

(broken, crushed and ground), the existing rates as increased under section 2 of this order, shall apply. Does not apply to charges for switching service.

Sec. 6. Disposition of Fractions.—In applying rates, fractions shall be disposed of as follows:

(a) Rates in cents or in dollars and cents per 100 lb. or package. Fractions of less than $\frac{1}{4}$ or 0.25 to be omitted. Fractions of $\frac{1}{4}$ or 0.25, or greater, but less than $\frac{3}{4}$ or 0.75, to be shown as $\frac{1}{2}$. Fractions of $\frac{3}{4}$ or 0.75, or greater, to be increased to the next whole figure.

(b) Rates per ton: Amounts of less than 5c to be omitted. Amounts of 5c or great, but less than 10c, to be increased to 10c.

(c) Rates per car: Amounts of less than 25c to be omitted. Amounts of 25c or greater, but less than 75c, to be shown as 50c. Amounts of 75c or greater, but less than \$1, to be increased to \$1.

Sec. 7. Observance of Differentials.—In establishing the freight rates herein ordered, while established rate groupings and fixed differentials are not required to be used, their use is desirable, if found practicable, even though certain rates may result which are lower or higher than would otherwise obtain.

Passenger Fares and Baggage Charges.

Sec. 8.—This order shall apply to all passenger fares, both interstate and intrastate, of railroads under federal control. No existing fare equal to or in excess of 3c a mile shall be reduced. All fares now constructed on a lower basis than 3c a mile shall be advanced to the basis of 3c a mile. All fares which are on a lower basis than the said existing or advanced fares, as the case may be, such as mileage or excursion tickets, shall be discontinued. These requirements are subject to the following exceptions:

(a) The provisions of sec. 1 and 22 of the act to regulate commerce, which authorize free or reduced fares or transportation, may be observed, except—that no mileage ticket shall be issued at a rate that will afford a lower fare than the regular one-way tariff fare, and that excursion tickets may be issued only to the extent and on the terms set forth in paragraphs (b) and (c) below:

(b) Round-trip tourist fares shall be established on a just and reasonable basis bearing proper relation to the one-way fares authorized by this order, and tariffs governing same shall be filed as promptly as possible with the Interstate Commerce Commission.

(c) For the national encampment of the Grand Army of the Republic and auxiliary and allied organizations at Portland, Ore., in 1918, and for the United Confederate Veterans Reunion, auxiliary and allied organizations at Tulsa, Okla., in 1918, a rate of 1c a mile in each direction via direct routes shall be authorized and confined by certificate of identification to the membership of these organizations and members of their immediate families. For the various state meetings of these organizations held during 1918, fares shall be authorized under like conditions on basis of 2c a mile in each direction and confined to limits of the state in which the meeting is held.

(d) Where public convenience will be served thereby, subject to the approval of the Director General, fares determined by the short line may be applied over longer practicable routes.

(e) Officers, enlisted men, and nurses of the U. S. Army, Navy, and Marine Corps, when traveling in uniform at own expense, shall be granted the privilege of purchasing passage tickets at one-third the regular one-way fare, via route of ticket, applicable in coach, parlor or

sleeping car, as the case may be, when on furlough or official leave of absence, except that this reduced fare shall not be granted on short-term passes from camps or when on liberty from ships or stations to nearby cities. Applicants for such tickets shall be required to submit for inspection of ticket agent military furlough or other official form of leave of absence and to surrender to ticket agent a furlough fare certificate signed by a commanding officer.

(f) Children under five years of age, when accompanied by parent or guardian, shall be carried free; children five years and under 12 years of age shall be charged half fare.

Sec. 9.—Commutation fares shall be advanced 10%. Commutation fares shall be construed to include all forms of transportation designed for suburban travel and for the use of those who have daily or frequent occasion to travel between their homes and places of employment or educational institutions.

Sec. 10.—Passengers travelling in standard sleeping cars and parlor cars shall be required to pay an additional passage charge of 16 $\frac{2}{3}$ % of the normal one-way fare, and passengers traveling in tourist sleeping cars an additional passage charge of 8 $\frac{1}{3}$ % of the normal one-way fare. The foregoing charges are in addition to those required for the occupancy of berths in sleeping cars or seats in parlor cars.

Sec. 11.—The following minimum number of tickets of the class good for passage in sleeping or parlor cars shall be required for occupancy of drawings rooms, compartments or sections in parlor or sleeping cars: Two adult tickets for a drawing room in a sleeping car. Two adult tickets for a compartment. One and one-half adult tickets for a section. Five adult tickets for exclusive occupancy of drawing room in a parlor car.

Sec. 12.—Passenger fares or charges for accommodation and transportation of passengers entirely by water, or partly by water and partly by rail, shall be increased proportionately with fares and charges for the transportation of passengers via rail.

Sec. 13.—The basis for computing charges for excess baggage transported under lawfully effective tariffs shall be 16 $\frac{2}{3}$ % of the normal one-way passenger fare, with minimum of 15c per 100 lb. and minimum collection of 25c per shipment.

Sec. 14.—Tickets purchased prior to June 10, 1918, will not be honored for passage on and after that date, except—

(a) Passengers en route on June 10, 1918, on one-way tickets will be carried to destination by continuous passage without additional charge.

(b) Round-trip tickets, portions of which have been used prior to June 10, 1918, or held by passengers en route on June 10, 1918, shall be honored in accordance with original tariff conditions under which sold without additional payment except that they shall be subject to the same requirements as one-way tickets in respects of additional payment for passage in sleeping or parlor cars as prescribed in section 10.

Tickets made invalid for passage by this order will be redeemed from original purchasers as follows: Unused tickets will be redeemed at amount paid therefor. Partially used one-way tickets will be redeemed by charging tariff fare at time of journey for portion used and refunding difference between such amount and fare at which sold. In redemption of mileage, scrip, or credential forms the purchaser shall be given the benefit for the distance traveled of a net basis pro-

portionate to that which would have applied had the entire book been used according to its contract.

Sec. 15.—All passenger fares lower than those hereinbefore prescribed, such as mileage, party, second-class, immigrant, convention, excursion and tourist fares, shall be discontinued until further notice, except that tourist fares shall be reestablished as prescribed in sec. 8, paragraph (b) hereof.

Sec. 16.—Tariff provisions intended to assure the long haul to carriers, and which prevent the free interchange of traffic, shall be eliminated.

Sec. 17.—Stop-overs on one-way tickets, side trips at free or reduced fares, discounts by use of excess baggage permits or excess money coupon books, and the sale of one-way tickets bearing limit in excess of time necessary to make trip by continuous passage shall be discontinued.

Sec. 18.—Optional routes may be used only when specified in tariffs.

Sec. 19.—In publishing fares and charges, under this order, tariffs may be used which increase the present fares by fixed percentage to bring them to the bases authorized herein, even though the actual fares so constructed may be fractionally more or less than 3c a mile.

General.—Sec. 20.—The rates, fares and charges to be increased under this order are those existing on May 25, 1918, including changes theretofore published, but not then effective and not under suspension, except where the Interstate Commerce Commission prior to that date authorized or prescribed rates, fares and charges, which shall have been published after that date, and previous to June 15, 1918, the increases here prescribed shall apply thereto. Such authorized, or prescribed rates, fares and charges not so published shall be subsequently revised when published by applying the increases prescribed herein.

Sec. 21.—(a) All schedules, viz., tariffs and supplements, covering passenger fares and baggage charges published under the provisions of this order shall bear on the title page the following:—“The fares* made effective by this schedule are initiated by the President of the U.S. through the Director General, U.S. Railroad Administration, and apply to both interstate and intrastate traffic. This schedule is published and filed on one day's notice with the Interstate Commerce Commission under general order 28 of the Director General, U.S. Railroad Administration, dated May 25, 1918.”

(b) All schedules, viz., tariffs and supplements, published to cover freight rates under the provisions of this order shall bear on the title page one of the following legends,—

If all rates therein are to be restricted to apply on intrastate traffic only, use the following:—“The rates made effective by this schedule are initiated by the President of the U.S. through the Director General, U.S. Railroad Administration, and apply to intrastate traffic only. This schedule is published and filed on one day's notice with the Interstate Commerce Commission under general order 28 of the Director General, U.S. Railroad Administration, dated May 25, 1918, and amended June 12, 1918.”

If all rates therein are to apply on interstate traffic only, use the following:—“The rates made effective by this schedule are initiated by the President of the U.S. through the Director General, U.S. Railroad Administration, and apply to interstate traffic only. This schedule is published and filed on one day's notice with the Interstate Commerce Commis-