oak case which attracted some attention because after its controversy with the White Oak the borough made a contract with the Penn Electric Service Company. The latter contract is approved.

MASKED BANDITS ROB B. & O. TRAIN

[Continued From First Page.]

compelled to do likewise. The other masked man then took the throttle and as though well acquainted with the operation of the engine ran the train a mile or two farther west. Here the robbers went through the mail car, paying particular attention to the registered mail which they looted completely and they then deserted the train, going across the hills in the direction of the Ohio river. A short time later the engine and mail car were found by a track walker where they had been left.

Meantime the crew, left with the remainder of the train, had been trying to find the engine. They knew nothing of what had happened except that the engine and mail car had disappeared toward the west, no attempt having been made by the highwaymen to disturb the sleeping passengers. Men were sent forward and soon located the fireman hastening back to give the alarm. Engineer Helms having gone on in search of his engine. He found the locomotive on the rails, with the fire drawn from under the boiler and the valves so arranged as to prevent any accident because of increasing steam pressure.

Cannot Give Description
More than two hours elapsed from the time of the robbery, about 2 o'clock until the news could be sent to division headquarters at Parkersburg, and to Grafton, the nearest town with telegraphic communication at that hour. But immediately railroad and county officers were active. Messages were sent in all directions, a special train carrying detectives was sent to the scene of the robbery, and posses aggregating more than a hundred men were scouring the country before daybreak in Harrison, Doddridge and Pleasant counties.

Engineer Helms said he could not give a good description of the men except that they were fairly well dressed and seemed to be experienced in the handling of a locomotive.

Railroad authorities believe that the men when they left the train hurried over the hills to a road near Central Station where they had an automobile and hastened in the direction of St. Mary's on the Ohio river between Wheeling and Parkersburg.

The amount of booty secured by the robbers is unknown here, but it was said that the registered mail usually carried by the train was very valuable, and another report said that in the express car which the robbers did not take with them down the track was \$2,000,000 in gold. The report could not be traced to any reliable source.

Central Station is in Doddridge county, midway between Parkersburg and Clarksburg, W. Va. It is a stop for through trains on the Baltimore and Ohio only for taking water.

OFFICIALS SEE GAME
Capitol Hill took in the baseball game at Philadelphia to-day, as far as possible. Those who could get tickets went to see the game and more will go to-morrow. Among those attending were Attorney General Brown, Auditor General Frowell and other prominent officials.

COMMISSION BOARD HERE
The State Workmen's Compensation Board began a session to discuss further organization this afternoon. It is not known how soon a secretary will be selected, but if it is not done to-day it will come along later in the month. The appointment of the ten referees will be made by the Governor next month.

COMMISSION CLEARS DOCKET
The Public Service Commission cleared its docket for the week to-day, and the slag rate case, which is important to many steel companies and railroads, was finished except for filing of briefs. It will be some time before a decision is given.

THOUSAND MUST STAND TRIAL
By Associated Press
Denver, Col., Oct. 8.—The more than one thousand persons made defendants in cases growing out of the recent coal strike in Colorado must go to trial. Hona held out strongly during the last week that Governor George A. Carlson would order a sweeping dismissal of the cases pending flickered out early to-day when the chief executive, after several hours' deliberation, refused to interfere in the prosecution.

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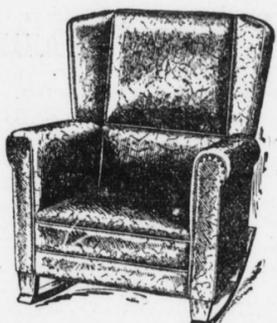
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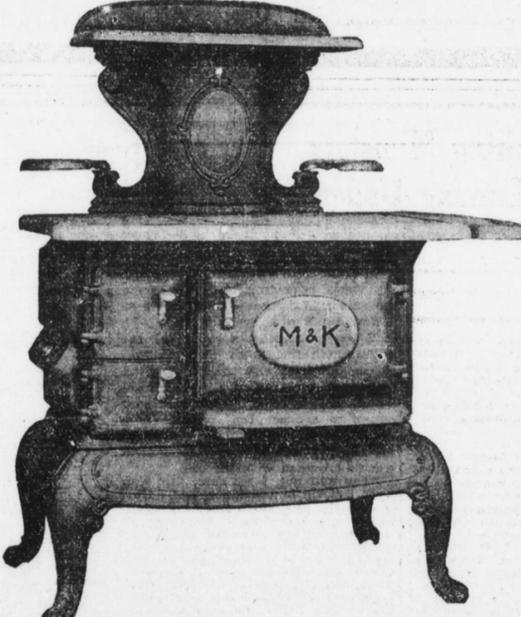
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