

No. 1529.

MOUNTAIN ICE COMPANY ET AL.

v.

DELAWARE, LACKAWANNA & WESTERN RAILROAD
COMPANY.

No. 1549.

SAME

v.

DELAWARE, LACKAWANNA & WESTERN RAILROAD
COMPANY ET AL.

No. 1631.

MOUNTAIN ICE COMPANY AND TROUT LAKE ICE
COMPANY

v.

ERIE RAILROAD COMPANY.

No. 1632.

SAME

v.

ERIE RAILROAD COMPANY ET AL.

Submitted November 30, 1909. Decided January 3, 1910.

1. It appears that defendants have in every instance complied with the orders of the Commission made in a former report upon these cases; upon supplemental complaints asking that defendants establish other rates put in issue by the original complaints but not passed on because of lack of testimony, and that the prior decision declining to reduce certain joint rates on ice to Philadelphia be reconsidered; *Held*, That (a) the present rates mentioned in case No. 1529 on ice from the Pocono Mountains and the Jersey lakes to Brooklyn terminals, Harlem station, and other points in New Jersey and New York; (b) the present rates mentioned in case No. 1549 on ice from the Pocono Mountains to Philadelphia, requiring Philadelphia & Reading deliveries, and to various points in New Jersey, Delaware, and Maryland; (c) the present rates mentioned in case No. 1631 on ice from Sterling Forest, N. Y., to various points in New Jersey and New York; and (d) the present rates mentioned in case No. 17 I. C. C. Rep.

1632 on ice from the Pocono Mountains to West Newark, N. J., and to other points in New Jersey and New York, are unreasonable and reasonable rates prescribed for the future.

2. Upon application of complainant, an examiner will be delegated to take testimony upon the various reparation claims involved in these cases, and upon that record the parties will be further heard and proper orders made.

H. C. Reynolds for complainants and interveners.

J. L. Seager for Delaware, Lackawanna & Western Railroad Company.

J. E. Reynolds for Central Railroad Company of New Jersey.

J. J. Beattie for Lehigh & Hudson River Railroad Company.

H. A. Taylor for Erie Railroad Company.

D. B. Griffin for Long Island Railroad Company.

Charles Heebner for Philadelphia & Reading Railroad Company and Atlantic City Railroad Company.

SUPPLEMENTAL REPORT OF THE COMMISSION.

PROUTY, Commissioner:

In the original opinion in the above-entitled cases, 15 I. C. C. Rep., 305, the Commission considered rates from points of origin in New Jersey and in the Pocono Mountains to various destinations. As a result, rates were established to Hoboken, Jersey City, Philadelphia, and to points upon the Long Island Railroad, these being what might be termed base rates under which the great bulk of the traffic moved. The original complaints named a large number of points to which the rates were alleged to be excessive, but no testimony was introduced with respect to most of these points and the rates themselves were not discussed. The Commission suggested that the defendants should check in rates to these other points in conformity with the base rates which were established, stating that if this were not done the matter could be further called to its attention by supplemental complaint.

The defendants have in every instance complied with the orders of the Commission, but the complainant now files a supplemental petition in each of the above cases, claiming that the carriers have not established the other rates put in issue by the original complaints in accordance with the decision and opinion of the Commission, and asking that such rates be now established. It also asks that the Commission reconsider its decision in declining to reduce certain joint rates to Philadelphia in addition to the one fixed. The exact questions presented and our decision thereon will be best stated by considering the different cases separately.

In No. 1529 the Delaware, Lackawanna & Western is the sole defendant. That company previous to the making of our order in the original case had maintained rates to its various terminals in Brook-

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lyn, the cars containing the ice being carried upon car floats from Hoboken to the Brooklyn terminals. The through charge for this service had been arrived at by adding to the rate up to Hoboken from both the Pocono Mountains and the New Jersey lakes, 25 cents per ton for lighterage. The Commission reduced the rate from the Pocono Mountains from 85 cents per ton to 65 cents per ton when transported in ordinary box cars and 75 cents per ton when transported in ice cars. These rates, as already stated, were put in by the defendant, but its rates to Brooklyn terminals were left as they had been in the past, namely, from the Pocono Mountains \$1.10 and from New Jersey points 85 cents. The complainant insists that reductions should be made in these Brooklyn rates corresponding with our reductions in the Hoboken rates—that is, that the Brooklyn rate from the Pocono Mountains should be 90 cents per ton when transported in ordinary box cars and \$1 per ton when transported in ice cars; from the New Jersey lakes, 75 cents per ton when transported in ordinary box cars and 80 cents per ton when transported in ice cars.

The defendant claims that its lighterage service actually costs it in excess of 25 cents per ton and that therefore it does not follow that it should be required to reduce the rate to its Brooklyn terminals as claimed by the complainant. Testimony bearing upon the cost of lighterage was introduced by both parties.

We are of the opinion that the rates above given from the Pocono Mountains and the Jersey lakes are unreasonable, and that reasonable rates on ice to these Brooklyn terminals and the Harlem station of the defendant would be from the Pocono Mountains, not exceeding 90 cents per ton, when transported in ordinary box cars and \$1 per ton when transported in ice cars; from the lakes of New Jersey 75 cents per ton when transported in ordinary box cars and 85 cents per ton when transported in ice cars.

The complainant also asks that rates be established to stations on the South Brooklyn Railway, but this railroad is not a party to these proceedings and it appears that the complainant already enjoys a satisfactory rate in connection with the Erie from both the Pocono Mountains and the Jersey lakes to these points. We must decline, therefore, to express an opinion upon rates to such points in connection with the Delaware, Lackawanna & Western.

The complainant states that a rate of 85 cents per ton from Pocono Mountains is charged to the following points: Murray Hill, Berkley Heights, Gillette, Stirling, Millington, Lyons, Basking Ridge, Bernardsville, Mine Brook, Far Hills, Peapack, Gladstone, Kenvil, Succasunna, Ironia, Chester, Andover, Newton, Franklin Furnace, Lafayette, Augusta, Branchville, and Changewater, which is excessive and ought not to exceed 65 cents. It also alleges that the rate of 60 cents to Delaware is excessive.

Of these points, Changewater and Delaware are on that line of the Delaware, Lackawanna & Western over which this ice is transported to Hoboken, and the distances are materially less than to Hoboken.

We are of the opinion that the present rate from the Pocono region to Changewater, as above stated, is unreasonable and that it ought not to exceed 65 cents when the transportation is in ordinary box cars and 75 cents in ice cars; that the rate to Delaware is excessive and ought not to exceed 55 cents when the transportation is in ordinary box cars and 60 cents when in ice cars.

The other points referred to are upon the Morris & Essex division of the defendant or upon branch lines. In all cases the cars must be set out of the ice trains and taken by other trains to destination. It by no means follows that although the distance may be less than to Hoboken the rate should be no higher. The circumstances of the movement are entirely different, as well as the competitive conditions. We are, however, of the opinion that the rates charged as above stated should be somewhat revised; that the present rates are unreasonable and ought not to exceed 75 cents per ton in ordinary box cars and 85 cents per ton in ice cars.

While we have somewhat reduced the rate to the points referred to in the last paragraph, we do not find that the rates charged have been unjust or unreasonable in the past, and no reparation will be allowed on account of ice transported to these destinations.

The complainant also asks us to consider the rates from the Pocono Mountains to Corning and Dansville, N. Y. These points are to the west of the mountains and this case does not disclose the circumstances under which the ice is handled. We must therefore decline to express any opinion upon these rates as not being fairly within the scope of the original proceeding, nor presented to the Commission in this proceeding in such a way that an intelligent opinion can be given.

In No. 1549, which is against the Delaware, Lackawanna & Western Railroad Company and others, the complainant asks us to reconsider our refusal to reduce the rate from the Pocono Mountains to Philadelphia via Phillipsburg.

In the original case four different routes from the Pocono Mountains to Philadelphia were referred to, two from points upon the Delaware, Lackawanna & Western and two from points upon the Erie. It appeared that the great bulk of the traffic moved over the Delaware, Lackawanna & Western, via Manunka Chunk in connection with the Pennsylvania Railroad, by which route solid ice trains were operated during the season. The Commission reduced the rate via this route and stated that inasmuch as the complainant was thereby given access to the Philadelphia market from the greater part of its ice houses, it would not require the handling of this ice by the other routes upon a

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reduced rate, although competition might lead to a voluntary reduction of that rate.

The evidence now before us shows that while the bulk of the traffic does move via Manunka Chunk, and while a special service is maintained, still only Pennsylvania deliveries can be obtained in Philadelphia via that route. It appears that a considerable quantity of ice is moved to Philadelphia requiring a Philadelphia & Reading delivery, which can only be obtained in connection with the route via Phillipsburg. The movement via this route leaves the main line of the Delaware, Lackawanna & Western at Washington Junction, is thence taken on a branch line to Phillipsburg, from which it is transported to Bethlehem via the Central of New Jersey, and there delivered to the Philadelphia & Reading. No special service is maintained via this route, cars being given only such expedition as can be had by placing them in the regular trains. Nevertheless considerable quantities of ice have moved by this route in the past and continue to move, although the rate is higher than via Manunka Chunk. The distance via this route is 134 miles, nearly 10 miles shorter than via Manunka Chunk.

We are of the opinion that as the case is now presented these Philadelphia & Reading deliveries ought to be open to the complainant, that the present rate of \$1.40 via this route is unreasonable, and that the rate ought not to exceed for the future \$1.20 when the movement is in ordinary box cars and \$1.35 when the movement is in ice cars. This reduction should be applied at all intermediate points.

The complainant alleges that the following rates to the following points now in effect are excessive:

To—	Rate.	To—	Rate.
Newark, N. J.	\$1.10	Long Branch, N. J.	\$1.45
Waverly, N. J.	1.25	Elberon, N. J.	1.45
Elizabeth, N. J.	1.25	Asbury Park, N. J.	1.45
Linden, N. J.	1.25	Ocean Grove, N. J.	1.45
Rahway, N. J.	1.25	Belmar, N. J.	1.70
Woodbridge, N. J.	1.30	Spring Lake, N. J.	1.70
Perth Amboy, N. J.	1.30	Point Pleasant, N. J.	1.70
Metuchen, N. J.	1.25	Gloucester, N. J.	1.40
New Brunswick, N. J.	1.25	Swedesboro, N. J.	1.70
Trenton, N. J., via C. of N. J. and P. & R.	1.25	Paulsboro, N. J.	1.80
Freehold, N. J.	1.45	Pedricktown, N. J.	1.80
Delanco, N. J.	1.40	Penn's Grove, N. J.	1.80
Riverside, N. J.	1.40	Glassboro, N. J.	1.65
Beverly, N. J.	1.40	Pleasantville, N. J.	1.95
Riverton, N. J.	1.40	Bakersville, N. J.	1.95
Pavonia, N. J.	1.40	Somers Point, N. J.	1.95
Elizabethport, N. J.	1.70	Ocean City, N. J.	1.95
Camden, N. J.	1.40	Angelsea, N. J.	1.95
West Moorestown, N. J.	1.65	Holly Beach, N. J.	1.95
Mount Holly, N. J.	1.65	Collingswood, N. J.	1.60
Medford, N. J.	1.65	Darby, Pa.	1.65
Barnegat City, N. J.	2.40	Chester, Pa.	1.65
Beach Haven, N. J.	2.40	Wilmington, Del.	1.65
Matawan, N. J.	1.45	Newark, Del.	1.90
Hazlet, N. J.	1.45	Elkton, Md.	1.90
Red Bank, N. J.	1.45	Havre de Grace, Md.	1.90
Little Silver, N. J.	1.45	Baltimore, Md.	1.90

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The above points are reached by various routes at various distances. The amount of this traffic moving to any one point is comparatively small. In no case is the service an expedited one, the cars of ice being simply handled in the first train which can carry them. It would not be profitable to point out in detail the routes or the distances. In our opinion the rates on ice now in effect are unreasonable and should not exceed the following per ton when transported in ordinary box cars:

To—	Rate.	To—	Rate.
Newark, N. J.	\$0.95	Long Branch, N. J.	\$1.25
Waverly, N. J.	1.05	Elberon, N. J.	1.25
Elizabeth, N. J.	1.05	Asbury Park, N. J.	1.25
Linden, N. J.	1.05	Ocean Grove, N. J.	1.25
Rahway, N. J.	1.05	Belmar, N. J.	1.50
Woodbridge, N. J.	1.10	Spring Lake, N. J.	1.50
Perth Amboy, N. J.	1.10	Point Pleasant, N. J.	1.50
Metuchen, N. J.	1.05	Gloucester, N. J.	1.20
New Brunswick, N. J.	1.05	Swedesboro, N. J.	1.50
Trenton, N. J., via C. of N. J. and P. & R.	1.05	Paulsboro, N. J.	1.55
Freehold, N. J.	1.25	Pedricktown, N. J.	1.55
Delanco, N. J.	1.20	Penn's Grove, N. J.	1.55
Riverside, N. J.	1.20	Glassboro, N. J.	1.45
Beverly, N. J.	1.20	Pleasantville, N. J.	1.75
Riverton, N. J.	1.20	Bakersville, N. J.	1.75
Pavonia, N. J.	1.20	Somers Point, N. J.	1.75
Elizabethport, N. J.	1.50	Ocean City, N. J.	1.75
Camden, N. J.	1.20	Angelsea, N. J.	1.75
West Moorestown, N. J.	1.45	Holly Beach, N. J.	1.75
Mount Holly, N. J.	1.45	Collingswood, N. J.	1.40
Medford, N. J.	1.45	Darby, Pa.	1.45
Barneget City, N. J.	2.10	Chester, Pa.	1.45
Beach Haven, N. J.	2.10	Wilmington, Del.	1.45
Matawan, N. J.	1.25	Newark, Del.	1.70
Hazlet, N. J.	1.25	Elkton, Md.	1.70
Red Bank, N. J.	1.25	Havre de Grace, Md.	1.70
Little Silver, N. J.	1.25	Baltimore, Md.	1.70

When ice cars are used, 10 cents may be added in case of the rate to Newark, N. J., making a rate of \$1.05, and in all other cases 15 cents may be added to the rate.

In No. 1631 the Commission established rates via the Erie Railroad from Sterling Forest, in the state of New York, to Jersey City, and also to points upon the Long Island Railroad. By the supplemental complaint we are now asked to apply the rates fixed for Jersey City to various other points in that vicinity, which may roughly be described as located upon the Bergen County Branch, the Newark Branch, the Piermont Branch, the Newburg & New York Branch, the Newburg Branch, the Montgomery Branch, Pine Island Branch, Middletown & Crawford Branch, Northern Railroad of New Jersey, New York, Susquehanna & Western Railroad, New Jersey & New York Railroad and New City Branch.

These various branches for the most part radiate from Bergen Junction, and ice from Sterling Forest, in reaching the destinations under consideration, ordinarily moves over the Greenwood Lake Branch to Bergen Junction and thence out. In many cases, perhaps in the majority of cases, it would be possible to find another and shorter route through some other junction point, but the convenient and

probably the economical way of handling this business is to haul the train load of ice to Bergen Junction and there divide it for these various stations. As a practical matter the haul to most of these points is longer than that to Bergen Junction or Jersey City.

The conditions governing the rate are also radically different. We feel that while in the past the rate maintained to these points from Sterling Forest has been the same as that to Jersey City, a somewhat higher charge may properly be imposed but that the rates should be slightly readjusted in line with those elsewhere established. Upon a consideration of all the facts, we are of the opinion that the present rates of the defendant from Sterling Forest to the points below named are unreasonable, that they ought not to exceed in cents per ton, when transported in ordinary box cars, the figures below named in the first column, and when transported in ice cars, the figures named in the second column.

To—	In box cars.	In ice cars.	To—	In box cars.	In ice cars.
Secaucus, N. J.	\$0.55	\$0.60	Craigville, N. Y.	\$0.80	\$0.90
Rutherford, N. J.	.55	.60	Washingtonville, N. Y.	.80	.90
Carlton Hill, N. J.	.55	.60	Salisbury Mills, N. Y.	.80	.90
Garfield, N. J.	.55	.60	Vails Gate, N. Y.	.80	.90
Dundee, N. J.	.55	.60	New Windsor, N. Y.	.80	.90
Warren Point, N. J.	.60	.70	Newburgh, N. Y.	.80	.90
Fairlawn, N. J.	.60	.70	Chester, N. Y.	.80	.90
Passaic, N. J.	.55	.60	Goshen, N. Y.	.80	.90
Clifton, N. J.	.60	.70	Kipps, N. Y.	.80	.90
Lake View, N. J.	.60	.70	Campbell Hall, N. Y.	.80	.90
Harrison, N. J.	.60	.70	Neely Town, N. Y.	.80	.90
Newark, N. J.	.60	.70	Montgomery, N. Y.	.80	.90
Woodside, N. J.	.60	.70	Orange Farm, N. Y.	.80	.90
Belleville, N. J.	.60	.70	Florida, N. Y.	.80	.90
Essex, N. J.	.60	.70	Big Island, N. Y.	.80	.90
Avondale, N. J.	.60	.70	Pine Island, N. Y.	.80	.90
West Nutley, N. J.	.60	.70	New Hampton, N. Y.	.80	.90
Athenia, N. J.	.60	.70	Circleville, N. Y.	.80	.90
Paterson, N. J., via Newark Branch	.60	.70	Bullville, N. Y.	.80	.90
Hawthorne, N. J., via Newark Branch	.60	.70	Thompson Ridge, N. Y.	.80	.90
Ferndale, N. J.	.80	.90	Van Keurens, N. Y.	.80	.90
Ridgewood, N. J.	.80	.90	Pine Bush, N. Y.	.80	.90
Waldwick, N. J.	.80	.90	Middletown, N. Y.	.80	.90
Allendale, N. J.	.80	.90	Homestead, N. J.	.55	.60
Ramseys, N. J.	.80	.90	New Durham, N. J., via Nor. R. of N. J.	.55	.65
Mahwah, N. J.	.80	.90	Fairview, N. J.	.55	.65
Suffern, N. Y.	.80	.90	Ridgefield, N. J.	.55	.65
Tallmans, N. Y.	.80	.90	Leonia, N. J.	.55	.65
Monsey, N. Y.	.80	.90	Nordhoff, N. J.	.55	.65
Spring Valley, N. Y.	.80	.90	Englewood, N. J.	.55	.65
Nanuet, N. Y.	.80	.90	Highwood, N. J.	.55	.65
Blauvelt, N. Y.	.80	.90	Tenafly, N. J.	.55	.65
Orangeburg, N. Y.	.80	.90	Crosskill, N. J.	.55	.65
Sparkill, N. Y.	.80	.90	Demarest, N. J.	.80	.90
Piermont, N. Y.	.80	.90	Closter, N. J.	.80	.90
Hillburn, N. Y.	.80	.90	Norwood, N. J.	.80	.90
Ramapo, N. Y.	.80	.90	Nyack, N. Y.	.80	.90
Sterlington, N. Y.	.80	.90	Homestead, N. J.	.55	.60
Sloatsburg, N. Y.	.80	.90	New Durham, N. J., via N. Y. S. & W. R. R.	.55	.60
Tuxedo, N. Y.	.80	.90	Little Ferry, N. J.	.55	.60
Southfield, N. Y.	.80	.90	Ridgefield Park, N. J.	.55	.60
Arden, N. Y.	.80	.90	Bogota, N. J.	.55	.60
Central Valley, N. Y.	.80	.90	Hackensack, N. J., via N. Y. S. & W. R. R.	.55	.60
Highland Mills, N. Y.	.80	.90	Lodi, N. J.	.60	.70
Woodbury, N. Y.	.80	.90	Maywood, N. J.	.55	.60
Houghton Farm, N. Y.	.80	.90	Rochelle Park, N. J.	.55	.66
Mountainville, N. Y.	.80	.90	Passaic Junction, N. J.	.55	.60
Cornwall, N. Y.	.80	.90	Dundee, N. J.	.55	.60
Vails Gate Junction, N. Y.	.80	.90	Passaic, N. J.	.55	.60
Turner, N. Y.	.80	.90	Dundee Lake, N. J.	.55	.60
Monroe, N. Y.	.80	.90			
Oxford Depot, N. Y.	.80	.90			

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To—	In box cars.	In ice cars.	To—	In box cars.	In ice cars.
Paterson, N. J., via N. Y. S. & W. R. R.	\$0.55	\$0.60	Marksboro, N. J.	\$0.65	\$0.75
Straight Street, N. J.	.55	.60	Blairstown, N. J.	.65	.75
Vreeland Avenue, N. J.	.55	.60	Vails, N. J.	.65	.75
Broadway, N. J.	.55	.60	Hainesburg, N. J.	.65	.75
Riverside, N. J.	.55	.60	Delaware, N. J.	.65	.75
Hawthorne, N. J., via N. Y. S. & W. R. R.	.55	.60	Columbia, N. J.	.65	.75
North Paterson, N. J.	.55	.60	Dunnfield, N. J.	.65	.75
Midland Park, N. J.	.55	.60	Water Gap, Pa.	.65	.75
Wortendyke, N. J.	.55	.60	Stroudsburg, Pa.	.65	.75
Wyckoff, N. J.	.55	.60	Carlstadt, N. J.	.55	.60
Campgaw, N. J.	.55	.60	Woodridge, N. J.	.60	.70
Crystal Lake, N. J.	.55	.60	Hasbrouck Heights, N. J.	.60	.70
Oakland, N. J.	.55	.60	Hackensack, N. J., via N. Y. & N. J. R. R.	.60	.70
Pompton Lakes, N. J.	.55	.60	Essex Street, N. J.	.60	.70
Pompton Junction, N. J.	.55	.60	Central Avenue, N. J.	.60	.70
Bloomington, N. J.	.60	.70	Anderson Street, N. J.	.60	.70
Butler, N. J.	.60	.70	Fairmount Avenue, N. J.	.60	.70
Charlotteburg, N. J.	.60	.70	North Hackensack, N. J.	.65	.75
Newfoundland, N. J.	.60	.70	River Edge, N. J.	.65	.75
Oak Ridge, N. J.	.60	.70	New Milford, N. J.	.65	.75
Stockholm, N. J.	.65	.75	Oradell, N. J.	.65	.75
Ogdensburg, N. J.	.65	.75	Etna, N. J.	.65	.75
Franklin Furnace, N. J.	.65	.75	Westwood, N. J.	.65	.75
Hamburg, N. J.	.65	.75	Hillsdale, N. J.	.65	.75
Martins, N. J.	.65	.75	Woodcliff Lake, N. J.	.65	.75
Sussex, N. J.	.65	.75	Park Ridge, N. J.	.65	.75
Quarryville, N. J.	.65	.75	Montvale, N. J.	.65	.75
Unionville, N. Y.	.65	.75	Pearl River, N. Y.	.80	.90
West Town, N. Y.	.65	.75	Bardonia, N. Y.	.80	.90
Johnsons, N. Y.	.65	.75	New City, N. Y.	.80	.90
Slate Hill, N. Y.	.65	.75	Union, N. Y.	.80	.90
Sparta, N. J.	.65	.75	Summit Park, N. Y.	.80	.90
Sparta Junction, N. J.	.65	.75	Pomona, N. Y.	.80	.90
Warbasse, N. J.	.65	.75	Mount Ivy, N. Y.	.80	.90
Halsey, N. J.	.65	.75	Thiells, N. Y.	.80	.90
Swartswood, N. J.	.65	.75	West Haverstraw, N. Y.	.80	.90
Stillwater, N. J.	.65	.75	Haverstraw, N. Y.	.80	.90

While the rates last above referred to are somewhat less than those in effect since 1907, we do not find that the rates which have been charged in the past are excessive and no reparation will be awarded on account of shipments to these stations.

It is impossible to determine from an inspection of the record what the complainant asks for or what relief this Commission can properly grant in No. 1632. The original complaints in 1631 and 1632 were apparently confused, and the subsequent amendments and references thereto in the supplemental complaint in 1632 only aggravate that confusion.

There seems to be a distinct claim that the rate from mountain regions to West Newark is excessive, and upon this point testimony was introduced. We are of the opinion that the present rate of \$1.10 per ton is unreasonable, that the rate ought not to exceed 90 cents per ton when the movement is in box cars and \$1 per ton in ice cars.

The complaint also puts in issue rates to the points referred to in 1631 when the movement is from the Pocono Mountains. In 1631 rates were established from Sterling Forest and we are now asked to establish rates to the same points from the Pocono Mountains. From Sterling Forest the movement is via the Greenwood Lake Branch and Bergen Junction, while from the Pocono Mountains the movement is via the New York, Susquehanna & Western to Bergen

Junction. The movement from Bergen Junction is in each case the same.

It appears that in the past the Jersey City rate has been applied at these interior points, and the complainant insists that the Commission should make the same reduction at these points which it has made to Jersey City.

What has been said in No. 1631 with reference to the movement from Sterling Forest to these points applies equally with respect to the movement from the Pocono Mountains. Somewhat higher rates may properly be maintained to these destinations than to Jersey City, but some readjustment of the present rates should be made.

In our opinion the present rates from the Pocono Mountains to these points are unreasonable, and rates in cents per net ton not exceeding those mentioned in the first column in the following table should be applied when the movement is in box cars, and rates not exceeding those in the second column when the movement is in ice cars.

To—	In box cars.	In ice cars.	To—	In box cars.	In ice cars.
Ferndale, N. J.	\$0.85	\$0.95	Van Keurens, N. Y.	\$0.85	\$0.95
Ridgewood, N. J.	.85	.95	Pine Bush, N. Y.	.85	.95
Waldwick, N. J.	.85	.95	Carlstadt, N. J.	.75	.85
Allendale, N. J.	.85	.95	Woodridge, N. J.	.75	.85
Ramseys, N. J.	.85	.95	Hasbrouck Heights, N. J.	.75	.85
Mahwah, N. J.	.85	.95	Hackensack, N. J.	.75	.85
Suffern, N. Y.	.85	.95	Essex Street, N. J.	.75	.85
Talmans, N. Y.	.85	.95	Central Avenue, N. J.	.75	.85
Monsey, N. Y.	.85	.95	Anderson Street, N. J.	.75	.85
Blauvelt, N. Y.	.85	.95	Fairmont Avenue, N. J.	.75	.85
Orangeburg, N. Y.	.85	.95	North Hackensack, N. J.	.85	.95
Sparkill, N. Y.	.85	.95	River Edge, N. J.	.85	.95
Piermont, N. Y.	.85	.95	New Milford, N. J.	.85	.95
Hillburn, N. Y.	.85	.95	Oradell, N. J.	.85	.95
Ramapo, N. Y.	.85	.95	Etna, N. J.	.85	.95
Sterlington, N. Y.	.85	.95	Westwood, N. J.	.85	.95
Sloatsburg, N. Y.	.85	.95	Hillsdale, N. J.	.85	.95
Tuxedo, N. Y.	.85	.95	Woodcliff Lake, N. J.	.85	.95
Southfield, N. Y.	.85	.95	Park Ridge, N. J.	.85	.95
Arden, N. Y.	.85	.95	Montvale, N. J.	.85	.95
Central Valley, N. Y.	.85	.95	Pearl River, N. Y.	.85	.95
Highland Mills, N. Y.	.85	.95	Nanuet, N. Y.	.85	.95
Woodbury, N. Y.	.85	.95	Bardonia, N. Y.	.85	.95
Houghton Farm, N. Y.	.85	.95	New City, N. Y.	.85	.95
Mountainville, N. Y.	.85	.95	Spring Valley, N. Y.	.85	.95
Cornwall, N. Y.	.85	.95	Union, N. Y.	.85	.95
Vails Gate Junction, N. Y.	.85	.95	Summit Park, N. Y.	.85	.95
Turner, N. Y.	.85	.95	Pomona, N. Y.	.85	.95
Monroe, N. Y.	.85	.95	Mount Ivy, N. Y.	.85	.95
Oxford Depot, N. Y.	.85	.95	Thiells, N. Y.	.85	.95
Craigville, N. Y.	.85	.95	West Haverstraw, N. Y.	.85	.95
Washingtonville, N. Y.	.85	.95	Haverstraw, N. Y.	.85	.95
Salisbury Mills, N. Y.	.85	.95	Homestead, N. J.	.75	.85
Vails Gate, N. Y.	.85	.95	New Durham, N. J.	.75	.85
New Windsor, N. Y.	.85	.95	Fairview, N. J.	.75	.85
Newburgh, N. Y.	.85	.95	Ridgefield, N. J.	.85	.95
Chester, N. Y.	.85	.95	Morsemere, N. J.	.85	.95
Goshen, N. Y.	.85	.95	Palisades Park, N. J.	.85	.95
Kipps, N. Y.	.85	.95	Leonia, N. J.	.85	.95
Campbell Hall, N. Y.	.85	.95	Nordhoff, N. J.	.85	.95
Neely Town, N. Y.	.85	.95	Englewood, N. J.	.85	.95
Montgomery, N. Y.	.85	.95	Highwood, N. J.	.85	.95
Orange Farm, N. Y.	.85	.95	Tenafly, N. J.	.85	.95
Florida, N. Y.	.85	.95	Cresskill, N. J.	.85	.95
Big Island, N. Y.	.85	.95	Demarest, N. J.	.85	.95
Pine Island, N. Y.	.85	.95	Closter, N. J.	.85	.95
New Hampton, N. Y.	.85	.95	Norwood, N. J.	.85	.95
Circleville, N. Y.	.85	.95	Piermont, N. J.	.85	.95
Bullville, N. Y.	.85	.95	Nyack, N. Y.	.85	.95
Thompson Ridge, N. Y.	.85	.95			

No reparation will be allowed on account of shipments to the destinations specified in the above table.

With respect to all stations to which rates are not fixed by the orders of the Commission, either in the original proceedings or at this time, these complaints are dismissed.

The original complainants have filed schedules setting forth the shipments as to which reparation is claimed, in so far as the Commission had previously determined the rates upon which reparation should be awarded. Certain other parties have filed intervening petitions claiming reparation. With respect both to the schedules filed by the original complainants and the intervening petitions, certain questions are raised by the defendants, but none of these can be passed upon at this time. The basis for reparation has now been stated in all cases. Upon application of the complainant, an examiner will be delegated to take testimony upon the various claims for reparation, and upon that record the parties will be further heard and the proper orders made.

17 I. C. C. Rep.