



SATURDAY, JULY 20 1901.

PUBLISHED WEEKLY BY  
 THE STREET RAILWAY PUBLISHING COMPANY

MAIN OFFICE:  
 NEW YORK, BEARD BUILDING, 120 LIBERTY STREET.

BRANCH OFFICES:

CHICAGO.....Monadnock Block  
 PHILADELPHIA.....929 Chestnut Street  
 LONDON.....Hastings House, Norfolk Street, Strand

Correspondents in other Principal Cities of the World.

Long Distance Telephone, "New York, 4044 Cortlandt."  
 Cable Address, "Stryjourn, New York."—Lieber's Code used.

TERMS OF SUBSCRIPTION.

In the United States and Canada.....\$1.00 per annum  
 Single copies, first issue of each month, 35 cents; other issues, 5 cents.

In all Foreign Countries, per annum..... $\left. \begin{matrix} \$6.00 \\ 25s \\ 3fr \end{matrix} \right\}$

Subscriptions payable always in advance, by check (preferred), money order or postal note, to order of C. E. WHITTLESEY, Treasurer.

Entered as second-class matter at the New York Post Office.

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EDITORIAL NOTICE

*Street railway news, and all information regarding changes of officers, new equipments, extensions, financial changes and new enterprises will be greatly appreciated for use in these columns.*

*All matter intended for publication must be received at our office not later than Wednesday morning of each week, in order to secure insertion in the current issue.*

Address all communications to

THE STREET RAILWAY PUBLISHING CO.,  
 120 Liberty Street, New York.

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Consolidation in Worcester

In the proposed new consolidation in Worcester, Mass., by which the existing city company, together with six important suburban companies, will be brought under one management under the name of the Worcester Railways & Investment Company, the principal novel feature is the adoption of the same form of organization which has proved so successful in the case of the Massachusetts Electric Companies. In this form of organization the company is not a corporation, but a voluntary association, managed by a board of trustees, who hold title to its assets. In the declaration of trust covering these assets are strict provisions against the creation of any indebtedness whereby any shareholder or trustee can be held to any personal liability. This form of association has been held to be legal under the laws of Massachusetts, and its adoption in the Worcester instance indicates that it has worked satisfactorily where tried. Full details of this consolidation are published in another column.

Elevated Railways in Pittsburg

Pennsylvania seems to be holding the record now as to the extent of proposed city construction. The franchises awarded in Philadelphia, through the co-operation of the State and city authorities, have attracted such wide interest that attention has been diverted from the extensive system of elevated, underground and surface roads proposed in Pittsburg. Ordinances of this kind have been introduced in the Councils of that city in favor of a syndicate in which, it is said, persons in high political circles are interested. Accompanying each of the ordinances is an offer of 5 per cent of the net receipts to be given annually the city in return for the franchises. The company expects to begin work as soon as the rights are granted. The routes asked for cover many of the principal streets down town and in the residential district. The bills are encountering considerable opposition in Pittsburg, largely to the provision in the act under which the roads will be constructed exempting them from liability to damages from depreciation of property along their routes.

Electricity in the Park Avenue Tunnel

The agitation which has been carried on by the residents of Park Avenue, New York, and the general public which travels on the New York Central and the New York, New Haven & Hartford railroads for an improvement in the Park Avenue tunnel conditions, seems likely to bring results before long. A correspondent in another column of this issue points out a number of the difficulties in making a substitution of electricity for steam as motive power in the tunnel. Undoubtedly there are certain difficulties in the way, but we believe that they are fewer now than ever before, and that in the present state of electrical engineering, and with the engineering ability which the New York Central Railroad possesses and can command a satisfactory solution of the difficulty could easily be reached. It is an open secret that the New York Central Railroad authorities have been considering electricity for some years, and in an interview with the *New York Tribune* last week, W. J. Wilgus, chief engineer of the road, stated that he thought that a solution would be reached before long. He thought that the use of electricity in the tunnel only would be inadvisable, as it would be wholly impracticable to stop the suburban trains for the purpose of detaching the engines and coupling on the electric locomotives, and believed that the solution must lie in the use of electricity for both the express and local trains for a considerable distance out of the city. This, if carried out, would mean a revolution in suburban railway traffic, but one which seems inevitable if the suburban roads are to live up to their possibilities in the way of speed and train service for which they are capable. The same problem is facing all the roads in large cities, and sooner or later must be taken up first by some one of them. What should be more logical than that the company to which the use of a motor not requiring combustion is almost imperative should be the first to make the installation.

### The Trolley in Political Platforms

One of the most recent appearances of the trolley in political platforms is that of its consideration by the Democrats of Ohio. It is the specific virtue of political platforms of every stripe to abound in glittering generalities, an outlet being thus afforded for much that went previously into the old-time Fourth-of-July orations. An interesting review is thus presented of a number of topics occupying public attention, and important questions are kept alive for agitation and discussion. Thus, the matter of franchises is one demanding the broadest and most statesmanlike treatment, and the Ohio platform is not remiss in that respect. It says:

All public service corporations shall be required by law to make sworn public reports, and the power and duty of visitation and public report shall be conferred upon the proper State and local auditing officers, to the end that the true value of the privileges held by these corporations shall be made plain to the people. Steam and electric railroads and other corporations possessing public franchises shall be assessed in the same proportion to their salable value as are farms and city real estate. The proceedings of the Republican majority of the State Board of Equalization are a scandal. Property values, instead of being equalized, were increased or diminished at the dictation of political bosses, pursuant to corrupt combinations and conspiracies.

Now, it is unfortunate that an important issue should be beclouded by this terrible indictment of the other fellow, but if the Democrats of Ohio by their action will help toward some rational, sensible, temperate, universal method of dealing with franchises, free from local politics, animosities and prejudices, they will indeed deserve well of the nation, and receive also the grateful thanks of a great industry, that of street railway and urban transportation.

### Reorganization in Washington

The announcement of the appointment of a receiver for the Washington Traction & Electric Company, made in these columns a few weeks ago, points a moral in street railroad financing that a system, no matter how splendidly equipped, can not be operated and made a financial success on possible future earnings. The situation in Washington, which resulted in the consolidation under the name of the Washington Traction & Electric Company, was somewhat peculiar. The composite companies consisted of two lighting companies, one railroad company in the heart of the city, which was doing a large and profitable business, one which was much shorter and was earning net about \$45,000 a year, and nine other railway companies, largely suburban in character, some paying and some not, which were doing a much smaller business. It was in the hope that the economies possible by a consolidation, together with the improvement in gross earnings due to a betterment in the service, would be sufficient to carry the property through. The system was put into an excellent condition electrically, and a brave effort was made to make a net showing, sufficient to pay the expenses of property until the population along the suburban lines should be built up so as to make them self-supporting. But Washington is not a manufacturing city. The places of business of most of its residents are near the center of the city; that is, in the Government Buildings, and it is almost peculiar among other American cities in the small number of suburban towns surrounding it. The result was that the gross receipts did not increase, as was expected, and a receivership followed. In the reorganization which will follow it is announced that there will be a radical scaling down of the securities. The bondholders, under the proposed plan, will receive 55 per cent of their present holdings in 4 per cent bonds, instead of 4½ per cent, which is the rate of the present collateral trust bonds, and 55 per cent in preferred stock.

### The Third-Rail Eye

The people of Boston are becoming more or less disturbed over a slight inconvenience which they are experiencing in connection with the operation of the recently completed Boston Elevated system. It has been found since the opening of the road that large numbers of motormen, as well as many passengers on the surface cars, and pedestrians, have received more or less severe injuries to their eyes by particles falling from the elevated structure after the pass-

ing of an elevated train. This occurs so frequently that the Boston newspapers are beginning to become unduly agitated upon the subject, and it is expected that the company will immediately take steps for the prevention of so annoying a condition. Advices from Boston state that the particles referred to have been proved to be undoubtedly metallic and that they are produced by the friction caused by the shoe sliding along the third-rail, is quite probable. The experiences of the motormen have shown that the presence of these foreign substances in the eye is capable of causing intense pain or even permanent injury if they are not removed promptly, and in consequence the operators of the surface cars are being advised to protect their eyes with large sized glasses or to pull the visor of their caps well down over their foreheads. We have no definite information as to the composition of the shoe used in Boston, but it may be remembered that a somewhat similar difficulty arose in Brooklyn when the elevated lines of that city were first equipped with the third rail. In that case, however, a cast-iron shoe was used for the collection of the current, and it was found that upon substituting a cast-steel shoe for a cast-iron one, the trouble immediately ceased and has not recurred since. Another factor entering into the situation at Boston, however, is the extremely heavy braking necessary for stopping the cars, and a large portion of the falling particles may come from the grinding away of the brake-shoes.

### Yerkes' Proposals Before the Board of Trade

In looking across the water at the proposed equipment with electric power of the Metropolitan Underground Railway, of London, there are a number of points which strike the observer as peculiar, compared with the American way of carrying out similar undertakings. In the first place, it seems somewhat remarkable that it took so long to decide upon the use of electricity, in a situation where that power was so peculiarly fitted for the work to be done. In the second place, after many years of consideration, the decision was reached, though fortunately not carried out, to award the contract to an Austrian manufacturer, which had never had undertaken a contract at all approaching this in size and character, and with a system which was absolutely untried. Finally, after an American had secured control of the company, it seems somewhat surprising that he is not allowed to make his decision. But vested interests are involved, and a Parliamentary committee was appointed to consider the subject. This committee eventually decided that the Board of Trade should appoint an arbitrator to determine which system shall be adopted. The committee subsequently approved the legislation proposed to enable Charles T. Yerkes to electrify the roads, subject to the decision of the arbitrator and two engineers, appointed by the respective railways, in regard to the system to be installed. In reference to this investigation, Mr. Yerkes is reported as having recently said: "The result of the meeting of the Parliamentary committee is eminently satisfactory. Now that the question of the system to be adopted is left in the proper hands I have no doubt the work will proceed rapidly enough. The English people are children in the matter of electric traction construction; they regard the whole problem as some great mystery. When it comes to selecting a system we will easily demonstrate to them that the American system in use on thousands of miles of lines in the United States is infinitely superior to any system in Europe."

### Pernicious Warfare

In commenting on the situation of affairs in the Nashville Railway Company, a circular from the well-known Baltimore banking house of Hambleton & Company remarks incidentally, and quite in the ordinary way of a stock-market review: "Unquestionably the principal cause which led to the troubles of the Nashville Railway, the default on its bonds, and the necessity for the appointment of receivers, was the warfare waged against the company by the authorities of Nashville." We fear this is but too true, and that it might be applied with equally conservative regard for the facts to many another community. The firm adds that

but for the "captious and hostile opposition" of the city authorities, Nashville would to-day be enjoying a complete service for traction and lighting. It might, of course, be urged that the authorities were vigilant guardians of the public rights, but such a view fails utterly when it is noted that the recent decisions of the courts on these disputes have been wholly in favor of the company. We would like to know who is the gainer from such proceedings, for even if it be granted that the company might have secured some opportunity of profit not fully contemplated in its charter or ordinances, it could not have reaped that profit without rendering considerable services first to the city and the public. But, as the decisions show, the company did not seek any undue privilege or advantage, so that its heavy loss, unfairly inflicted, is at least shared by a large innocent population, to whom it sought to give better light and better traction. If the probe were driven deep enough it might be discovered that there was some ulterior object in this strange opposition, but, as the matter stands, there is apparent serious loss that might easily have been avoided. We can only hope for better times in Nashville, when, under a more liberal regime, the inspiring hum of a brisk trolley system may be heard all around, and at night the electric lights may send forth their rays in redoubled splendor.

### Cities of Refuge

Owing to the increased accessibility of regions of a suburban nature, people are less and less inclined or compelled to stay in the summer time within that easy distance of their stores and offices necessitated by the average conditions of winter. In the course of time, this flexibility of electrical travel may lead to a much greater summer exodus than now exists, and there are signs of experiment that way, some of them quite hopeful and even curious. It is noted, for example, that at Rochester, N. Y., 1500 persons are encamped in the "White City," on the shores of Lake Ontario, in tents that crown the bluffs for a mile and a half east and west and a half-mile north and south. The tents are pitched in April and folded in November, being constructed so that they may be comfortably heated in spring and autumn. The canvas is stretched over a frame, like that of an Indian bungalow. Some of these summer dwellings have three sleeping-rooms, a dining and a sitting-room. Cooking and other domestic duties are done in smaller tents. This summer city is regularly laid out, with streets named after the presidents. The men of the colony go to their business daily in Rochester, covering the 8 miles quickly on the trolley cars. Now, it is probable that but for the trolley this charming and ingenious plan of "villeggiatura" could not have existed, as a steam railroad service would have been too cumbersome, costly and infrequent. What has thus been done in the "White City" of Rochester seems capable of development elsewhere, for the modern tent has been found susceptible of many improvements, and now constitutes a most comfortable dwelling in all ordinary summer weather.

### Walk Slow

A decision recently handed down by a judge of the Appellate Division of the New York Supreme Court in a recent case against the Union Railway Company emphatically declares that sufficient time must be allowed pedestrians to cross the track in front of an approaching car. The length of time which would be deemed sufficient, however, is not specifically stated, but as the action was brought for the death of a boy subsequent to his being run into by a trolley car which was 75 ft. distant when the boy got to the middle of the street, it would appear that the court held that sufficient meant more than enough. The testimony as given by the boy's companion, another boy, however, was that as they started across the track, the motorman slowed up, but that when they were on the track the motorman, probably assuming that they would continue at the same pace at which they were going, again turned on his current and ran upon them at full speed. The verdict of the jury was \$3,000 in favor of the plaintiff. In sustaining

this verdict, the court said that the boys had a right to suppose that the motorman would hold his car in control until they were well across the track, but that it was gross and criminal negligence for the motorman when near the boys to put on additional power, and so increase the speed of the car as to run them down. Of the rights of the people in general the court said: "In a case where a car can be controlled so as to avoid running down a person crossing the track it can not be said that it is negligence, as a matter of law, for the person to attempt to cross the track. In many of the streets, during the busy portions of the day, these cars are running constantly, within a few feet of each other, and if a person about to cross the track is to wait until no car is in sight, the track would be impassable, except at the risk of the pedestrian being guilty of contributory negligence. The right of a railway company to use the public streets is conditioned upon the right of the public to also use them in the ordinary way, and no railway company has the right to so block the streets that the public are excluded from crossing them, except at the risk of being run over. It can not, therefore, be contributory negligence, as a matter of law, for a person to start to cross a track when the car is at such a distance that the motorman can prevent its running him down, if attending to his business, and operating the car in a careful and prudent manner."

### Urban Population

Director-General Merriam, the active and efficient head of the Census Office, in issuing last week the bulletin of urban population, remarked on it laconically that "the boys are leaving the farm." It appears, according to the returns, that 32.9 per cent of our people, or 25,000,000, live in cities, if the limit be taken at places of 8000 inhabitants; while the figure reaches 37.3 per cent if the limit be lowered to 4000. Of course, there are States where it runs even higher; 58.6 per cent of the total population of the North Atlantic division and 30.6 per cent of that of the north central division in 1900 lived in places of 8000 inhabitants, or more, as compared with 51.7 per cent for the former and 25.9 per cent for the latter division at the census of 1890. In Rhode Island 81.2 per cent of the population live in cities or towns of 8000 inhabitants or more, while this element also constitutes 76 per cent of the population of Massachusetts, 68.5 per cent in New York, 61.2 per cent in New Jersey, and 53.2 per cent in Connecticut. These are the only States in which the proportion of urban population, measured on this basis, is greater than one-half of the total population in 1900, but in Pennsylvania, Delaware, Maryland, Illinois and California there is between 40 per cent and 50 per cent of the total population living in places of this size.

The significance of this increasing density of city population as bearing upon the welfare of street railway systems can not be overlooked, but there are various considerations which must not be forgotten. A great many towns and cities have pushed out their borders in the ten years so as to embrace large sections of territory which can only be described as rural. The policemen of New York are now patrolling roads to the north and south and east that lead by farms and dairies galore, and which will so remain for many a long year to come. Moreover, it would be interesting to see what the figures would be if the census were taken, say, in August, instead of in June before the mass of city population has broken up for an extended spell of summer outing, not only for pleasure, but for business, crop gathering, etc. The ubiquitous trolley also now enables a great many farming folk to live within the limits of the smaller cities, participate in all their refinements, and at the same time discharge a wide variety of rural duties that in the earlier days of bad roads and interrupted communications could only be performed by living right on the spot all the year around. While there is a drift to the cities from the country, there is a tendency from the city to the country evidenced in many ways other than by noting where a person slept early in June. The city and the country are closer together than they ever were before in the history of the world, and the trolley has done it.

### Large Fire in St. Louis

A large two-story coal-storage shed belonging to the St. Louis Transit Company, and located at Park and Vandeventer Avenues, was destroyed by fire at 7 o'clock on the morning of July 10. The building destroyed was frame, 300 ft. long, 50 ft. high, and 25 ft. wide. In it was stored 30,000 tons of coal.

The building adjoined the boiler house, and when the heat became so intense that the firemen could no longer feed the furnaces, the following lines had to be shut off: The Vandeventer line, the Chouteau, the Market Street, the Laclède Avenue, the Eighteenth Street, the Park Avenue, and the Compton Heights. All of the other lines drew their power from the other power houses located in various parts of the city. At one time it appeared certain that the large power house adjoining, as well as the car houses and other buildings, would surely be destroyed.



RESULT OF THE ST. LOUIS FIRE

The fire, according to General Superintendent Dupont, was caused by spontaneous combustion, and it spread rapidly. The building was covered with corrugated iron, and this kept the flames confined until the iron became red hot and dropped off, thus giving the firemen a chance to get streams of water where they would have effect.

Mr. Dupont estimates the loss to the storage building and the contents at \$50,000. The loss to the boiler house was trifling. The storage shed will be rebuilt within a few weeks. Traffic was fully restored by evening.

At the time the power was shut off twenty-one cars on the Vandeventer Avenue line were running. On the Chouteau Avenue line there were twenty-six, on the Market Street line thirty, on the Laclède Avenue twenty-eight; Eighteenth Street, twenty-one; Park Avenue, twenty-four, and on the Compton Heights line, twenty-four cars. From 7 o'clock, the time the power was shut off, until 10 o'clock, these cars, 174 in number, would have made four trips. This would make a total of 696 trips that were missed by the cars on these seven lines.

Had the flames secured a start in the boiler house nothing could have saved anything. The loss then would have amounted to about \$3,500,000.

The service on the Boston Elevated Railway lines has proven so popular that the one hundred cars which have been in operation are found to be insufficient for its requirements, and the company has just awarded the Sprague Electric Company a contract for fifty additional multiple-unit equipments.

### Opening of the Columbus, London & Springfield Railroad

The opening of the interurban loop at Columbus and the first section of the Columbus, London & Springfield Railroad, the first important interurban road to enter that city, was attended by considerable ceremony on June 29. The first car of the Columbus, London & Springfield Railroad entered the city at the corner of Hague and Broad Streets, passing through a handsome arch which had been erected for the occasion by the Hilltop Association, which is developing that section of the city. As the car passed through the arch it was presented by the association with a large emblematic key to the city. It bore the inscription, "The Hilltop Improvement Association to the Columbus, London & Springfield Railroad—a key to Columbus. June 30, 1901." The key was attached to the front of the first car, which then proceeded

to the center of the city, being greeted with ovations all along the line.

The first car was in charge of General Manager Fisher, of the company, and carried a number of prominent city officials and officers of the company. It was followed by two other cars containing numerous invited guests. The cars made the circuit of the new interurban loop and drew up in front of the new interurban passenger station, which is located at the corner of Gay and Front Streets, where they were greeted by the booming of cannon, the music of bands and the shouts and cheers of thousands of citizens. Addresses were made by city officials, members of the Board of Trade, and officers of the company, after which refreshments were served in the interurban station.

The Columbus, London & Springfield is the first road to be completed into Columbus by the syndicate headed by A. E. Appleyard, of Boston, and H. A. Fisher, of Columbus. The system includes the Dayton, Springfield & Urbana Railway, now in operation to Springfield; the Columbus, London & Springfield Railroad, nearly completed; the Columbus, Grove City & Southwestern, which is partially completed; the Columbus, Buckeye Lake & Newark Traction Company, the Columbus, Delaware & Northern Railway, and the Dayton & Lebanon, which are under construction, besides several contemplated roads.

The cars which entered Columbus on this occasion are among the finest interurban cars ever built. The standard closed cars are 62 ft. long, have smoking compartments, which seat sixteen people, and main body of cars seating forty-six people. They are finished in solid mahogany, have upholstered seats, lavatories,

are heated with electricity, have air brakes, and are capable of making a speed of 65 miles an hour, being provided with four 75-hp motors. The summer cars are 60 ft. in length, with center aisles and the seats upholstered in rattan. The cars will seat sixty-six people, and are equipped with four 75-hp motors. When completed the road will be one of the very finest in the country, being built largely on private right of way, with few curves or grades.

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**Street Cleaning Service in Cleveland**

The Cleveland Electric Railway Company has taken a contract from the city street cleaning department to clean as many as possible of all streets traversed by its lines. For this work the company has improvised a special sweeper, which is herewith illustrated. It is one of the latest pattern of sweepers built by the J. G. Brill Company, of Philadelphia, and it was equipped in the shops of the Cleveland company with an extra sweeper, the two being on the same shaft. The inner sweeper sweeps the devil strip and between the rails, while the outer sweeper can be given a radius of 10 ft. if desired.

When first tried the sweeper shaft was provided with a small outside wheel bearing the weight, but this was found impractical where the dirt or mud was heavy, so that, as it is now being used, the weight rests on the brushes. The brooms at present in use were designed more for snow than for dirt, and they are hardly durable enough for the work. Steel brushes will, therefore, soon be tried. Both brooms are raised and lowered by levers, and they are operated by the motor in the car.

The sweeper operates best when running at a speed of about 6 miles an hour; a sprinkler precedes the car and does away with

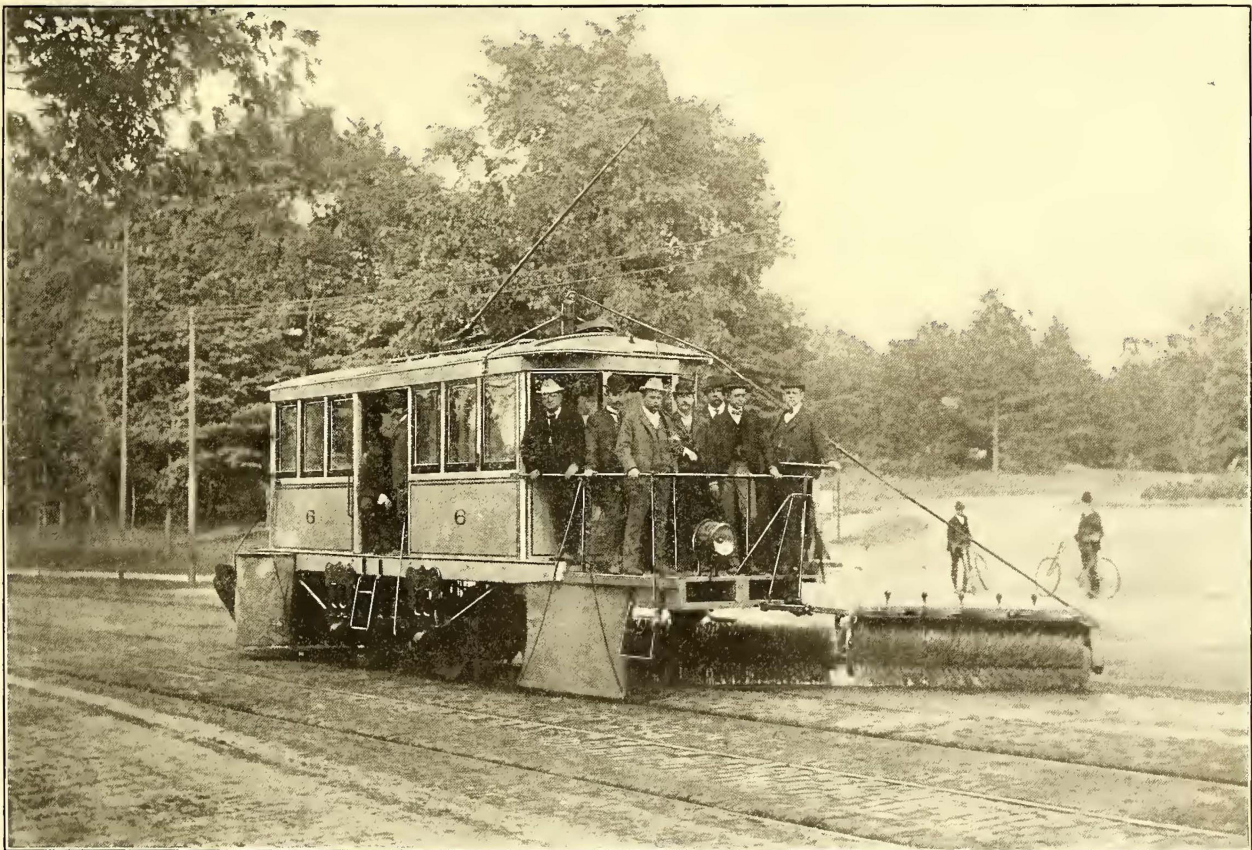
**More Pan-American Exhibits**

The Pan-American Exposition, though small as compared with a world's fair, yet may be considered as almost a world's fair so far as its departments of electricity, machinery and transportation are concerned. In these departments of the world's industry, America is so far ahead of other nations that an exhibit of American ap-



EXHIBIT OF THE H. P. CAMP CO.

paratus shows practically the best apparatus available. To be sure, if he compares the Pan-American with the Paris Exposition in these branches, the visitor to Buffalo will miss a good many



THE NEW SWEEPER AT CLEVELAND

much of the dust. The car is followed by several wagons, which gather up the dirt as it is thrown in the gutters. It is proposed to clean all the streets in the city which are traversed by car lines at least twice a week, and it is believed the service will effect a great saving for the city street cleaning department.

In the illustration, General Manager McCormack stands in the further corner. Next to him is Director of Public Works Salen. The other gentlemen are city officials. The figure in the side door is D. F. Carver, engineer for the company.

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 It is reported that the abandoned steam railroad between Garden City and Flushing, L. I., the right of way of which is owned by the Long Island Railroad, is to be regraded and an electric line built.

exhibits of foreign made cars, which to our eyes appear clumsy, of machine tools and motors which seem heavy and inconvenient as compared with American standards, and some electrical apparatus which would undoubtedly be of considerable interest. Whatever may be the local advantage of such cars and machinery, they must be admitted in general to be entirely unsuitable for American uses, so that a tour of inspection through the different departments mentioned at the Buffalo Fair will reveal the American electrical and railway industry at its best.

The street railway exhibits at the Pan-American Exposition can be logically divided into three classes, one of which, that pertaining to transportation, is contained in the Station Exhibit Building, and has been fully described in previous issues. There remain to be described, however, the exhibits of street railway interest which

are contained in Electricity Building, as well as those which, owing to their character, have been placed in the still larger and adjoining Machinery and Transportation Building.

A number of the exhibits in Electricity Building have already been described in these pages, but there yet remain many of particular interest to the street railway engineer. The items selected for publication this week are typical of various booths where he

THE ELECTRIC STORAGE BATTERY COMPANY, of Philadelphia, has a very artistically arranged booth, as shown in the accompanying illustration. Along the back, but easily accessible for examination, is one of the standard end-cell switches which are becoming familiar adjuncts to storage battery installations. The regular type of chloride cell which is used in power stations is shown in various sizes, and there is also quite an exhibit of the new Exide pasted cell, which is shown in all its details.

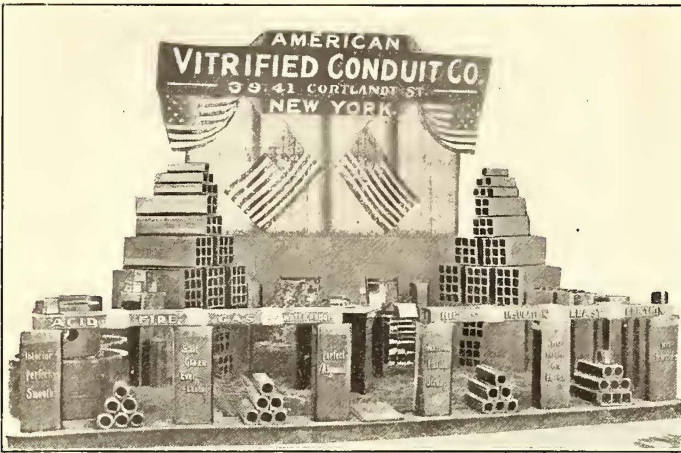


EXHIBIT OF THE AMERICAN VITRIFIED CONDUIT CO.



EXHIBIT OF ELECTRIC STORAGE BATTERY CO.

can spend much time in profitable investigation of some important factors in construction and operation. Placing feeders underground is coming more and more into favor and the exhibits of the various conduit and cable manufacturers will prove, therefore, of interest. Spaces which are similarly attractive to railway men are those containing the products sold by the general supply men, and in few of which will be found nothing to catch the fancy.

THE H. B. CAMP COMPANY'S exhibit has at its front a span of 16 ducts of Camp conduit supported entirely by its own strength and the strength of the cement holding the ducts together. This span is 17 ft. long and it is impossible to convince some people that the span is self-supporting until they mount a stepladder and see that there are no wires or rods running through the conduit. The span is a standing and practical testimonial to the strength of Camp conduit as laid in the street. On the floor of the exhibit is a sample manhole and cover with conduit. A. L. Daniels, of the New York office, is in charge.

A novelty in tanks is presented, consisting of an alloy tank to take the place of the lead-lined wooden tank that is ordinarily used. The largest cell shown is one having a capacity of 2000 amps. discharge for three hours. Another feature of interest is an 800-amp., differentially-wound booster, giving 100 volts at full load. In connection with this booster is a switch for the shunt field, which is so arranged that it can strengthen, weaken or reverse this field as occasion may require to properly balance the charge and discharge of the battery, to which it is connected.

THE STANDARD UNDERGROUND CABLE COMPANY, as usual at expositions, has a comprehensive, yet compactly arranged exhibit which shows all of its products. Although cables, etc., for all classes of electrical work are shown, the street railway man's interest will center about one case of samples wherein are shown the wires and cables, terminal heads and accessory devices used in street railway work. The appearance of the booth has that quiet elegance which is in keeping with the company's high and established position in the electrical field.

THE AMERICAN VITRIFIED CONDUIT COMPANY, New York, is prominently located in the northeast corner of the Electricity Building, with an interesting exhibit of a full line of its great variety in style and type of vitrified conduits. Its leading article of manufacture is the multiple-duct conduit. While multiple conduits having from two to six ducts have been for a long time well known on the market, this company

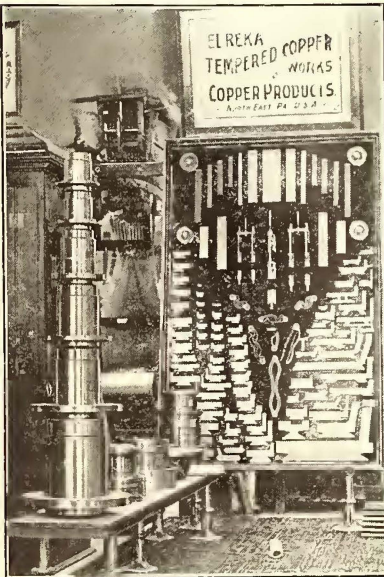


EXHIBIT OF THE EUREKA TEMPERED COPPER CO.

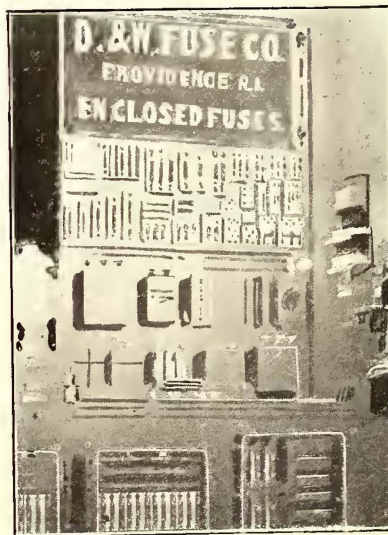


EXHIBIT OF THE D. & W. FUSE CO.

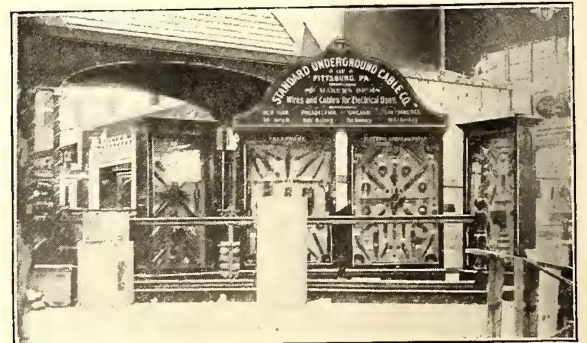


EXHIBIT OF THE STANDARD UNDERGROUND CABLE CO.

THE EUREKA TEMPERED COPPER WORKS, of North-east, Pa., has a Pan-American exhibit consisting of its rail-bonds and drop-forged commutator segments. The details of the display are well known to most users of street railway supplies, that being composed of the company's standard products, but much interest nevertheless centers around the Eureka booth for visiting railway men. In addition to a board showing the many different shapes of commutator segments this company makes, there are some assembled commutators.

is the first to succeed in producing perfectly formed 9 x 12 and 16-duct conduits, which in themselves comprise complete systems with the consequent economical, solid and rapid construction. Wardell E. Brown, who looks after the construction interests of the company, deserves great credit for the manner in which the exhibit is arranged and presented to the public. Mr. Brown not only designed, but is in charge of the exhibit, and welcomes his large circle of acquaintances and friends with a cordial invitation to use the hospitality of the booth.

THE WARREN ELECTRIC MFG. COMPANY, of Sandusky, Ohio, exhibits a number of the Warren inductor alternators, and also the exciters which it makes to be used in connection with these machines. A 300-kw, 133-cycle generator occupies the center of the space, while smaller machines, 45 kw and 35 kw respectively, show other types of the company's apparatus. One of these

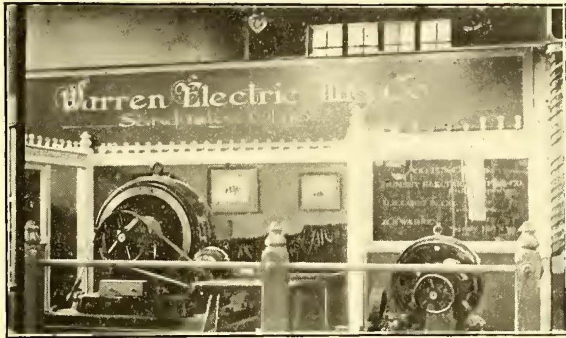


EXHIBIT OF THE WARREN ELECTRIC MFG. CO.

smaller machines is disassembled, both the inductor and the field coil being removed, showing the construction to great advantage. Oil-insulated transformers in sizes ranging from 600 watts to 8750 watts, are in the exhibit, and also some handsome photographs of a double-voltage, direct-connected inductor alternator plant recently installed with Warren alternators.

THE D. & W. FUSE COMPANY, of Providence, R. I., has its exhibit under the charge of F. C. Perkins, of Buffalo. D. & W. fuses and fuse blocks of all sizes from 500 amps. down are shown. Some large 500-amp. junction boxes displayed attract considerable attention. Five hundred-volt fuses for street railway and other purposes are, of course, found in this collection.

THE HAZARD MANUFACTURING COMPANY, of Wilkes-barre, Pa., has a handsomely arranged space with railings of Hazard wire rope. At the back are shown cables for haulage and mechanical purposes, including some fine specimens of long life cables taken from cable roads. Samples of all the company's electrical wires adorn the front of the booth. An extra heavy stranded copper cable with a hemp core to give flexibility in handling is a noticeable feature of the exhibits.

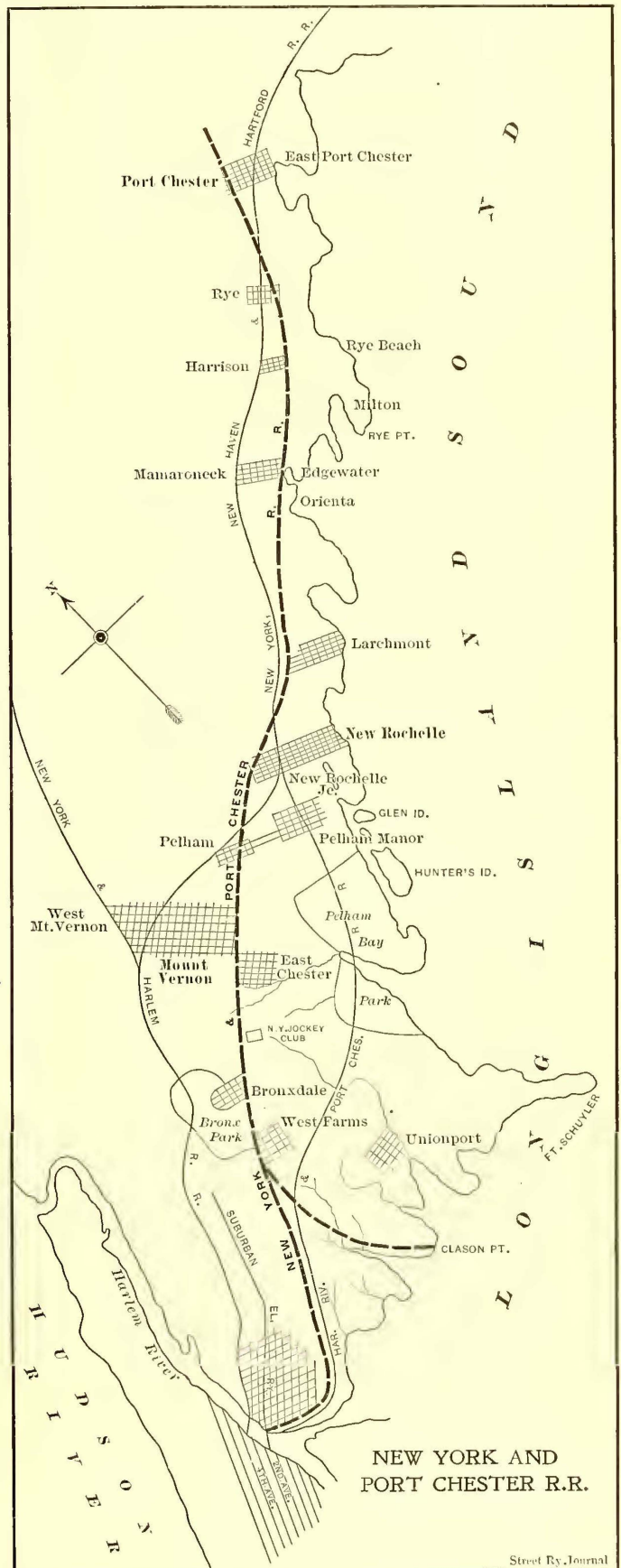
### Worcester Street Railway Consolidation

The Worcester Railways & Investment Company has been organized to control the street railway systems centering in Worcester. The company has a capital of \$6,000,000 and will purchase the stocks of the Worcester Consolidated Street Railway Company, including the stock of the old Consolidated Company, the Worcester & Suburban, the Leominster & Clinton, the Worcester & Marlboro and the Worcester Traction Company. Stockholders in the Worcester Traction Company are notified that for each five shares of their common stock they will be offered two shares of the Worcester Railway & Investment Company stock. For each 100 shares of Worcester Traction preferred stock the syndicate will give 105 shares of the Investment Company's stock, and in addition \$3 per share in cash, the latter representing the accrued dividend to Aug. 1. Any holder of the preferred stock of the Worcester Traction Company who does not care to make the exchange may receive \$108 per share in cash. More than five-sixths of the common stock has been deposited for exchange into the shares of the new company. Vermilye & Company are the syndicate managers. The trustees of the new company are: Col. A. George Bullock, of Worcester; T. J. Coolidge, Jr., and Samuel Carr, of Boston; Hon. Stephen Salisbury, of Worcester, and William Read, of Vermilye & Company. These trustees are to hold the stock of the new company in trust after the manner of the Massachusetts Electric Companies. Whatever stock is not taken by the old stockholders will be offered to the public. The trust is governed by Massachusetts laws, and the new stock is to pay 4½ per cent and be free from taxes. The old stock was a 6 per cent stock, but was subject to taxation, reducing its income return, it is said, to about 4.35 per cent. The total mileage of the system is about 135 miles.

### Proposed High-Speed Line Near New York

Applications have been made by William C. Gotshall, of 76 William Street, New York, for right to construct a high-speed electric road between 132d Street, New York, and Portchester,

N. Y., a distance of some 25 miles. Four tracks will be used and will be laid almost entirely on private property and with no grade crossings. Two of the tracks will be used for express trains and the company will run only passenger trains. About 200 of these each way are promised daily.



The route of the proposed road is shown in the diagram herewith. It will connect with the new rapid transit tunnel system at 182d and 132d Streets, with the Manhattan Elevated at 177th Street, and with the surface roads at different points. It is said that all the necessary money has been raised, and the work of building the road, which will require eighteen months to complete, will be

begun just as soon as the legal requisites have been complied with. Associated with Mr. Gotshall in the engineering portion of the proposed line is C. O. Mailloux.

The fares on the new line will be one-third the present fares on the New York, New Haven & Hartford Railroad, and the trip between Portchester and City Hall, New York, will be made in sixty-six minutes. The engineering features will necessarily be quite novel and are now engaging the attention of those in charge. Cars weighing 55 tons, loaded, will be used and the third-rail system will probably be employed.

## The New York Central Tunnel

NEW YORK, July 10, 1901.

EDITORS STREET RAILWAY JOURNAL:

It seems to be the popular policy in New York just now to club every railway head in sight, and the daily papers having exhausted the subject of congestion on the Brooklyn Bridge, and having paid their respects to the managers of the Metropolitan Street Railway Company for allowing passengers to stand up in their open cars, are now directing their attention to instructing the owners of the New York Central Railroad as to how they might operate the trains in their tunnel. This is a perennial subject, as old as the idea that any butcher or baker knows more about railroading, street and steam, than the man who makes it his business and has been trained to it through many years of experience, so that the present agitation is by no means a new one.

The situation in the Park Avenue tunnel is undoubtedly a serious one, and I believe that no one realizes this to a greater extent than the owners of the New York Central & Hudson River Railroad Company, but the proper solution of it is a serious engineering question, and one which can not be solved in five minutes by the average reporter who works on a daily newspaper. Railroads, like individuals, in business, are subject to competition, and if one road offers better facilities or more comfortable travel than another, traffic will inevitably tend its way. It is, therefore, fair to assume that every company gives at least some consideration to the methods by which it can make its products, which in the case of a railroad is transportation, more acceptable to the general public. If, therefore, the New York Central Railroad has a long tunnel on its line, through which passengers find it disagreeable to pass, the instinct of self-interest has undoubtedly induced the directors to consider the subject in all its aspects much closer and to give more time to it than can be accorded by a person who is not pecuniarily interested in the plan to alleviate the discomfort.

All the persons who are endeavoring to instruct these railroad officials as to the best way of getting rid of the noxious smoke seem to be unanimous in the opinion that electricity is the proper power to use in the tunnel. Most of the critics go no further than to reiterate this statement, but I have noticed that the few who have pursued the crusade somewhat further differ among themselves as to whether a union station should be established at Mott Haven, at which all passengers would change cars to go through the tunnel, or whether all the trains should be hauled through the tunnel by electric locomotives. The difference, which they usually pass over as unimportant, is really a vital one. For the only road carrying passengers into the city of New York, with a station in the city, to and from which through trains are run, the abandonment of such a terminal is indeed a question of the greatest importance. In fact, it might almost be considered as self-evident that the inconvenience and delay which would be occasioned by making a general transfer of passengers and baggage at Mott Haven, coupled with the natural disinclination of passengers to any such proceeding, and the immense expense to which the company has gone in establishing and maintaining a city terminus, are so great as absolutely to preclude from consideration any idea of a transfer station on the outskirts of the city, certainly during the life of this generation.

Some plan must, therefore, be adopted of bringing the trains through the tunnel by electric locomotives. But, here again is a problem of great engineering magnitude. "Why," say the public, and even some of the technical press, "this is being done every day of the week in Baltimore." Granted, but under conditions which are entirely different. The Baltimore & Ohio Railroad has only four electric locomotives and excellent switching facilities at each end of its tunnel, and this equipment is ample for the service there required. The number of trains passing daily through the New York Central tunnel, on the other hand, is in the neighborhood of 550, or an average, for the twenty-four hours, of about one every 5½ mins. in each direction, while during the rush hours, the trains run into the tunnel at intervals

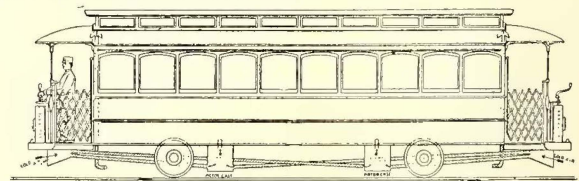
sometimes of less than a minute apart. It is one thing to handle a traffic which requires only four locomotives, and it is an entirely different thing to care for traffic of the density just mentioned, with the inevitable coupling and uncoupling, where the change is made, and with switching facilities of the most contracted type at each end of the tunnel. Even the problem of conduction of current has not been satisfactorily settled yet in Baltimore. What would this problem be in the Central tunnel and the switching yards at Mott Haven and Forty-Second Street? I do not say that it is incapable of solution, but he would, indeed, be a courageous engineer who would guarantee to install either a satisfactory overhead or third-rail system under conditions of this kind.

"But why should not electricity be used exclusively on the local trains which run out a distance of only 30 miles or 40 miles, leaving to the electric locomotives only the task of hauling the through trains through the tunnel?" propounds one of the recent critics. That would, indeed, be a consummation devoutly to be wished. Electricity is undoubtedly the ideal motive power for trains of this kind, and where the added advantage is afforded of producing no combustion in the tunnel, there is no power which can be compared with it. The writer is an enthusiastic believer in the advantages of electric power for this purpose as any one in the country, but no electric railway installation of this kind has yet been made by a railroad of this kind, on even a moderate scale, and I can well realize why, under these circumstances, the managers of an enormous property like the New York Central Railroad shrink from a hasty conclusion to make such a radical change in their property. Undoubtedly they would prefer to have the initial problems, and there are many of them, worked out on a road on which the traffic is not so dense, and where the succession of through trains using the same tracks, and which would be interfered with by the carrying out of such a plan, was not so continuous. Again, such local trains should have an operating radius of from 40 miles to 50 miles, which latter is about the limit of what may be considered the New York Central suburban traffic. For this service, a polyphase motor, requiring no converter sub-stations, would supply the ideal power, but the electrical manufacturers have not yet announced that they are ready to supply polyphase motors for this work. If the polyphase motor is impracticable, the situation will be greatly simplified, as then it would be possible to consider whether the apparatus now available is entirely suited for the work, and a decision could more easily be reached. But with the potential possibilities of the polyphase motor looming up, the policy of *Festina Lente* would seem the safest under the circumstances. At least such is the opinion of a

STEAM ENGINEER.

## An Improved Motor Ventilator

The system shown in the accompanying cut is intended to furnish a simple and efficient means for ventilating the motors of street railway cars. The necessity for enclosing an ordinary street railway motor in order that it may be kept free from dirt renders it difficult to obtain sufficient ventilation to keep the



IMPROVED MOTOR VENTILATOR

parts below the limiting rise in temperature. The device shown carries cold air directly to the motors; as the motion of the car creates sufficient draft to force this air through the piping system, no extra power is required to operate it. The motors are thus kept clean and cool without additional expense, and, as the draft of cold air on the commutator has the effect of breaking any arc which is likely to occur, the life of the commutator is greatly lengthened. The field coils and armatures from the lower temperature which they can be made to maintain, will also show a decided decrease in cost for repairs. As shown in the reproduced drawing, the air enters under the motorman's platform, or, if thought more desirable, through funnels at the top of the corner posts of the car. The system operates equally well, no matter in which direction the car is going, as the hoods, etc., are made in duplicate, one being placed at each end of the car. The system was invented and patented by James J. Devine, who has assigned it to the Electric Motor & Generator Ventilating Company, of Philadelphia, Pa. This company is now engaged in installing the apparatus on street railway cars.



**Street Railway Patents**

[This department is conducted by W. A. Rosenbaum, patent attorney, 177 Times Building, New York.]

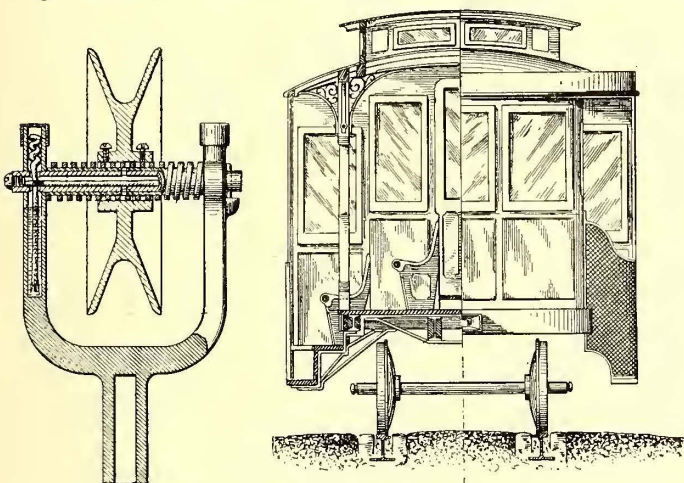
UNITED STATES RAILWAY PATENTS ISSUED JULY 9, 1901

677,881. Trolley; T. L. McElroy, Brooklyn, N. Y. App. filed Oct. 5, 1900. The harp is provided with a reservoir for oil from which a wick extends to the wheel-bearing surfaces.

677,889. Street Railway Switch; J. Simmerman, Dayton, Ohio. App. filed Nov. 3, 1900. A lever pivoted to the front of the truck can be thrown toward the rail to engage and move the switch point.

677,916. Car; H. Anderson, Omaha, Neb. App. filed Dec. 8, 1900. The car has fixed and movable side panels, the latter being shifted to make either an open or a closed car by means of suitable gearing operated by a crankshaft.

677,961. Railway Car; G. W. Douglas, San Francisco, Cal. App. filed April 22, 1901. The car has outwardly facing seats arranged in parallel rows running lengthwise of the car, the rows being arranged in tiers.



PATENTS NOS. 677,881 AND 677,961

677,962. Track Brake for Railway Cars; G. W. Douglas, San Francisco, Cal. App. filed April 22, 1901. Relates to the system of leverage between brake-shoes adapted to engage with the rails and the operating lever on the platform.

678,023. Street Car Fender; C. Nicholson, Brooklyn, N. Y. App. filed April 3, 1900. A car fender having an independent adjustable bumper-cushion, scoop-hangers with slot for holding the scoop, connecting braces, cams and shafts and automatic locking catches, the scoop arranged to fit in hanger slots and regulated by the action of the cams, operated by the regulating lever.

678,084. Railway Switch Mechanism; A. C. Wolfe, Freeport, Pa. App. filed Feb. 27, 1900. The invention consists mainly of what is called a screw-wedge, which by pressing down upon it, moves a switch lever.

678,139. Composite Brake-Shoe; F. R. Spear, Chicago, Ill. App. filed Oct. 29, 1900. A composition for brake-shoes consisting of coal tar, particles of metal and a fibrous substance.

678,196. Electric Control System; W. B. Potter and F. E. Case, Schenectady, N. Y. App. filed Sept. 17, 1893. A magnetic clutch is used for stopping the rotation of the motor and holding it at any desired position; the clutch is released when current is admitted to the motor.

678,232. Fender; C. F. Ekman, Marshalltown, Ia. App. filed Dec. 24, 1900. The fender consists of a half-round stationary scoop, under which is placed a horizontal wheel. The rim of the latter projects slightly beyond the scoop so as to deflect an obstacle to one side.

678,299. Car Seat; F. G. Koehler, St. Louis, Mo. App. filed July 29, 1898. A form of seat in which the reversing of the back also shifts the cushion.

**PERSONAL MENTION**

JUDGE D. A. RUSSELL, a prominent business man of Pomeroy, Ohio, and treasurer of the Pomeroy & Middleport Electric Railway Company, died suddenly at Cincinnati, July 12.

MR. JOHN A. BRADNER, a prominent citizen of Fostoria, Ohio, and a railroad contractor, died at his home on July 12. Mr. Bradner was contractor for the construction work on the Toledo, Fostoria & Findlay Railway and the Ohio Northwestern Railway, both of which are in process of construction.

MR. EPES RANDOLPH, division superintendent of the Southern Pacific Railroad Company, with headquarters in Tucson, Ariz., has resigned that position in order to accept the position of general manager of the Los Angeles Railway Company, of Los Angeles, Cal. Mr. Randolph will enter upon his duties Aug. 1.

MR. I. K. ROBINSON, of Iquique, Chili, who looks after the Westinghouse interests in Bolivia, Chili, Ecuador and Peru, South America, is at present in the United States with reference to some important contracts for electrical equipment about to be closed in that part of the world. Mr. Robinson is stopping at the Holland House.

MR. R. T. SCOTT, of Oxford, Ohio, who for the past two years has been superintendent of the Knoxville Electric Light & Power Company, of Knoxville, Tenn., has been appointed as assistant to Manager Shepard, of the Cleveland office of the General Electric Company. Mr. Scott was formerly identified with the same company.

MR. ARCHER HARMAN, managing director of the Ecuadorian Association, Limited, of 33 Wall Street, New York City, which is building the Guayaquil & Quito Railway in Ecuador, South America, sailed this week for Guayaquil. While there Mr. Harman will look into the question of establishing an electric traction system and lighting plant on a somewhat extensive scale. Guayaquil is the most flourishing seaport on the west coast of South America, and has a population of about 100,000. Mr. Harman, according to present arrangement, will be absent four months.

MR. J. WAYNE NEFF, promoter, builder, and until a few days ago vice-president and manager of the Rapid Transit Company, of Xenia, Ohio, has by reason of the consolidation of that company with the Dayton & Xenia Rapid Traction Company, severed his official relation with the company, but will maintain an interest in the consolidated company. Mr. Neff was most considerate for the welfare of his employees, and by his kindness and businesslike methods won the admiration of the humblest in his employ. Mr. Neff, on his retirement, was presented by the employees with a handsome gold-headed cane, suitably engraved.

IT IS the policy of Mr. H. A. Everett, the Cleveland railway magnate, to fill the responsible positions in his various interests with young men who have risen from his own rank. He is always on the lookout for promising material, and when a young man



L. E. BEILSTEIN

shows an inclination to do his duty faithfully he is pretty sure to find himself placed in some responsible position. Mr. L. E. Beilstein, who is soon to assume the position of general manager of the Toledo Traction Company, one of the recent acquisitions of the Cleveland syndicate, is one who has for years been identified with the railway interests of the Everett people. He started as an errand boy in the general offices of the company. Later he was made a road superintendent, and three years ago, when the Northern Ohio Traction Company was formed, he was placed in charge as general manager of the system

which includes the Akron city lines and over 50 miles of interurban roads. In his new capacity he will have charge of all the Toledo city lines, including over 100 miles of track.

PRESIDENT J. L. GREATSINGER, of the Brooklyn Rapid Transit Company, has received from his former employees in Duluth, a very handsome photograph album containing portraits of a great number of them. This souvenir edition of Mr. Greatsinger's friends is to be in two volumes, one only of which has arrived. This one, however, is some 2 ft. long x 18 ins. wide and 6 ins. thick, and is about all one would care to carry around. The binding is of leather, handsomely embossed, on which is inscribed, "Then You'll Remember Me," and inside is a dedication which tells that the book comes from the officers and employees of the Duluth & Iron Range Railroad. The photographs are hinged at one edge, so that they may be turned over and the many inscriptions and remarks of friendship which have been written on the back disclosed. Mr. Greatsinger is, of course, extremely gratified at the receipt of this album, as each and every face contained therein calls up memories of his Western home and the men that he did so much to benefit while there.

## LEGAL NOTES

EDITED BY J. ASPINWALL HODGE, JR., OF THE NEW YORK BAR.

### CHARTERS, ORDINANCES, FRANCHISES, ETC.

#### GEORGIA.—Injunction—Contract of Municipality—Estoppel.

1. Courts will not enjoin a municipal corporation from performing an act within the scope of its authority and discretion, when the act is neither unreasonable nor arbitrary.

2. A municipal corporation can not make a valid contract abrogating or restricting its legislative or discretionary power, and an agreement by which a city undertakes to divest itself of such power can not be used as the foundation for an estoppel against it.—(Macon Consol. St. R. Co. vs. Mayor, etc., of City of Macon, 38 S. E. Rep., 60.)

#### LOUISIANA.—Control by City—Laying Tracks—Injunction.

1. The city of New Orleans is acting within the scope of its administrative and police power in authorizing the laying of a third rail in connection with the rearrangement of the tracks upon, and the paving of, one of its streets, though the question of the right of the particular company actually laying such rail to make use of the same is involved in litigation. Whether it is advisable to lay the rail under such circumstances, in order to provide against the possible future breaking up of the pavement for that purpose, is a matter of legislative discretion.

2. Street railway companies do not own the soil of the streets of New Orleans upon which their tracks are laid, and their ownership of the ties, rails, etc., constituting their tracks, is qualified by the fact that the city of New Orleans has the right to authorize other roads to use such tracks.

3. In this case an injunction issued to restrain the laying of a third rail, the laying of which was authorized by the city of New Orleans. Held, that the injunction should have been dissolved as on bond upon the application of the city, and on bond upon the application of the company acting under such authority; and mandamus to that effect is made preemptory.—(State ex rel. City of Orleans et al. vs. King, Judge., 29 So. Rep., 359.)

#### MARYLAND.—Municipal Corporations—Construction of Tracks—Ordinance—Repeal—Construction—Meaning of Paving.

1. In order to avail itself of rights in streets granted by an ordinance, a street railway company was required to construct its tracks and begin running its cars within a specified time after its approval; but the ordinance provided that the requirement should not apply if the streets were not "graded and paved," and in such case extended the time to comply therewith. Held, that macadamizing was not paving, within the meaning thereof.

2. The Baltimore city charter of 1898 provides that all ordinances in force and not inconsistent therewith shall be continued until changed or repealed, and that it shall not impair vested rights existing at the time of its passage, nor impair or release any existing contract, nor be construed to make irrevocable or irrevocable any right which before was repealable or revocable. Besides, grants of franchises are revocable under the charter. Held, that an ordinance under which a street railway company had an existing, revocable right to lay its tracks in a street was not repealed by the charter, as being inconsistent therewith, though the charter provides that railway companies shall pay for the privilege of laying tracks in streets, and gives the city the right to purchase franchises after a certain period; these provisions evidently applying to the future.—(United Railways & Electric Company, of Baltimore, vs. Hayes, Mayor et al., 48 Atl. Rep., 364.)

#### MARYLAND.—Railways—Turnpikes—Contract—Construction—Intention—Technical Terms.

1. A horse railway company acquired the right to operate its road over the bed of a turnpike under a contract made in 1861, providing that the railway might carry passengers and light packages and articles as are usually carried on passenger railway cars, but should not put on freight cars or carry heavy freight, and the right of way was limited to "passenger railway cars," and no steam was to be used for propulsion, unless by consent. In 1895 the railway was changed into an electric railway under an agreement that the contract of 1861 should apply, except that "the cars" might always carry such articles as are carried on other suburban electric railways running into the same terminus. Held, that the railway company had no right to operate a car for transporting freight.

2. Where a turnpike company granted a horse railway company a right to operate a line over the bed of the turnpike under an agreement that it should not use steam or carry "heavy freight,"

but only such articles as were carried on passenger railway cars, the fact that such articles as barrels of flour, cement, whiskey, 100-lb. rolls of wire, iron piping, etc., were not termed "heavy freights" by steam railroads unless shipped by the car load, could not control the contract.

3. A turnpike company granted an electric railway company the right to operate its line over the turnpike, "not, however, by the use of steam, for the transportation of passengers and such bundles and parcels as are now customary to be carried on the city and suburban electric railway lines, but not for the transportation of heavy freight." Held, that, as it was intended that the turnpike company should continue the operation of its road for the transportation of freight, and as no general custom of electric railways to run freight cars was shown, nor any evidence that the turnpike company had knowledge of the running of such car by the railway at the time of the contract, the railway company was not entitled to run a car designed for general freight.

4. Where a turnpike company granted an electric railway company the right to operate its road over the turnpike for the transportation of passengers only, and not for freight, the running of an express car over the road, not being under contract, was a mere trespass, for which the turnpike could not be compensated in proceedings in equity to enjoin such use of the road.—(President, etc., of Baltimore & F. Turnpike Road vs. United Railways & Electric Company, of Baltimore City et al., 48 Atl. Rep., 723.)

#### NEW JERSEY.—Construction—Consent of Abutting Owners—Withdrawal—Public School Houses.

1. The "consents in writing of the owners of at least one-half in amount of property," fronting upon a street railway route, required by "An act to regulate the construction and maintenance of street railways in this State," approved May 16, 1894 (P. L. 1894, p. 374), and by "An act to regulate the construction, operation and maintenance of street railways in this State," approved April 21, 1896 (P. L. 1896, p. 329), are not licenses or concessions granting to the railway company some interest in land or right in the streets. They are, in effect, votes for the adoption of a legislative scheme by which a special jurisdiction over highways is conferred upon the governing body of the municipality.

2. There can be no effective withdrawal of any consent after jurisdiction has vested in the municipal body.

3. Jurisdiction that has vested in the manner prescribed by the Legislature will not be ousted by the subsequent conveyance by an owner of the property, by virtue of the ownership of which he had consented to such jurisdiction.

4. Jurisdiction that is acquired over a special subject is not exhausted by lapse of time, or by ineffectual exercises of it.

5. "Location of a route," in a statute, implies the right to construct and operate a railway upon such route, if that was its meaning at the time it was used in the legislative act.

6. A board of education, nothing more appearing, can not give a valid "consent" with respect to a school house lot for the statutory purpose in question.

7. When the beginning point of a proposed street railway route is to be north of a natural boundary that bisects an owner's property, such owner can give a valid consent with respect to so much only of his property as lies to the north of such boundary.

8. A consent based upon the ownership of property fronting upon a street over which permission is desired is limited to such street, and has no application to any street upon which the property does not front.

Quære: As to the effect upon an otherwise valid consent of an unauthorized restriction upon the exercise of the jurisdiction conferred.—(State (Currie, Prosecutor) vs. Atlantic City et al., 48 Atl. Rep., 615.)

#### NEW YORK.—Principal and Agent—Contract for Employment—Evidence.

The stock of defendant corporation was held by a traction corporation which was in the hands of a reorganization committee, of which S. was chairman. S. was a banker, and, though not an officer of defendant, he was instrumental in dictating its policy and conducting its affairs. Plaintiff had been in the employ of S. at different times, and was instrumental in bringing about a lease of defendant's road to another corporation, which was in the interest of both S. and the traction company. S. directed defendant's counsel to prepare the lease, which was signed by defendant's of-

ficers, and a payment on account of plaintiff's services was made by a check drawn in the name of defendant. Held that, the payment by check having been explained, the other facts were insufficient to show that S. employed plaintiff on behalf of defendant, so as to create an implied liability against it for his services.—(Colne vs. Atlantic Avenue R. Co., 69 N. Y. Suppl., 696.)

NEW YORK.—Municipal Corporations—Constructing Street Over Railroad—Notice—Same—Amendment of Law—Same—Appointment of Commissioners.

1. Laws 1897, c. 754, requiring notice of intention to lay out a street across a steam surface railroad to be given to the railway company, requires notice of the preliminary proceedings for laying out the street to be served on the railroad, and is not confined to notice of the physical construction of the street.

2. Laws 1897, c. 754, repealing all acts in conflict therewith, and requiring notice of intention to lay out a street across a steam surface railway to be given to the railway company, requires such notice to be given in proceedings commenced before the passage of the act, under Yonkers city charter (Laws 1895, c. 635), which did not require such notice, when the petition is not acted on until after passage of the act, since the act merely changes the procedure, and is not within Laws 1892, c. 677, declaring that the repeal of the statute shall not affect any act done, nor right accrued, prior to the repeal.

3. Where notice of the intention to lay out a street across a steam surface railway is not given to the company as required by Laws 1897, c. 754, the court has no jurisdiction to appoint commissioners to determine the damages and benefits resulting therefrom.—(In re Opening of Ludlow Street in City of Yonkers, 68 N. Y. Suppl., 1046.)

NEW YORK.—Connecting Carriers—Ejection of Passengers—Transfers—Errors of Initial Carrier.

A street railway company is not liable for ejecting a person who presents a transfer ticket from a connecting road which was not acceptable under the reasonable rules of the company, where a mistake in issuing the same was made by an employee of the connecting road; there being no community of enterprise between the two companies, and the business of each being independent.—(Jacobs vs. Third Avenue R. Co., 69 N. Y. Suppl., 981.)

PENNSYLVANIA.—Constructing Street Passenger Railway—Injunction.

A railway company, incorporated under the general railroad act of April 4, 1868, which proposes to construct a street passenger railway on a street, though such right is expressly withheld from it by such statute, should be enjoined at suit of an abutting property owner, under Act June 19, 1871 (P. L. p. 1360), providing that, in proceedings in which it is alleged the private rights of individuals are invaded by a corporation claiming to have a right to do the act from which the injury results, the court shall ascertain whether it has such right, and, if it has not been conferred on it, shall, at suit of the private parties, restrain the injurious acts.—(Mory vs. Oley Val. Ry. Co. et al., 48 Atl. Rep., 971.)

#### LIABILITY FOR NEGLIGENCE

ILLINOIS.—Passenger—Refusal to Pay Fare—Forcible Expulsion—Injuries—Recovery.

Plaintiff, having received from a street car conductor a wrong transfer slip, boarded a car on the connecting line, tendered the transfer, which the conductor refused, and declined to pay her fare. The conductor then requested her to leave the car, and, on her refusal, used reasonable force to eject her. Held, that plaintiff could not recover for any injuries sustained, it being her duty to peaceably leave the car, and seek redress in the courts.—(Kiley vs. Chicago City Ry. Co., 59 N. E. Rep., 794.)

ILLINOIS.—Right of Public to Use Street—Injury to Traveler—Instructions.

1. Though street cars have a superior right of way to the general travel on streets at places other than crossings, to the extent that those traveling by other means must get off the tracks and give way to moving cars, still the general public have the right to use and travel on the entire street, and are not to be treated as trespassers.

2. Where, in an action for injuries received in a street car collision, plaintiff's evidence tending to show that, by reason of a row of wagons between the car track and the sidewalk, the outer wheel of plaintiff's buggy had to go on one of the tracks, and that the gripman, contrary to the direction of the policeman on duty there, negligently ran into it, while defendant's evidence was that the gripman started forward at the command of the policeman, and that as he approached the buggy, which was not then on the track, plaintiff suddenly turned the horse away from the track, which movement cramped the fore wheel of the buggy, throwing it in the way of the car, a request to charge that, in determining whether or not defendant was in the exercise of due care, the jury could take into consideration the fact that defendant had a right

of way superior to all other persons, at places other than street crossings, was properly refused as misleading.—(North Chicago St. R. Co. vs. Smadraff, 59 N. E. Rep., 527.)

ILLINOIS.—Superior Right to Tracks—Collisions—Instructions—Appeal—Estoppel.

1. A street railway company being invested with the right of way over other vehicles over the portion of street occupied by its tracks, the drivers of such vehicles must turn out and allow its cars to pass, and use care not to obstruct them, and if a driver, while neglecting such duty, and failing thereby to use ordinary care for his own safety, is injured, he can not recover of the company.

2. Where a street railway company, in an action against it for injuries sustained by collision, requests the court to instruct that it was invested with a superior right of way over its tracks, and that it was plaintiff's duty to drive off the tracks for its cars to pass, and the court refuses the instruction, to which it excepts, it is not estopped from complaining of error in refusing it by subsequently asking an instruction that the rights and duties of persons occupying the street were reciprocal.—(North Chicago Electric Ry. Co. vs. Peuser, 60 N. E. Rep., 78.)

INDIANA.—Carriers—Injury to Passenger—Instructions.

1. An instruction which is inapplicable to the facts is properly refused.

2. Error can not be predicted on the refusal to give a charge stating a clear and correct proposition of law which is embodied in the charge given.

3. A charge that, before a passenger can recover for personal injuries, he must show, by a preponderance of the evidence, that he received the injury complained of, that the negligence of defendant was the proximate cause thereof, and that he was free from contributory negligence, is not erroneous, when considered in connection with a charge that negligence is the failure to do or the doing of some act which it is their duty to do, and that defendant, while not an insurer of the safety of passengers, is bound to exercise the highest degree of care practicable, under the circumstances, for their protection.

4. It is not necessarily negligent for a passenger to board a street car knowing that the track is being repaired, and that there are iron poles in close proximity to the track on the side of the car on which he is about to enter.

5. The slackening of the speed of a street car on the signal given by a person at a place where passengers are received is an invitation to him to become a passenger, and he becomes a passenger as soon as he steps on the running board or the steps of the car.

6. A person about to take passage on a street car has the right to rely on the due care of the company, and is not bound to anticipate that the car will start suddenly, and throw him against poles in close proximity to the track.

7. An instruction that if a person, without the knowledge of employees in charge of a street car, boards the car at a place other than a proper stopping place, while the car is in motion, and that if the employees, on discovering him, immediately attempt to stop the car to prevent injury, by using the care required by law, then the company is not chargeable with negligence, is not erroneous, as requiring the company to exercise the highest degree of care toward a trespasser.—(Citizens' St. Ry. Co. vs. Merl, 59 N. E. Rep., 491.)

IOWA.—Bicycles—Injury to Rider—Evidence—Witnesses—Credibility—Former Conviction—Felony—Jurisdiction.

1. In an action for injuries received by a bicycle rider in a collision with defendant's street car, it was error to allow defendant's witnesses to state how long it would take them to dismount on meeting an approaching team, as the inquiry should have been confined to what it would be reasonably practicable for the ordinary rider to do under the circumstances.

2. Under Code, sec. 4602, providing that facts which have heretofore caused the exclusion of testimony may still be shown to lessen its credibility, it was error to introduce the record of a federal court showing a conviction of a witness in another jurisdiction for carrying on the business of a liquor dealer without paying the special tax; for, though such offense might be punished by imprisonment in the penitentiary, it was not of an infamous nature, and is not a felony, within the rule disqualifying witnesses.

3. Code, sec. 4613, declaring that a witness may be interrogated as to his previous conviction for a felony, but that no further proof is competent except the record, was intended to limit evidence of previous convictions, as affecting credibility of witnesses, to cases of felony, and does not permit the introduction of a record of conviction in another jurisdiction for an offense less than a felony to affect a witness' credibility.—(Palmer vs. Cedar Rapids & M. C. Ry. Co., 85 N. W. Rep., 756.)

KENTUCKY.—Evidence—Collision with Salvage Wagon—Contributory Negligence.

1. The court properly refused to permit a witness to testify that the motorman in charge of a street car could have stopped the car, by the exercise of ordinary care, in time to have avoided a collision, as the witness did not show that he had any knowledge as to the time in which the car could have been stopped.

2. As a salvage wagon responding to an alarm of fire had the right of way in the streets, the driver, in driving from 10 miles to 15 miles an hour, was not guilty of such contributory negligence as will preclude him from recovering for an injury resulting from a collision with a street car.

3. Plaintiff's contributory negligence will not preclude him from recovering, if the motorman in charge of the street car might, by the exercise of ordinary care, have discovered his peril in time to save him.—(Flynn vs. Louisville Ry. Co., 62 S. W. Rep., 490.)

#### LOUISIANA.—Injury to Passenger—Evidence.

1. In this action, brought by plaintiff to recover damages for injuries received from a fall while disembarking, it appears that the car was brought to a stop, when plaintiff stepped to the rear platform, and from it sought to step down to the pavement by stepping with his two feet on the step, and then attempting to descend to the pavement with his right foot, while the left was still resting on the step. It was then he fell. He ascribes the cause of his fall to a shock or sudden and unexpected movement forward of the car. The preponderance of the evidence proves that the car did not move at all at the time. There is want of sufficient evidence to establish the truth of the averment of the complainant.

2. The car and its appurtenances were in good order, and nothing shows that the employees by whom it was manned were unskilful or negligent.

3. There was nothing extraordinary in the stop as made to discharge the plaintiff as a passenger, and no act was shown for which defendant can be held liable in damages.—(Gretzner vs. New Orleans & C. R. Co., 29 So. Rep., 496.)

#### NEW JERSEY.—Injury to Passenger—Question for Jury.

A car of the defendant company, while plaintiff was riding upon it as a passenger, was suddenly derailed, and the plaintiff thereby thrown to the floor and injured. The derailment of the car resulted from its colliding with a paving stone, which lay between the rails and was wholly or partially covered by snow and slush. Held, that it was for the jury, not the court, to determine whether the presence of the paving stone might not have been discovered, and the accident avoided, by the exercise of that high degree of care which the law imposes upon common carriers for the safety of their passengers.—(Dusenbury vs. North Hudson County Ry. Co., 48 Atl. Rep., 520.)

#### NEW JERSEY.—Trial—Directing Verdict—Negligence—Collision with Street Car—Contributory Negligence.

1. It is not error to refuse to direct a verdict for the defendant when there is evidence upon the question of the defendant's negligence and of the plaintiff's contributory negligence in addition to that of the happening of the accident from which the defendant's liability may be fairly inferred.

2. Evidence that plaintiff was intoxicated on occasions previous to the accident is irrelevant and incompetent.

3. Where the proof of the intoxication of the plaintiff at the time of the accident depends upon the testimony of several witnesses as to various actions of the plaintiff from which intoxication might be inferred, a direction of the judge that the jury must find intoxication of the plaintiff before considering its effect upon the question of contributory negligence was proper.

4. The charge of the judge that "he (the motorman) says he took the risk; the company should not take risks;" and "he (meaning the plaintiff) had, you may say, a right to assume that a trolley car would not run into him,"—taken in connection with the rest of the charge and the evidence in the case,—held proper.—(Shelby vs. Brunswick Traction Co., 48 Atl. Rep., 562.)

#### MARYLAND.—Accident on Tracks—Negligence of Company—Contributory Negligence—Instructions—Evidence—Sufficiency—Admissibility—Expert Testimony.

1. Plaintiff was driving along a street car track on a city street with a loaded wagon between 7 and 8 o'clock on a dark night, and was struck by a car coming from the rear. The accident happened at the foot of a heavy grade, and there were trees on both sides of the street, making it very dark, and diagonal rays of light from houses prevented the motorman from seeing any distance, and the wagon was not seen till it was within a few feet of the car. The public habitually used the car tracks as a wagon road. There was a conflict as to the speed of the car in going down the grade, but there was much testimony that it was going fast, and the motorman testified that it was going at the full running speed of the car. Held, that the question of the negligence of the company was properly submitted to the jury.

2. Plaintiff was driving a wagon on a street car track com-

monly used by teamsters, on a dark night; and a companion sitting in the wagon and looking backward told him of a car approaching from the rear, and he immediately commenced to turn out, and was struck and injured before he got off the track by the car, which was going at a high rate of speed. Held not sufficient, as a matter of law, to show that plaintiff was guilty of contributory negligence.

3. The refusal to give a requested instruction is not error, when substantially the same proposition is submitted in an instruction given.

4. Where a portion of a question asked a witness is improper, it is not error to sustain an objection to the entire question, though the remainder thereof is proper.

5. Where a physician is examined as an expert as to the effect of injuries received by plaintiff by being run over by a street car, a hypothetical question based on the evidence is not inadmissible because the question does not refer to all the testimony bearing on plaintiff's condition.

6. Where a physician who is examined as an expert in an action against a street railway company for personal injuries testifies as to having found plaintiff in an abnormal condition, he may state whether such condition could have resulted from the accident complained of.—(United Railways & Elec. Co., of Baltimore City, vs. Seymour, 48 Atl. Rep., 850.)

#### MASSACHUSETTS.—Riding on Platform—Notice Forbidding—Reasonable Regulations—Waiver—Habitual Violation—Questions for Jury.

1. Defendant had signs on its cars forbidding passengers to ride on the front platform, but its employees were accustomed to receive passengers in such numbers as to crowd the front platform, and made no objection to passengers riding there. Plaintiff was thrown from the front platform of a car while it was passing a curve, and sustained injuries. Held, that the question of plaintiff's contributory negligence was for the jury.

2. Where plaintiff was injured while riding on the front platform of a street car in violation of a notice on the car, it was proper to charge that such a rule was a reasonable regulation, and that if plaintiff intentionally violated it he could not recover.

3. Where defendant had signs on its cars forbidding passengers to ride on the front platform, but its employees allowed passengers to ride there without objection, and habitually crowded so many persons on the car that some of them were obliged to ride on the front platform, the question whether plaintiff had waived the enforcement of the rule was properly submitted to the jury.—(Sweetland vs. Lynn & B. R. R. Co., 59 N. E. Rep., 443.)

#### MASSACHUSETTS.—Injuries to Passenger—Contributory Negligence—Alighting from Car—Obstructions—Evidence—Duty of Employee.

1. Plaintiff, riding on a street car, signaled the conductor to stop at the next stopping point. The motorman stopped the car, because he saw a fire engine approaching, and plaintiff, under the misapprehension that the car had reached her destination, stepped into the street, and was injured by a rapidly passing hose cart. It was about 8 o'clock in the evening, and plaintiff, who was familiar with the street, testified that she thought she took pains to find out whether anything was approaching, and that she was looking, and thought the way was clear. Held, that the evidence did not show her guilty of contributory negligence.

2. Since it was proper to stop the car, and not customary to notify passengers of the cause of a stoppage from an obstruction in the street, and as the conductor, who was at the rear of the car, looking over the closed gate on the left-hand side, in order to see when the fire wagons had passed, was attending to his duty as required, the company was guilty of no negligence.—(Oddy vs. West End St. Ry. Co., 59 N. E. Rep., 1026.)

#### NEW YORK.—Negligence—Sufficiency of Evidence—Same—Contributory Negligence.

1. Plaintiff, suing for injuries received by being struck by a street car while crossing the track, testified that as she stepped off the curb she looked up the street and saw a car at the crossing, which appeared to be standing, with a dark light on the top; that she looked in the other direction, and then started across the street; that she looked again, and the car was onto her; that the car was dark, and she heard no bell; and that the street was very dark. There was other evidence that the car was going fast, with no lights, and without ringing the bell, and that there was plenty of light to see plaintiff at from 50 ft. to 125 ft. from where she was struck. Held, that there was sufficient evidence of defendant's negligence to go to the jury.

2. It is not contributory negligence for a person to cross a car track in the middle of a block on a dark night, where he looked and saw a car, which appeared to be stationary, at the street intersection.—(Gildea vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 568.)

## FINANCIAL INTELLIGENCE

### THE MARKETS

#### The Money Market

WALL STREET, July 17, 1901.

The extensive liquidation in securities has, through the return of loans and the concurrent decrease in deposits, brought about a decidedly easier condition in the money market than that which prevailed a week ago. Other factors have supplemented this one in relieving the recent strain. The release of capital tied up for a week or so during the first of July settlements is one of them; the repayment of loans made to the banking syndicates two or three months ago is another, and the increased receipts of currency from the interior during the past ten days is another. As a combined result the surplus reserve of the local banks, while still a good deal below the average for the season, is back to a comparatively safe level again. Call money rates reflecting this improvement are easier, the majority of loans which have been made during the last few days commanding less than 5 per cent. That bankers, however, are expecting the continuance of an active money market throughout the autumn is evident from the fact that time loans for all funds in excess of thirty days are held stiffly at 5 per cent. The money outlook can not, as a matter of fact, be regarded yet awhile as entirely free from disturbing possibilities. It is still a problem whether the relieving agencies of the past week, and those which will be at work from now on, will be effective against the regular outflow of crop-moving money which must begin within the next six weeks. Undoubtedly, this coming Saturday will reflect the additional liquidation on the Stock Exchange in another good-sized loan contraction. The high rates for New York exchange at interior points suggest a continuance of the movement of currency toward this city which the recent unusual premiums for the use of money stimulated. The Treasury henceforth will probably cease to be much of a creditor in its operations with the local institutions, and for the next few weeks, on account of the heavy disbursements for special appropriations, the Government is likely to pay out more at this center than it takes in. In addition, large amounts of gold from the Klondike are due to arrive at San Francisco and Seattle, whence they will be transferred directly to New York. While the position of the market later on, therefore, may be in some doubt, the chances for the immediate future are that rates will rule around present figures under a rapid accumulation of surplus reserve.

#### The Stock Market

The stock market in the ten days since the Fourth of July holiday has received one after another a series of knock-down blows. As fast as it recovered from one shock, another came along, with the effect of throwing the speculation repeatedly into convulsions, arresting the buying demand, and causing a severe fall in prices. The threatened rate war in the West was promptly averted only to leave the market in great fear of a money stringency acute enough to make necessary a thorough shake-down among speculative stock holdings on margin. In turn this apprehension was mitigated when the heavy liquidation resulting from this and other causes made it apparent that the speculative situation had already pretty well discounted the worst consequences of a period of tight money rates later in the season. Then came the fears of partial failure in the corn crop, and just as these were beginning to be relieved by reports of rain in the drought-afflicted territory, the community was thrown into consternation by the unexpected announcement of the great strike in the steel industry. Before the consequences of this regrettable struggle upon the stock market can be judged, there must be more certainty as to how far the strike area will spread, and this in turn is chiefly a question of how largely the non-union employees of the companies involved will join forces with the striking members of the Amalgamated Association. The decline in the general share list during the last fortnight, and the additional heavy break in the steel stocks on Monday, must have gone far to discount the effects of the trouble in its present aspect, which is the tying up of a portion of the Steel Corporation's business for an indefinite length of time. But while the ultimate possibilities of the situation are so much a matter of conjecture, the influence of the strike upon the market can not be safely forecasted.

It is clear to all observers that the fall of 20 to 30 points in the leading stocks since a month ago has brought them down to a level which appeals to investors as being pretty safe. The technical result is that the floating supply of stocks has passed into comparatively strong hands, and the market is much better able to resist

depressing influences than it was when there was a more or less considerable element of speculative inflation. It ought now to be an effective consideration that even were there to be less than two-thirds of a normal corn harvest, the surpassing yield of wheat will be a full compensation to railway tonnage, while the high prices of corn created by the prospective shortage will make the corn crop hardly less valuable than it usually is in the general return to the farming community. Unless the struggle with the steel operatives should be prolonged over several months, or unless the hostility of union labor should break out in other industries, the strike will not permanently impair the values of securities. Business conditions generally are as favorable as they have been at any time in the last few years of prosperity, and the outlook is favorable to the continuance of railroad earnings at their present maximum. These are the two essential warrants to confidence in a high level of values for security investments. Turning to the street railway issues, it is plain that their movement for the immediate future will, as in the recent past, be intimately associated with the general conditions of the speculation. They have suffered by the week's liquidation, somewhat less severely than the majority of the share list, but their recovery is none the less dependent on the recovery in the general market.

#### The Curb Market

The curb dealings have been generally very dull during the week, and only trifling sales are reported in the street railway securities. United Railways, of St. Louis, preferred, which last Wednesday was 80½ bid, fell abruptly on Saturday to 79 bid. There were no sales on this decline, but some fractional lots changed hands at the lower figure on Monday. The common stock fell in sympathy from 26 to 25, but no business was reported. A single sale of \$6,000 of the 4 per cent bonds, made last Wednesday, comprises the week's transactions in that issue. Changes in other tractions have been confined again to the bid and asked quotations of specialists. New Orleans common, after being 24½, fell to 24, despite the report that the company was about to absorb the gas and electric light properties of New Orleans. Consolidated Traction, of New Jersey, which has recently sold as high as 69 in Philadelphia, dropped off in the local market to 67.

#### Philadelphia

The active traction securities have withstood the general speculative weakness quite remarkably in view of the recent unfavorable influences of a specific nature to which these stocks have been subjected. Union Traction, with a maximum decline of a point, is off only three-quarters of a point net on the week. There has been evidence of influential support extended to the stock, and simultaneous with this comes the rumor that the financial interests in the company aided, some say by the Pennsylvania Railroad people, in the company aided, some say, by the Pennsylvania Railroad people, granted by the City Council under authority of the "strike" legislation enacted at Harrisburg. The principal ground for believing this story is that those behind the proposed new traction lines would have considerable difficulty in getting the funds necessary for construction. It is said that the price offered for the franchises by the Union Traction is \$1,750,000. The best opinion is, however, that a much smaller sum would be accepted, as it would still yield the promoters of the new companies a handsome profit. What use the Union Traction would make of the new acquisitions and how they would finance them are matters upon which judgment for the time being has apparently been reserved. The first impression created by the story is that the future of the present company is more assured than it was a month ago, and this feeling explains the strength of the shares in the market. Philadelphia Traction has also held steady at a net loss of a half point for the week. Railways General is down ¼ to 2, reflecting scattered liquidation. Nothing has been done in Indianapolis Street Railway stock, but the bonds sold down from 82 to 81½. One lot of fifty shares of American Railways sold on Monday at 40, a decline of 2 points from the previous sale. The market for the stock was apparently affected adversely by the cutting in two of the dividend on the stock of the Electric Company of America, in which concern the American company is interested.

#### Chicago

Nothing of any importance is reported from Chicago this week. The stocks of the elevated roads are all lower, Metropolitan preferred in particular dropping 2 points to 88. This, as well as the decline in Union Traction, however, has reflected simply the unsettled state of the general market. At one time during the week there was a report that the City Railway had offered to pave all

the streets traversed by its lines providing its franchises were renewed, but this story was later on officially denied. The Lake Street Elevated has run ahead of the other elevated roads in the extent of its traffic increases during the last six months. From February until the middle of June, its earnings gained at the rate of 10 per cent over last year, while those of the other companies gained 5 per cent. The Northwestern is not taken into this comparison, however.

**Stock Quotations**

The following table shows present bid quotations for the leading traction stocks, and the active bonds, as compared with a week ago; also the high and low since Jan. 1, 1900:

	Jan. 1, 1900		1901	
	High	Low	July 9	July 16
American Railways Co.....	48¾	27	41½	38
Boston Elevated .....	192	b95	185½	184
Brooklyn R. T. ....	88¾	47¾	80¾	76¼
Chicago City .....	285	206	206	205
Chicago Union Tr. (common).....	..	..	18	16
Chicago Union Tr. (preferred).....	..	..	59	58
Columbus (common) .....	42	20	40	42
Columbus (preferred) .....	100	80	99	100
Consolidated Traction of N. J.....	69½	57	68	67
Consolidated Traction of N. J. 5s.....	110	..	109½	109½
Consolidated Trac. of Pittsburgh (common).....	30¼	20¼	22½	21
Indianapolis Street Railway .....	41	15	38	38
Lake Street Elevated .....	16¼	6½	13	12½
Manhattan Ry. ....	131¾	84	119½	117
Massachusetts Elec. Cos. (common).....	43¼	15	40½	39
Massachusetts Elec. Cos. (preferred).....	96	70	93	92
Metropolitan Elevated, Chicago (common)...	37½	24½	34½	34
Metropolitan Elevated, Chicago (preferred).....	93¼	76	91	88
Metropolitan Street .....	182	143¾	170	166½
Nassau Electric 4s .....	97½	..	97½	97½
New Orleans (common) .....	33½	18¼	24½	24
New Orleans (preferred).....	108	90	100	100
North American .....	*106	*74	101	100
North Jersey .....	36	21	23	23
Northwestern Elevated, Chicago (common)...	52	..	45	42
Northwestern Elevated, Chicago (preferred).....	97½	..	91	90½
Rochester .....	31½	12	27	27
St. Louis Transit Co. (common).....	35	16½	26	25½
South Side Elevated (Chicago).....	119	93	111	110
Syracuse (common).....	20	10½	20	20
Syracuse (preferred) .....	a80	25	60	60
Third Av. ....	135½	45¼	122	120
Twin City, Minneapolis (common).....	94¼	58½	92	92¾
United Railways, St. Louis (preferred).....	82	..	80½	78½
United Railways, St. Louis, 4s.....	91½	..	89	88½
Union Traction (Philadelphia).....	40½	24¼	27½	26½
United Traction (Providence).....	110	107	109	109
Worcester Traction (common).....	34½	25	34½	34½
Worcester Traction (preferred) .....	106	89	105	105

a Asked. b Bid. \* Quotation of new stock.

**Iron and Steel**

The unexpected outbreak of the great strike in the mills of the Steel Hoop, Sheet Steel and Tin Plate companies throws every other consideration in the iron market for the time being into the shade. In spite of the positive claims of the labor leaders, the indications as this article is written, are that the case of the union is too weak and their resources are too small to allow of a prolonged strike. Further than this, the Carnegie and the Steel and Wire companies which employ only non-union labor, will be able to take over all the immediate business of the Steel Hoop and the Sheet Steel concerns, and thus the United States Steel Corporation has not much to lose in the way of profits yet awhile. Unless the heads of the labor organization can induce the non-union men to join them, which is extremely unlikely, the strike area can not be extended, and it is bound to fail. Meanwhile, the general features of the iron trade are encouraging. The figures of July 1 show a further decrease in the stocks of pig iron on hand and a decrease in the current output. This indicates that production and consumption are about evenly balanced. The steel rail mills have so many orders on their books that they will not be able to take on any new business before late in the fall. Under such circumstances prices are pretty certain to be maintained. Quotations are unchanged for the week at \$16 for Bessemer pig, \$24 for steel billets and \$28 for steel rails.

**Metals**

Copper is a shade easier at 16¾ cents, tin is lower at 27¾ cents, lead is more active at 4¾ cents, and spelter dull at 3.95 cents.

**Auction Sales**

At the last weekly auction sale held by Adrian Muller & Son, the following street railway securities were sold:  
\$10,000 34th St. Crosstown, 1st mort. 5s.....@ 102¼

OAKLAND, CAL.—At a recent special meeting of the stockholders of the Oakland Transit Company it was voted to issue \$3,000,000 worth of bonds for the purpose of redeeming the existing bonded indebtedness of the various roads comprising the Oakland Transit Company.

NEW HAVEN, CONN.—The capital stock of the Fair Haven & Westville Railway has been increased from \$2,500,000 to \$3,000,000 for the purpose of clearing up its floating indebtedness, and providing funds for the construction of an extension to Derby, Conn.

WASHINGTON, D. C.—The stockholders of the Metropolitan Railway Company held their annual meeting July 10, and re-elected the directors as follows: Allan L. McDermott, George H. Harries, George W. Young, George Truesdell, O. T. Crosby, Charles A. Lieb, T. J. Hayward, George W. Bacon, and James B. Lackey. The Washington Post says: "President McDermott left for New York immediately after the meeting. As already stated in *The Post*, he believes that the railway properties, consisting of stock and bonds of eleven street railway lines in the District, will be sold this fall under foreclosure, and will be bought in by the principal stockholders of the Washington Traction Company, which now operates these lines. Consolidation, after the purchase under foreclosure, is regarded as certain. Its result will be to return to the hands of the present syndicate the ownership of the lines, and as heavy assessment will doubtless be made in order to clear up the floating indebtedness of the Washington Traction Company, most of the small stockholders will be obliged to relinquish their holdings, and the complete control of the consolidated lines will be concentrated in the hands of the men who have organized and financed the syndicate which has operated these lines."

DOVER, DEL.—The announcement has been made that Capt. John McLeod Murphy has withdrawn from the Delaware General Electric Railway Company, which was building a third-rail electric railway through Kent County. Following the announcement of the retirement of Capt. Murphy comes news of the plunging of the company into financial difficulties and the filing of several claims for material and labor. Several attempts have been made to construct the Delaware General Electric Railway, and on each occasion the work has been stopped for one cause or another. It was originally planned to build the line as a trolley road, but when Capt. Murphy became interested in it this plan was changed, and it was decided to equip it with the third-rail system of which he is the inventor and projector.

FT. WAYNE, IND.—Messrs. Townsend, Reed & Company have disposed of their interest in the Ft. Wayne & Southwestern Traction Company, in order to be relieved of financial responsibility, and will devote their time to the construction of the road. Messrs. Townsend, Reed & Company will, in the future, be connected with the enterprise simply as contractors. The property has been disposed of to Governor John F. Hill, J. Manchester Haynes and George E. Macomber, of Augusta, Me.; Sumner Wallace, of New Hampshire; W. B. McKinley, of Illinois, and others. The purchasers are well known, being interested in suburban lines and electric lighting plants at Danville, Champaign, Urbana, Decatur, Peoria, Quincy, Galesburg and Kewanee, Ill.; Wichita, Kan., and elsewhere.

EAST ST. LOUIS, ILL.—Negotiations were completed July 8 between the St. Louis & Belleville Suburban Railway Company and the Mississippi Transit Company, by which the former absorbs the property of the latter. The deal includes the latter's electric line, known as the East St. Louis, Collinsville, Caseyville & Edwardsville Railway, which is only completed to Collinsville. The construction of the line to Edwardsville is under way. The deal for the transit companies' property practically gives the Suburban control of all suburban electric lines in St. Claire County and Madison County. The consideration is said to have been about \$50,000. Work will now be begun on the Suburban line between O'Fallon and Lebanon. The company also intends to build a line to Nullstadt, Freeburg and other towns in St. Claire County.

NEW ORLEANS, LA.—The recent consolidation of the Merchants Electric Company, Edison Electric Company and New Orleans & Carrollton Railroad Company has caused a revival of the rumor that the entire lighting and traction companies are to be consolidated. Rumors of the consolidation of these interests have been heard periodically for several years past. The latest rumor has caused an advance in the securities of the several companies.

ALBANY, N. Y.—The directors of the United Traction Company have declared the usual quarterly dividend of 1¼ per cent, payable Aug. 1. The recent strike on the company's lines resulted in a falling off of \$50,000 in the receipts, and the surplus makes the payment of the dividend possible.

BALTIMORE, MD.—Hambleton & Company, in a recent bulletin, give some interesting information about the United Railways & Electric Company and the Nashville Railway Company. Of the former they say:

"It was given out that a syndicate composed of the Fidelity & Deposit Company of Maryland, the Maryland Trust Company, Alexander Brown & Sons, the Messrs. Jenkins Bros., George R. Webb and others, had purchased from Mr. Perin some 25,000 shares of United Railways stock at \$20 per share, and that it had also purchased large blocks of stock in the market between 17 and 18. This is about all that is really known of the deal, except that the resignation of Mr. Perin and the election of George R. Webb confirms the change of management. What may be the plans of those who now control the company can only be surmised, but that they have plans for the future by which they hope and expect to make the stock of the United Railways worth what they paid for it, or more, goes without saying. Considering present conditions, and in view of troubles ahead in the shape of threatened unfavorable legislation next winter, 18 would seem quite high enough for United Railways stock. So that if the syndicate paid Mr. Perin \$20 per share for his stock, it must have some plans in contemplation which will, if successful, make it more valuable. Coupled, in the public eye, with the street railway purchase is the recent large buying of Consolidated Gas and also the newspaper notoriety given to the supposed contest between the Susquehanna Electric Power Company and the Susquehanna Power & Paper Company. These latter companies

appear to be rivals for the control of the power to be derived from the Susquehanna River and for the privilege to distribute the same in Baltimore. It is a complicated subject not easily demonstrable, especially by those, ourselves included, who do not know anything about it; but, judging from past experience and from the course of such events in general, it is not difficult to imagine a situation which would harmonize all interests and bring about a general consolidation between the United Railways, the Gas Company and the Susquehanna Power Companies. The United Railways already owns the United Electric Light & Power Company, which monopolizes the light and power business of this city. One thing seems more than probable—there will be no new opposition gas or electric lighting companies."

As regards the Nashville Railway Company, the firm says: "Unquestionably, the principal cause which led to the troubles of the Nashville Railway, the default on its bonds and the necessity for the appointment of receivers, was the warfare waged against the company by the authorities of Nashville. Every step taken by the management to perfect the organization of the company, to consolidate the several lines and to make the necessary alterations to connect tracks, etc., was bitterly opposed by the city authorities, and every possible difficulty and obstacle placed in the way to prevent the carrying out of the plans of the purchasers of the property. The Nashville proposition was and is a good one, and if the plans of the promoters had been carried out as desired and arranged, the enterprise would have been successful and the property would now be established upon a paying basis. Further, the people of Nashville would now be enjoying a complete street railway and lighting system with all the modern conveniences for rapid transit and illumination. That these objects were not accomplished was due entirely to the captious and hostile opposition of the Mayor and city authorities, who left nothing undone to delay and embarrass the company. In addition to the embarrassment caused by the inability of the company, because of such opposition, to connect up its tracks and take advantage of the consolidation of the several properties, the suits on the part of the city, attacking and questioning the validity of the company's franchise and of the franchises of the several constituent properties represented, so impaired the credit of the company that it was unable to sell its treasury bonds, and was compelled to borrow money and use its earnings for betterments and improvements.

"The company was, in order to consolidate the several lines and thus perfect the organization, compelled to obtain the consent of the City Council. An ordinance to this effect was prepared and passed by the City Council, which was vetoed by the Mayor. The Council passed the ordinance over the Mayor's veto, whereupon the Mayor had taxpayers endeavor to secure an injunction preventing the company from consolidating after the necessary ordinance was passed by the City Council. This injunction was not sustained and the consolidation was perfected. Next, the city authorities brought action against the company, charging that the ordinance passed by the City Council was illegal until confirmed by a vote of the people, upon the grounds that it was a franchise which was being sought. The city also claimed that through the sale of one of the constituent companies under foreclosure years ago, the franchise and charter rights of said company were forfeited; and, further, that it was not legal to grant any perpetual franchise rights. These are the points covered in the recent decisions by the courts, and were all decided in favor of the Nashville Railway Company."

Hambleton & Company believe that while the appeal taken by the Mayor of Nashville from the decision of the lower court to the Supreme Court of Appeals of the State will temporarily delay the operations of the Nashville Railway Company, there can be no doubt that the higher court will sustain the decisions of the lower court.

DETROIT, MICH.—The Detroit, Rochester, Romeo & Lake Orion Railway Company has finally purchased and taken possession of the property of the Detroit, Utica & Romeo Railway Company. While the price paid has not been made public, it is understood to be about \$100,000.

JERSEY CITY, N. J.—A meeting of the stockholders of the North Hudson County Railway Company has been called for July 23, to consider and ratify the merger of that company with the Jersey City, Hoboken & Paterson Street Railway Company.

BROOKLYN, N. Y.—The Brooklyn City Railroad's quarterly dividend of 2½ per cent is payable July 25.

UTICA, N. Y.—The owners of the Utica & Mohawk Railroad and the Utica Belt Line Street Railroad have purchased the Deerfield & Utica Railroad. The latter is a horse car road, and operates 1.8 miles of track. This purchase gives the owners of the Utica properties control of all the lines into the city.

BUFFALO, N. Y.—Justice White, in the Special Term of the Supreme Court, has declined to appoint a receiver for the Buffalo, Hamburg & Aurora Railway Company, on the application of a judgment creditor for \$400. This creditor alleged that judgments aggregating \$14,000 were against the company. The court directed that all surplus after the payment of operating expenses be deposited with the court.

SYRACUSE, N. Y.—W. R. Kimball, representing the Syracuse, South Bay Railroad Company, purchased, July 13, 2900 of the 3000 shares of stock held by William B. Kirk in the Syracuse & Oneida Lake Railroad Company. This assures the construction of the road.

MONTREAL, QUE.—The stockholders of the Montreal Street Railway Company ratified July 10 the purchase of the Montreal Park & Island Railway Company for \$1,100,000, the purchase including the entire 3150 shares of preferred stock, 4289 shares of common stock and \$967,000 bonds. The total bond issue of the company is \$1,025,000. It was also voted at the meeting to give the directors power to make the purchase by the issue of bonds or stock.

NIAGARA FALLS, ONT.—Arrangements for the consolidation of light and power companies, in connection with the transmission of electric power from Niagara Falls, are said to be completed. The deal embraces practically all the gas, electric light, electric street railway and power companies within 100 miles of the Falls, among the companies to be interested being International Rapid Transit Company, Niagara, Saint Catharines & Toronto Railway, Saint Catharines, Port Dalhousie & Thorald Railway, Saint Catharines gas and

electric companies, the London gas, electric and street railway companies, Hamilton Cataract Company and its suburban lines, Hamilton Gas Company, and the Toronto gas, electric light and street railway companies, with the suburban and leased lines. New York, Toronto and Montreal capitalists, said to be interested in the International Traction Company, of Buffalo, form the syndicate. A number of power lines are to be built in different directions from the Falls.

Tables of Recent Traction Earnings

NAME	Week or Month	LATEST GROSS EARNINGS		LATEST NET EARNINGS	
		1901	1900	1901	1900
American Rys. Co.....	June	\$79,736	\$73,299	\$.....	\$.....
Binghamton Ry. Co.....	June	21,154	17,201	11,434	7,960
Brooklyn R. T. Co.....	May	1,075,576	1,086,840	360,415	428,742
Chicago & Mil.El.Ry.Co.	June	17,253	13,849	11,057	9,385
Cincinnati, Newport & Covington Ry. Co.....	May	69,841	64,424	49,964	37,476
Cleveland El. Ry. Co....	June	72,201	173,820	91,298	80,964
Cleveland, Painesville & Eastern.....	Apr.	10,184	8,966	4,249	3,163
Consolidated Tr. (Pittsburgh).....	Apr.	238,706	234,247	111,954	119,566
Denver City Tramway...	May	125,244	108,376	55,723	52,189
Detroit United Ry.....	May	224,447	201,021	96,639	82,529
Duluth Superior Tr.....	May	37,205	.....	.....	.....
Herkimer, Mohawk, Iliion & Frankfort Ry. Co...	May	4,508	4,146	1,935	908
International Tr.....	May	283,403	203,389	120,993	87,903
London St. Ry.....	May	10,003	7,345	3,185	674
Montreal Street Ry.....	May	160,612	151,540	.....	.....
Northern Ohio Traction..	June	58,191	47,566	26,069	16,494
Olean St. Ry. Co.....	Apr.	3,749	3,505	1,741	1,100
Pittsburgh Consol. Tr...	June	265,824	247,989	147,337	133,518
Richmond Traction Co...	June	23,277	19,016	8,234	9,877
Rochester Ry. Co.....	May	80,401	75,749	32,900	26,011
Scranton Ry. Co.....	June	59,928	52,873	30,266	21,823
Southern Ohio Trac. Co.	June	29,905	25,818	14,741	11,747
Syracuse R. T. Ry. Co...	May	51,958	46,645	22,976	21,144
Twin City Rapid Transit.	May	251,046	224,927	137,605	119,694
United Tr. Co. (Albany)	June	125,831	119,148	27,306	25,127
United Tr.Co.(Pittsburgh)	Mar.	157,792	148,009	70,741	65,511

NAME	Period Ending	GROSS FROM JULY 1 TO LATEST DATE		NET FROM JULY 1 TO LATEST DATE	
		1901	1900	1901	1900
American Rys. Co..	June 30	\$844,297	\$778,042	\$.....	\$.....
Binghamton St. Ry.	June 30	190,910	176,210	86,835	77,151
Brooklyn R. T. Co.	May 31	10920174	10646589	3,682,280	3,311,243
Chicago & Milwaukee El. Ry. Co...	June 30	152,959	117,966	84,632	66,558
Cincinnati, Newport & Covington Ry. Co.....	June 30	384,638	396,938	223,546	220,145
Cleveland El.Ry.Co	June 30	2,149,999	1,649,304	980,890	637,321
Cleveland, Painesville & Eastern ..	Apr. 30	119,666	102,359	61,454	50,781
Denver City Tramway.....	May 31	1,260,441	1,148,047	588,121	447,292
Detroit United Ry..	May 31	1,012,877	930,143	452,270	395,139
Herkimer, Mohawk, Iliion & Frankfort Ry. Co.....	May 31	48,895	47,026	20,247	21,063
International Tr...	May 31	2,698,332	2,331,632	1,303,216	1,085,748
London St. Ry. ...	May 31	115,834	60,194	45,192	46,673
Montreal Street Ry.	May 31	*1168,843	1,087,871	.....	.....
Northern Ohio Tr..	Apr. 30	162,251	.....	58,217	.....
Olean St. Ry. Co....	Apr. 30	43,019	39,322	21,735	18,475
Pitts'gh Cons. Tr..	June 30	768,913	731,948	403,567	379,447
Richmond Trac.Co.	June 30	152,051	143,217	58,379	65,630
Rochester Ry.....	May 31	898,156	835,543	337,248	328,021
Scranton Ry. Co...	May 31	554,095	548,044	233,677	249,802
Southern Ohio Tr.	June 30	142,956	126,640	55,937	56,018
Syracuse R. T. Ry. Co	May 31	564,347	504,191	254,458	211,962
Twin City R. T. Co.	May 31	1,178,258	1,086,395	614,594	548,433
United Tr. Co. (Albany).....	June 30	1,340,356	.....	186,131	.....
United Tr.Co.(Pittsburgh).....	Mar. 31	1,434,145	1,321,158	634,423	604,154

\* Eight months. † Caused by strike of employees. a From Jan. 1. b Three months. c Nine months.

## NEWS OF THE WEEK

## CONSTRUCTION NOTES

**SAN FRANCISCO, CAL.**—The Market Street Railway Company has purchased two blocks of land fronting the bay immediately to the west of the Black Point Military Reservation. Plans for the erection of a large power plant on the land will be considered in the near future, and it is intended that the new power house shall in time become the company's main plant. The plant will have facilities for the generation of either 9000 or 12,000 hp. The plant will be so laid out that additional machinery can be installed from time to time as more power is needed until the maximum amount of 12,000 hp is attained. Oil will be used for fuel in the new plant.

**LOS ANGELES, CAL.**—The San Bernardino County Traction Company has been incorporated to build an electric railway to connect Redlands, San Bernardino and Colton. Citizens of Redlands are largely interested in the company.

**SAN FRANCISCO, CAL.**—The Supervisors of Santa Clara County recently met in San Jose and considered the franchise for an electric road from San Jose to Gilroy, a petition for which had been filed by George T. Dunlap. The Board passed a resolution to sell the franchise, the bids to be opened Aug. 6. The petition, as finally filed in modified form, asks for a franchise to build electric railway lines along 90 miles of the highways of the county. The specific application is first to build a road from San Jose to Santa Clara to Alvisa; second, from San Jose to Gilroy; third, from Santa Clara to San Mateo; fourth, from San Jose to Campbells to Los Gatos.

**SACRAMENTO, CAL.**—The Sacramento Electric, Gas & Railway Company recently announced that it would rlay the tracks on P Street from Tenth to Twenty-Eighth Street.

**FLORENCE, COL.**—It is predicted that the Florence Electric Street Railway will be completed and in operation by Jan. 1, 1902. The line will be 14 miles in length and extend through West Florence, Brewster, Brookside, Lincoln Park and South Canon. The company has recently awarded the contract for the erection of its power house.

**SOUTHINGTON, CONN.**—The Meriden, Southington & Compounce Tramway Company has filed a petition with the Cheshire Selectmen for authority to build a road from Milldale, where the power station is located, to the point on the Meriden, Middletown & Waterbury road, known as Southington Road station.

**HARTFORD, CONN.**—Surveys are being made to carry the tracks of the extension of the Central New England Railway from Tariffville to Springfield around the Montague farm in Granby.

**BRIDGEPORT, CONN.**—The Connecticut Railway & Lighting Company formally opened its Pine Rock Park, on the banks of the Housatonic, in Huntington, June 8. The place was made a park by nature. It covers 500 acres lying just over the northern boundary line of Stratford, in the town of Huntington, and abounds with picturesque hills, nooks, valleys, trees and streams. The pine tree predominates, and near the pinnacle of the land stands an historic old pine, from which the new park has been given its name, Pine Rock Park. In converting the place into a pleasure ground, with the adjuncts of convenience, the company has been careful not to mar its natural beauty, and, while every accommodation that can be wished for is at hand, the work of nature is still intact. Stands and seats have been built around the trees, rather than to remove them, thus lending an element of rusticity to the scene.

**DANBURY, CONN.**—Work on the construction of the Danbury & Harlem Street Railway has been begun. The Danbury & Harlem Road is to be 14 miles in length, and is expected to be completed about Sept. 1.

**WILLIMANTIC, CONN.**—The Willimantic Traction Company has perfected its organization and the residents are again hilarious at the prospect of having the much mooted electric railway. It is the purpose of the company to at once enter into negotiations with the city regarding a franchise grant. The plan of the company also provides for extension of the lines to near-by towns, including Coventry. The directors of the company are: William D. Grant and W. A. Arnold, of Willimantic; Peter H. Carr, of Taunton, Mass.; M. A. Cavanaugh, of Boston, and Walter H. Clark, of Hartford. The officers of the company are: William D. Grant, president; Walter H. Clark, vice-president; William A. Arnold, secretary; Thomas F. Cavanaugh, treasurer.

**WILMINGTON, DEL.**—T. Coleman du Pont, president of the Delaware Button Company, has asked for a franchise to build an electric railway from the company's plant at Spruce and E Streets to the South Wilmington line of the Wilmington City Railway Company. The chief object of the new railway, it is said, is to carry the employees of the button factory to and from their work.

**ATLANTA, GA.**—After adding a clause requiring 3 1-3-cent fares, the Aldermanic Board has concurred in the action of the City Council in granting to the Atlanta Rapid Transit Company the Boulevard franchise for the extension of the Forrest Avenue line. H. M. Atkinson, secretary and treasurer of the Atlanta Rapid Transit Company, announced to the board that the company would not accept the franchise with the reduced fare condition embodied.

**AUGUSTA, GA.**—The construction of North Augusta Electric & Improvement Company's new electric railway to connect Augusta, Ga., and Aiken, S. C., was begun June 25. The new line will be 20 miles in length, and the contract for its entire construction is held by John Blair MacAfee, of Philadelphia. The company is capitalized at \$1,500,000, all of which is issued, and the authorized funded debt of the company is \$1,000,000, of which \$500,000 is outstanding. The company will operate nine motor cars and will erect its own power house. The latter will be equipped with two 300-kw generators, two

400-hp compound condensing engines and two 300-hp water-tube boilers. The officers of the company are: James U. Jackson, president; R. Lancaster Williams, vice-president; L. T. Taliaferro, secretary; A. H. Rutherford, treasurer; W. M. Jackson, manager; John Blair MacAfee, purchasing agent; W. N. Wamsley, engineer.

**BOISE, IDAHO.**—The City Council has extended the franchise of the Boise Rapid Transit Company. It is said that the company secured the extension of its franchise so as to dispose of the property to a syndicate of Chicago capitalists. It is reported that the syndicate which is negotiating for the purchase of the property will make many improvements and extend the lines. Power for operating the system will be obtained from the plant at Swan Falls, 30 miles distant.

**ALTON, ILL.**—Preliminary surveys were started July 8 between Alton and Granite City for the new electric railway between Alton and Granite City. St. Louis capitalists will construct the line.

**SEWARD, ILL.**—The Northern Illinois Electric Railway Company was incorporated July 8 to construct an electric railway from Seward in a westerly direction through Dixon and Amboy to Lee Center. The capital stock of the company is \$700,000. The incorporators and first board of directors are: E. L. Titis and I. R. Titis, of Seward; S. D. Frost, of Amboy; Sherman L. Dixon, of Lee Center, and G. H. T. Shaw, of Dixon.

**MUNCIE, IND.**—The Muncie, Middletown & Greenfield Railroad Company has been incorporated to build an electric railway from Muncie by way of Middletown and Mechanicsburg, in Henry County, and the towns of Shirley, Wilkinson and Maxwell, to Greenfield, Hancock County, a distance of about 50 miles. The capital stock of the company is \$100,000, and the directors are: William H. Wood, Beecher W. Bennett, Charles B. Fudge, Frank Litzenberger, E. L. Elliott, William H. Keesling, George W. Duncan, Montgomery Marsh and William I. Garriott.

**MUNCIE, IND.**—The Muncie, Hartford City & Fort Wayne Electric Railway Company has succeeded in securing a franchise for the construction of its proposed road through Muncie. The new electric railway will parallel the Lake Erie & Western Railroad from Fort Wayne to Muncie. The franchise in Muncie was secured through the efforts of A. L. Johnson.

**INDIANAPOLIS, IND.**—The Indianapolis Rapid Transit Company has brushed all opposition aside, secured a franchise through Maywood and Valley Mills, condemned part of the I. & V. Railway Company's right of way, and is now making rapid progress grading the road.

**JEFFERSONVILLE, IND.**—The Jeffersonville, New Albany & Sellersburg Rapid Transit Company expects to begin the construction of its road early in the spring. By that time it is hoped that all rights of way and other preliminary work will be in such shape that the building of the road will proceed rapidly.

**VALPARAISO, IND.**—P. W. Clifford and C. W. Bartholomew, of Valparaiso, representing Chicago capitalists, have been granted a franchise for the construction of an electric railway through the city. The line to be constructed through this city will form part of a system to connect Chicago, Hammond, Laporte and Michigan City.

**PERU, IND.**—The Wabash Valley Railway Company, which was recently incorporated, is capitalized at \$10,000, and the purpose of the company is to construct an electric railway to extend through Wabash, Peru, Logansport, Delphi and Lafayette, and connect the cities along the Wabash & Erie Canal. If it is deemed advisable, the line will be extended from the eastern limits of Wabash to the lower lock at Lagro, Ind. The road will run through the counties of Wabash, Miami, Cass, Carroll and Tippecanoe. The directors of the company are: Milton Shirk, Richard A. Edwards, William B. McClintick, George R. Chamberlin and John F. Unger.

**DUBUQUE, IA.**—The plans for the construction of the new car house and power houses of the Union Electric Company were submitted to the directors at a meeting held a few days ago. It was decided to call for bids for the construction of the building, and the site of the old Rhomberg power house was selected as the site of the new one, but this may be changed.

**DUBUQUE, IA.**—The preliminary organization of a company to construct a line of railway from Dubuque in a southwesterly direction via Vinton, across the State, was effected in this city last week. The company will operate under the name of the Dubuque, Vinton & Southwestern Railroad Company, and will have a capital stock of \$100,000 to start with. Dubuque is to be the principal place of business. The motive power has not been definitely decided on as yet.

**PADUCAH, KY.**—Interests identified with the Paducah Railway & Light Company are interested in a plan which provides for the construction of an electric railway to Wickliffe. Several meetings have been held here recently for the purpose of furthering the project, and it is likely that something may result from the agitation.

**PORTLAND, MAINE.**—The Portland Street Railway Company has almost completed an extension of its Willamette Heights electric line, for which the contract was let a short time since. Its completion will add to the attractiveness of this beautiful route, as passengers will be carried to a considerably higher elevation in the hills.

**CORNISH, MAINE.**—President A. S. Penrock, of the Ossipee Valley Railway Company, expects soon to begin work on an electric railway connecting Cornish with East Freedom. If this road is built it will be 11½ miles in length, extending from the Maine Central Railroad station here, through Cornish Village, Kezar Falls and Porter to the line between Maine and New Hampshire.

**HAGERSTOWN, MD.**—The new electric railway franchise has been passed. The ordinance grants the Hagerstown Railway Company the privilege, in



building the Boonsboro extension, to use either Lee or Baltimore Street; to allow the Hagerstown & Boonsboro Railway Company, or any of its extensions in Washington or Frederick counties, to use the tracks of the Hagerstown Railway Company.

WESTBORO, MASS.—The application of the Westboro & Hopkinton Street Railway Company, which has been before the Council since May 20, has finally been acted upon and the franchise granted.

WALTHAM, MASS.—The Waltham Street Railway Company has been granted an extension of time from July 1 to Oct. 1 in which to complete its line through South, Main, Prospect, Maple and High Streets to the Newton line. A petition from the Newton Street Railway Company for a location in Pine, Lowell, Taylor, Newton and High Streets to the Newton line has been referred to the street railway committee.

NEWBURYPORT, MASS.—The Citizens' Electric Street Railway Company has been granted the right to act as a common carrier of coal, market produce, provisions, ice, baggage and building materials, over its tracks in Newburyport. The Haverhill & Amesbury Railroad Company has received from the Newburyport Selectmen the right to act as a common carrier of coal, market produce, provisions, ice, baggage and building materials, over its tracks in Newburyport.

WORCESTER, MASS.—The Worcester & Holden Street Railway Company has accepted the locations granted to it by Worcester. The next step will be to secure the consent of the Railroad Commissioners to cross the Fitchburg tracks at North Worcester. When this right is secured the company will at once start to build its lines to Holden from the terminus of the Salisbury Street line of the Worcester Consolidated Street Railway.

GLOUCESTER, MASS.—Work has been commenced on the new Main Street line of the Lynn & Boston Railroad. It is expected that before long the Lynn & Boston Railroad will commence the construction of the piece of road to connect Lanesborough and Pigeon Cove.

WESTBORO, MASS.—As soon as the Westboro & Hopkinton Street Railway Company can secure a charter the construction of the company's proposed road to connect these towns will be begun. The line will be  $6\frac{1}{2}$  miles in length. The company has been granted franchises in Westboro and Hopkinton, both of which have been accepted. M. A. Coolidge, the chief promoter of the new lines, has not ventured to predict when the new line will be in operation, knowing the uncertainty of such work.

WOBURN, MASS.—The Woburn & Boston Street Railway Company has opened its new line between Woburn and Lexington.

NORTH WILBRAHAM, MASS.—The work on the electric road has been completed as far as North Wilbraham. There remains about  $3\frac{1}{2}$  miles to be built between North Wilbraham and Ludlow.

WESTBORO, MASS.—The Railroad Commissioners have approved the purchase of real estate at Lake Chauncey, Westboro, by the Marlboro & Westboro Street Railway Company, for establishing a pleasure resort.

PITTSFIELD, MASS.—The Pittsfield Electric Railway Company has been granted a franchise to extend its system to the Hancock town line.

BALDWINVILLE, MASS.—The Wachusett Mountain Electric Street Railway Company are making plans to have a branch street railway run up the side of Mount Wachusett to the watering trough. F. S. Coolidge, president of the Gardner, Westminster & Fitchburg Street Railway Company, is at the head of the new movement and intends to have the new road in operation by Aug. 1.

CONCORD, MASS.—Articles of association have been drawn up for the formation of the Concord Street Railway Company. The proposed railway is to commence at the northerly side of the Boston & Maine tracks at Waverly, in the town of Belmont, and extend through Trapelo Road to the Waltham line, its terminus. The capital stock of the company will be \$10,000. The following are the directors: Charles S. Cummings, 2d, Boston; Roger W. Babson, Wellesley Hills; George A. Sweetser, Wellesley Hills; Henry S. Foote, Belmont; J. Lucius Ellis, Belmont; Frank Chandler, Belmont; L. Guy Dennett, Belmont.

UXBRIDGE, MASS.—E. W. Goss, superintendent of the Milford & Uxbridge Street Railway, has begun work on the roadbed in Calumet Village.

GRAND RAPIDS, MICH.—So rapid has been the progress in the construction of the Grand Rapids, Holland & Lake Michigan Railway that Superintendent of Construction Johnson, of the Detroit Construction Company, which holds the contract for constructing the line, has predicted that the line will be in operation by Aug. 1.

GRAND RAPIDS, MICH.—The Grand Rapids, Holland & Lake Michigan Railway Company has its line completed from Grand Rapids to Holland with the exception of about 10 miles. A car has been run over the line from Holland to Zeeland, and the officials seem to be much pleased with the line. It was found necessary to build a temporary track around the sink hole that has been causing so much trouble, and a large number of piles are being driven into the same.

GRAND RAPIDS, MICH.—Plans have been submitted for the approval of the Commissioner of Railroads by the Grand Rapids, Grand Haven & Muskegon Railway, showing an overhead crossing of the Pere Marquette Railroad near Picklands Junction. This bridge will be 22 ft. in height and the principal span will be 45 ft. long. An application has been made for the approval of a grade crossing of spur tracks of these lines at the car houses in the village of Fruitport.

LANSING, MICH.—The Lansing, St. Johns & St. Louis Railway Company has its roadbed graded from Lansing to within about 2 miles of the village of St. Johns, and its rails laid about 7 miles out of Lansing. The right of way has been almost entirely secured through the village of St. Johns and the road is being pushed to completion. The road is nearly all being built on private right of way, the public highway being used very little.

GRAND RAPIDS, MICH.—The Grand Rapids, Grand Haven & Muskegon Railway Company have submitted plans for the approval of the Commissioner of Railroads for an overhead crossing of the Detroit, Grand Haven & Milwaukee Railway, about 2 miles west of Berlin. The bridge will be 22 ft. in height and the principal span has a clear width of 24 ft. The same company has also submitted plans for an overhead crossing of the same line near Spring Lake. This bridge will be 22 ft. in height, and 38 ft. in length.

KANSAS CITY, MO.—The Kansas City & St. Joseph Electric Railway Company filed on July 1 a plan of its route through Buchanan County with the County Court. The bond of the company for \$20,000 for the fulfilment of the terms of the franchise granted to the company by the County Court was also filed. This bond provides that in the event of constructing a railway or laying tracks on what is known as the King Hill Road, the company will macadamize same within a period of eighteen months thereafter.

NEWTON, N. H.—The Haverhill, Plaistow & Newton Street Railway was recently granted a location in the town of Newton, N. H.

MORRISTOWN, N. J.—The rights of way and surveys are about finished for the New York & Philadelphia Electric Railway, and the company will soon be ready to begin construction work. The plan of the company is to build electric railway lines so as to fill the present gaps in a through line from New York to Philadelphia. The plan is to use the present electric railway from Jersey City and Newark to Caldwell (North Jersey) and build from Caldwell to Whippany, a distance of 5 miles. It is then planned to build through Morristown about 3 miles, so as to connect with the Whippany River Railroad, extending between Whippany and Morristown, 4 miles, and the Rockaway Valley Railroad, extending between Morristown to Peapack, about 15 miles. This will make a continuous all-rail road, through Jersey City via Newark and Caldwell to Peapack, by building only 10 miles of road. By making satisfactory arrangement with the Rockaway Valley and the Whippany Railroad companies, the New York & Philadelphia Electric Railway can, by building 10 miles more from Peapack to Somerville, making connections with the branch roads from Somerville to Flemington and Flemington to Newton, get into Philadelphia at once. If this arrangement can not be made, the plan is to build from Somerville to Doylestown, Pa. The company has ample financial backing.

MINEOLA, N. Y.—The Mineola, Hemstead & Freeport Traction Company has been granted a franchise in Freeport. The company is rapidly securing the franchises for the construction of its proposed road.

NEW YORK, N. Y.—The Metropolitan Street Railway Company has just ordered 200 new cars for the Broadway service from a Philadelphia firm. These cars will be run on the Lexington and Columbus Avenue systems. They will be similar to the big double-truck type used on the Second and Sixth Avenue systems.

PORT CHESTER, N. Y.—The Port Chester Street Railway Company has applied to the Board of Trustees for permission to extend its lines on Highland Street and Horton Avenue.

WHITEHALL, N. Y.—The construction of the Whitehall & Granville Railroad has been begun. The line will extend from Whitehall, at the head of Lake Champlain, and the Champlain Canal, through Granville and the adjoining slate district to West Paulet, Vt., a distance of 20 miles. The carrying of freight will be an important feature of the road. The officers of the company are: Emmet J. Gray, of Whitehall, president; Eugene R. Norton, of Granville, vice-president; Charles I. Baker, of Troy, secretary; Daniel D. Woodard, of Granville, treasurer; C. B. Story, of Whitehall, general manager.

WESTPORT, N. Y.—It is reported that an electric railway is to be built from Westport, on Lake Champlain, to Elizabethtown. A route has been surveyed and found feasible, and it is said that the members of the Board of Supervisors of Essex County have assured the promoters that permission for the line and the right of way will be given if wanted. It is understood that the capital with which to construct such a road is ready, and that the promoters express confidence in the successful outcome of the enterprise. Sufficient water power could be obtained from the Bouquet and the Black Rivers.

NEW YORK, N. Y.—Mayor Van Wyck has approved a resolution of the Municipal Assembly providing for a hearing on July 25 on a proposition to permit the Union Railway Company to build a double-track road over Macomb's Dam Bridge and the 155th Street Viaduct, connecting various lines already used by that company in the Bronx. The franchise passed the Council and Board of Aldermen on June 25.

ALBANY, N. Y.—Representatives of Stone & Webster, of Boston, have been in Albany recently to inquire into the advisability of taking up the project of the Albany & Schoharie Valley Electric Railway Company. The company was capitalized at \$1,250,000 and bonded for \$1,200,000. Incidental to its organization was the formation of the Albany Construction Company, which has for its purpose the building of the railway. The survey of the proposed route has been completed and the plans have all been drawn and filed with the proper officials.

NEW YORK, N. Y.—The Rapid Transit Commissioners received official notice July 10 from Secretary of War Elihu Root that permission had been granted to make borings in the bed of the East River between Manhattan and Brooklyn and to construct a tunnel under the river bed. The permit is given to permit the extension of the New York tunnel, now under construction, to Brooklyn.

MONTICELLO, N. Y.—The Railroad Commissioners have granted the application of the Monticello, Fallsburgh & White Lake Railroad Company for authority to construct an electric railway  $16\frac{1}{2}$  miles long from the Fallsburgh Station of the New York, Ontario & Western Railroad to Monticello, and thence to White Lake. Several surveys of the line have been made, and the company is reported to be in a position to begin construction work at once.

NEW PALTZ, N. Y.—The New Paltz & Poughkeepsie Traction Company is considering the construction of its lines from New Paltz to Rifton, a distance of 6 miles.

CLINTON, N. Y.—Steps have been taken looking to the construction of an electric railway from Clinton to Westmoreland. A meeting was held here recently, and arrangements were made for surveying the route of the road and securing franchises. E. F. Torrey, Clinton House, Clinton, is interested in the project.

TROY, N. Y.—The United Traction Company has made application to the Council for a franchise to construct a short extension.

CLYDE, N. Y.—Application has been made to the Council by the Clyde Electric & Power Company for a franchise for the construction of an electric railway through Clyde. A hearing on the application will be held at an early date.

ROCHESTER, N. Y.—The Monroe County Belt Line Electric Railway Company will shortly apply to the Secretary of State for letters of incorporation. The company has for some time been engaged in securing the franchises for its proposed line, and has succeeded in securing grants in Brighton, Fairport, Penfield and Pittsfield. Application for other franchises are pending, and as soon as these are secured the consent of the Railroad Commissioners will be sought. The company hopes to be in a position to begin active work by October. About 20 miles of road will be built, and it is the earnest hope of the promoters that the line will be in operation by December. Ira M. Ludington and Merten E. Lewis, of Rochester, and Andrew H. Boun, of Pittsfield, are interested in the company.

CLEVELAND, OHIO.—Cleveland daily papers last week contained a report said to have emanated from a confidential "friend" in Washington, to the effect that the Everett-Moore syndicate is about to announce a plan for the building of an elevated railway from a point near Lake View Cemetery, on Euclid Avenue, to the center of the city, a distance of about 5 miles. When shown the article in question Mr. Everett stated that there was absolutely no truth in it. He said that twenty years from now Cleveland might be sufficiently thickly settled to require an elevated system, but for a number of years to come he felt confident that the surface roads could take care of all the traffic. He said that to build the line mentioned would cost at least \$5,000,000, and he felt certain it could not prove a paying investment at the present stage of the city's development. The natural trend of population was in the direction mentioned, but the surface roads are abundantly able to handle the business.

CLEVELAND, OHIO.—The Cleveland Electric Railway Company is making preparations to improve its service to take care of the increased traffic consequent with the G. A. R. encampment to be held here the last of August. Work is to be started at once on a 2000-amp storage battery plant adjoining the main power station, to be used as an auxiliary. Work will also be started at once on the new loop, which is to pass the Union Passenger Station. The company is already figuring on placing contracts for fifty cars and another additional large unit for its power house, to take care of next year's business.

HILLSBORO, OHIO.—The Hillsboro & Ohio River Traction Company has been incorporated to build an electric railway from Hillsboro to Aberdeen, on the Ohio River, passing through Highland, Adams and Brown Counties. The capital stock of the company is \$10,000. The incorporators of the company are: Henry M. Huggins, of Hillsboro; Thomas H. Hogsett, Charles Orr, Monroe Warren, James E. McDermott and A. Z. Blair, of Cleveland.

COLUMBUS, OHIO.—President Mahler, of the Scioto Valley Traction Company, has advertised for bids for the work of constructing the roadway bridge from Columbus to Circleville. Mr. Mahler also gives notice that as soon as the engineers have prepared the specifications for the road from Columbus to Lancaster and from Circleville to Chillicothe bids will be called for for completing that work.

CINCINNATI, OHIO.—The Board of Public Works has granted permission to the Cincinnati & Northwestern Railway Company to extend its line about two blocks on Spring Gove Avenue. The Cincinnati & Northwestern is a steam road recently purchased by the Southern Ohio Traction Company, and it is soon to be equipped with electricity. It is said that the meaning of the extension is that the Southern Ohio Company will gain admission to the center of Cincinnati over the tracks of the Cleveland & Cincinnati Railway Company, which is now building from the center of Cincinnati to Cumminsville.

CLEVELAND, OHIO.—Three of the suburban lines have followed the example of the Cleveland Electric Railway Company and the Cleveland City Railway Company in raising the wages of employees. The Cleveland & Eastern Railway and the Cleveland & Chagrin Falls Railway have increased the wages of their employees from 1 cent to 2 cents an hour, the present limit being 20 cents an hour. The Cleveland, Elyria & Western Railway Company has increased the wages of men from \$50 to \$55 for new men, and from \$55 to \$60 for old men.

CLEVELAND, OHIO.—The Cleveland City Railway Company and Cleveland Electric Railway Company are endeavoring to arrange several new routes in the business section of the city in order to relieve the congested condition of the public square, and especially to take care of the increased traffic consequent with the G. A. R. encampment, to be held next month. Several new loops are under construction. The companies have agreed to build several shelter sheds, or waiting rooms, on the public square for the convenience of those who are waiting for cars.

SANDUSKY, OHIO.—The Sandusky, Clyde, Tiffin & Southern Railway Company has been incorporated to construct an electric railway from Clyde, Sandusky County, to Tiffin, Seneca County. The company is capitalized at \$10,000. The incorporators of the company are: J. C. Parker, Ira S. Comstock, Henry W. Johnson and George L. Butler.

DELAWARE, OHIO.—The Columbus, Delaware & Northern Traction Company, which is building a road from Columbus to Marion by way of Delaware, has purchased the property of the Delaware Electric Street Railway Company, consisting of 7 miles of track. The price paid is said to have been \$55,000. The company has also secured necessary franchises between Columbus and Delaware, and has commenced construction work. A large power house is to be located at Delaware.

COLUMBUS, OHIO.—The Marysville, Delaware, Sunbury & Mt. Vernon Railway Company has been incorporated to build an electric railway from Marysville to Mt. Vernon, passing through Delaware and Sunbury. The capital stock of the company is \$10,000, and the incorporators are: Burgess L. McElroy, of Mt. Vernon; J. W. Holcomb, of Cleveland; F. D. Simons, Thomas A. Simons and Charles E. Mills, of Columbus.

CINCINNATI, OHIO.—The Cincinnati & Dayton Railway Company has been incorporated to construct an electric railway from Cincinnati to Dayton, passing through Hamilton, Warren and Montgomery Counties. The company is capitalized at \$10,000, and the incorporators are: J. W. Daly, George A. Argus, Jr., E. C. Carter, W. B. Creasy and J. F. Maddux.

TOLEDO, OHIO.—The Toledo & Western Railway Company is reaching out to Adrian. A few months ago the company began the construction of a line running west from Toledo, but the plan now is to have the line diverge so that one branch will extend to Adrian and another to Fayette, Ohio. Over 30 miles of this line is already graded, with the poles and overhead structure up for 20 miles. The rails are down and the road is in operation for the first 8 miles west of Toledo, to Sylvania, Ohio. This section of the road has been in operation about two months, the number of passengers carried and the earnings from which are far beyond all expectations. The company expects to put 10 additional miles of lines in operation before the end of the month, and the construction of the remainder will be rushed to completion.

BOWLING GREEN, OHIO.—The Lake Erie, Napoleon & Bowling Green Railway Company has been incorporated with \$200,000 capital stock by Luther Black, Richard A. Beatty, Willis M. Tuller, Frank W. Rogers, Bert C. Harting, Edward M. Freis, Dallas B. Whipple, Albert A. Foney, Robert S. Parker and M. B. Chidester. The company proposes to build an electric railway from Port Clinton to Defiance, passing through Woodville, Pemberville, Bowling Green, Grand Rapids, Napoleon and a number of other towns. The company expects to sell electricity for light, heat and power.

DAYTON, OHIO.—The Miamisburg & Germantown Traction line, which is a branch of the Southern Ohio Traction Company's system, was placed in operation a few days ago. At Germantown the opening of the road was attended with a public celebration.

TOLEDO, OHIO.—The Michigan & Ohio Railway Company, which proposes to build an electric railway from Toledo to Petersburg, Dundee, Ypsilanti and Jackson, Mich., and which has already secured a number of franchises, is endeavoring to effect a consolidation with the Shore Acres Railway Company, which is building a line to the State line. This would give the Michigan & Ohio Railway Company an entrance into Toledo.

ELYRIA, OHIO.—The Ohio Engineering Company has been incorporated by L. A. Fauver, C. G. Washburn, G. A. LaGron and L. A. Hageman. L. A. Fauver is president, and G. A. LaGron, secretary and treasurer, of the company. It will build electric railways and has a contract for the work on the Elyria, Grafton & Southern Railway.

DAYTON, OHIO.—Samuel F. George, of Dayton, president of the Fort Wayne, Dayton & Cincinnati Traction Company, claims that all rights of way for the line have been secured, and that construction work will start at a dozen points along the line within two weeks. Officials of the company recently drove over the entire route of the line in carriages. It is claimed that the entire road will be 37 miles in length over a private right of way, fenced in. It is stated that the third-rail system will be used, and that sixteen through trains will be operated between Cincinnati and Fort Wayne each day. Electricity is to be furnished to towns along the route, and there will be a telephone system, reaching the adjacent county.

DEFIANCE, OHIO.—The promoters of the Ohio Northern Electric Railway, which is building from Defiance to Bryan, have decided on another route for the extension to St. Mary's. It will pass through Venedocia, Spencerville, Grover Hill and Van Wert, instead of through Delphos. Nearly all the right of way has been pledged. E. W. Frinck, of Cleveland, is president of the company.

COATESVILLE, PA.—The Coatesville & Western Street Railway Company, which proposes to build an electric railway to link Phoenixville, Spring City, Birdsboro and Coatesville, has filed with the County Commissioners of Berks County applications for an extension from Phoenixville, Schuylkill, East Pikeland, Spring City, East Vincent, East Coventry, North Coventry, Union and Birdsboro. Another extension will be built from Coatesboro to Elverson, Valley, West Brandywine, Wallace, West Nantmeal, all in Chester County; Caenarvon, Union and Robeson.

PITTSBURGH, PA.—The Mellons, who control the Monongahela and Birmingham lines, now have an ordinance for new franchises pending in Pittsburgh, and will shortly introduce in Allegheny franchises for new lines. The purpose of the Mellons is to secure rights by which they can construct an electric railway from the South Side, Pittsburgh, to Allegheny.

PHILADELPHIA, PA.—Special advices state that the contract for constructing the Philadelphia & Paoli, Westchester & Southern and Coatesville & Downingtown electric railways, recently incorporated by Albert B. Kelley, of Philadelphia, and of which he is president, has been awarded to J. A. Blackwell & Company.

MAUCH CHUNK, PA.—The ordinance granting the right of way through Weissport Branch to the Mauch Chunk, Lehigh & Slatington Electric Railway has been passed. The railway company is to macadamize the street through which it passes from the bridge to the lower corner of the Weissport Park, and in return the company is exempt from taxes for a period of five years. The company agreed to macadamize, but strenuously insisted on a ten years' exemption clause.

PITTSBURGH, PA.—It is reported that the Pittsburgh, McKeesport & Connellsville Railway Company has awarded to the John Stephenson Company, of New York, the contract for twenty-five cars, to be delivered Oct. 1. The cars are for winter service, will be the largest in this vicinity, constructed as a standard steam railway coach, and following closely the design of a Pullman palace car. The cars will be equipped with air brakes.