

The Mayor reviews the street railway question in the rough; states that the time is drawing near when the city must dispose of this question once and for all, and declares himself in favor of municipal ownership and operation of street railways rather than private ownership, or municipal ownership of tracks with private operation. The Council has referred the matter to a committee.

Storm Causes Damage

The severe wind storm which swept through Ohio, Nov. 26, did immense damage to railway, telephone, telegraph and other electrical property in all parts of the State. At Akron a huge steel smokestack on the power house of the Akron & Cuyahoga Falls Rapid Transit Company fell in, damaging the power house to the extent of several thousands of dollars, and rendering the plant useless for several days. Reports from Cambridge, Warren, Niles, Youngstown, Portsmouth, Lorain and a number of other towns state that the damage to electric wires was very great. The lighting plant at Ravenna was thrown out of service, and the city remained in darkness several days. Service was crippled on a number of electric roads through falling poles.

The Manhattan Railway Tax Suit

The decision of the Court of Appeals in the Manhattan Elevated Railway case, rendered Nov. 27, fixes the value of the property assessable for city purposes in New York City at \$9,492,307. This is a reduction of almost one-half from the amount fixed by the local board of assessors, and is in a sense a victory for the company, although to the taxable value of the city will be added the above-mentioned sum, realizing at least annually between \$150,000 and \$200,000, which the road will have to pay.

In addition to fixing the value of the property for future assessment, the decision compels the payment of back taxes on the same amount since 1895, the last year that the road paid any assessment. This will amount to nearly \$750,000. The Manhattan Company attacked the assessment in 1894. It paid the taxes that year and the following, amounting to nearly \$1,000,000, under protest, and has not paid since.

The case has been in the court almost continually since that time, and has been appealed several times.

An Ohio Property Changes Hands

The Akron & Cuyahoga Falls Transit Company has been sold to a syndicate composed of Andrew Radel, of Bridgeport, Conn.; Judge Gottfried Krueger, H. M. Doremus and William Sheerer, of Newark, N. J., and E. H. Radel, of Orange, N. J., all of whom are interested in electric railway enterprises in the East. The company operates three lines from Akron, extending to Cuyahoga Falls, Kent and Barberton, respectively, in all about 50 miles of track. The purchasers paid \$500,000 for the property, and they have signified their intentions of spending \$200,000 in improvements; eventually it will be made the basis of an extensive system. The line between Akron and Barberton will be double tracked, and bids are now being received for ten new cars and other equipment. Ground will be broken at once for an extensive addition to the power house, and two 500-kw generators will be installed, together with new engines and boilers. The line to Cuyahoga Falls will be double tracked to Stow's Corner, 6 miles, and the grades and curves will be reduced as much as possible. The lines were built in 1893, 1894 and 1895 by a company headed by Thomas F. Walsh, of Akron. Mr. Walsh is the present president of the road, and he will not be deposed at once.

Tax Decision Against the Denver Tramway Company

Judge Palmer, of the District Court, in Denver, has just handed down a decision of the utmost importance to the Denver Consolidated Tramway Company, and to all street railway companies in Colorado. The company was plaintiff in the case, and, as the finding was adverse, and involves a large amount of money, it will doubtless carry the case to the Court of Appeals. The suit has been before the court for a year, and has attracted much attention. The action was brought by the company in 1897, to escape taxes which it deemed unjust. The point at issue was whether the tramway company's property should be taxed by the State Board of Equalization or by the county assessor. If it was to be considered a railroad in the statutory acceptance of that word, the company,

according to law, was to be taxed by the former; if not, the tax was to be fixed by the county assessor. The company maintained that it should be regarded as a railroad. The valuation of the State Board of Equalization was considerable less than that of the assessor, as it did not include the franchise item, upon which the county assessor placed a value of \$550,000. According to the decision the company owes the county, including interest, over \$84,000. The decision of the court will vacate the injunction restraining the county authorities from selling the property of the company in payment of the taxes.

The opinion of the court is an exhaustive discussion of the question. It is stated at the outset that the main issue is whether the power to value the property in question is vested in the State Board of Equalization or in the county assessor, and this question is to be decided by determining whether the company is a railroad or merely a street railway. The company maintains that it is a railroad, because it is incorporated for a term of fifty years, according to that part of the railroad statute relating to "Railroad Companies."

Judge Palmer, who rendered the decision, made an exhaustive review of the case and quoted at considerable length from the statutes and from previous decisions. He said in part: "It is contended by counsel for plaintiff that the true test of what kind of a corporation the Denver Consolidated Tramway Company was must be determined by the articles of incorporation, and that inasmuch as the plaintiff has fixed its status by incorporating under that part of our statutes relating to corporations which is under the head of 'railroad companies,' no one can question its character as a railroad company. It is pointed out that the intention must have been to make it such a company, otherwise its term of existence would not have been more than twenty years, and, further, that this intention is further shown by the fact that more than five persons associated themselves together to organize the company, whereas, if it was proposed to form a different kind of a company, but three persons might have formed it."

Judge Palmer quotes the statute bearing on the incorporation of railroad companies. They shall specify the places from and to which it is proposed to construct the railway; the time of commencement and the continuance of such proposed incorporation; the names and residences of the persons forming the association of incorporation; in what officers or persons the government of the proposed incorporation and the management of its affairs shall be vested.

The judge cites several cases in point to support his contention that the mere act of the incorporators in organizing under some of the provisions of the statute headed "railroad companies" does not necessarily determine the tramway as a railroad company. As to the technical or legal difference between the words "railroad" and "railway," he holds that the words are synonymous and under all ordinary circumstances they are to be treated as without distinction. For authority in this view he quotes Massachusetts Loan & Trust Company vs. Hamilton, 38 Fed. 592. The position of the plaintiff must be, he says, "that it was the intent of the Legislature to include in the words 'railway companies' all companies operating railways in the State, regardless as to whether it was an ordinary railway company or a street railway company. If such was the intent of the Legislature in enacting the law, then it would be proper for the State Board of Equalization to assess the tramway property and return the same to the county assessor for assessment. If, however, street railways were not intended to be included in the term 'railway companies,' then the State board had no right to assess the plaintiff company."

Judge Palmer takes the position that it was the intention of the Legislature to include in the term such roads as are, according to popular usage, known as railroads. He says:

"The answer of the defendants is that the plaintiff is a street railway, and is operating as a railway. It is unnecessary to point out the difference in the manner of operation and equipment between the two systems, as they are matters of common knowledge. The Supreme Court recognizes the distinction between the two companies in the case of the city for permitting a street railway to be built along a street upon which the plaintiff's lots abutted."

Consolidation of Street Railways in Massachusetts Continues

During the past year, practically all the street railway lines in Eastern Massachusetts have been merged into three companies, namely: Boston Elevated Railway, Lynn & Boston Railroad, and Brockton Street Railway, the last two being owned by the Massachusetts Electric Companies.

Following closely on the completion of the Brockton consolida-

tion comes the consolidation of the Worcester companies, a brief mention of which was made in the STREET RAILWAY JOURNAL for Nov. 24. The Old Colony Trust Company, of Boston, which engineered the purchase of the stock of the Fitchburg & Suburban, Leominster & Clinton, Clinton & Hudson, Worcester & Clinton, Worcester & Marlboro and Worcester & Suburban Street Railways, last spring, is conducting the negotiations for the Worcester consolidation, and has taken steps to absorb the Worcester Consolidated Street Railway in the interests of the Worcester-Boston syndicate.

The Worcester Consolidated Street Railway Company has, for the past ten years, been owned by the Worcester Traction Company, a New Jersey corporation, similar to the North Shore Traction Company, which controlled the Lynn & Boston Railroad previous to its sale to the Massachusetts Electric Companies, and the plan of the syndicate, as before mentioned, is to take over and dissolve this company.

The Fitchburg & Leominster, Clinton & Hudson and Worcester & Clinton Street Railways have been consolidated with the Leominster & Clinton, and, at a recent meeting of the Board of

bound passengers an opportunity to transfer from one line to another within the city limits, and through cars will be run from Worcester to Fitchburg, and Marlboro to Spencer. The main office of the company will be located in Worcester, with branches in Northboro, Leominster and Leicester.

It is learned on good authority that the following gentlemen will be included in the directorate of the new company: Oliver Ames, of Boston, trustee of the F. L. Ames estate, and director of the Union Pacific Railroad; Samuel Carr, formerly president of the Oregon Shore Line Railway; T. Jefferson Coolidge, Jr., chairman of the board of directors of the Old Colony Trust Company; Francis H. Dewey, president of the Mechanics National Bank, and president of the Worcester Consolidated Street Railway; Otis E. Putnam, a director of the Worcester & Marlboro Street Railway; Stephen Salisbury, president of the Worcester National Bank; G. Henry Whitcomb, president of the Worcester & Marlboro Street Railway, and Col. Samuel E. Winslow, president of the Worcester & Suburban Street Railway.

A general manager will be appointed for the company, and he will have entire charge of the system, assisted by three division superintendents. There will be no changes in management of the individual companies until the last detail in connection with the consolidation is completed.

Regular Monthly Meeting of the New England Street Railway Club

The regular monthly meeting of the New England Street Railway Club was held at the Pathfinder Meeting Rooms, 67 Federal Street, Boston, on Wednesday evening, Nov. 28. Although it being the night before Thanksgiving, there was a very large attendance, and thirty-seven applications for membership were voted upon. The constitution and by-laws were formally adopted, and the club is now fully organized with a membership of some one hundred members.

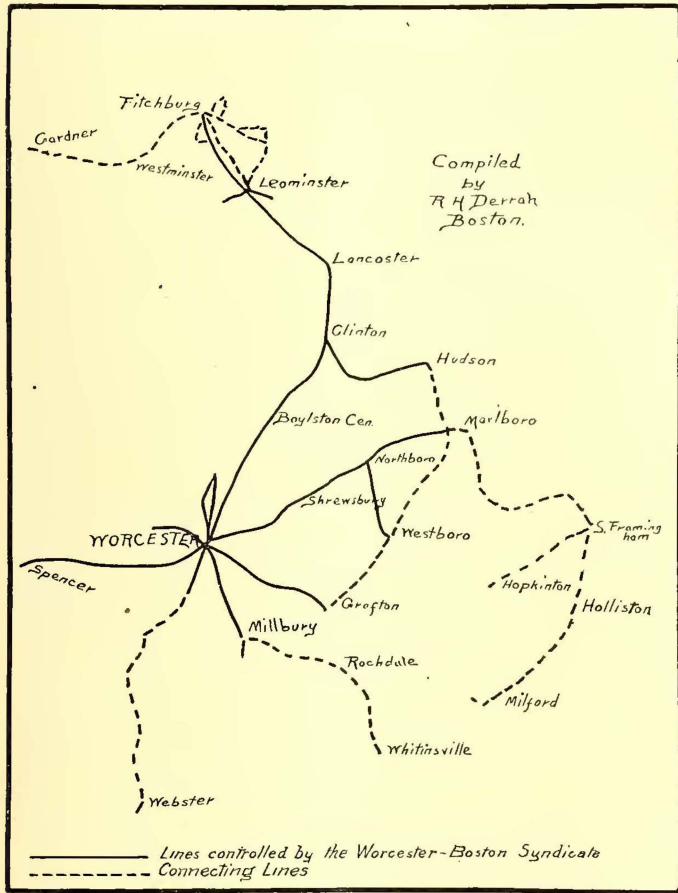
After the adoption of the constitution and by-laws, Mr. Stone made the following remarks:

REMARKS OF MR. STONE

Being heartily in favor of the movement on foot to establish in Boston club headquarters, and observing the marked interest in such a movement, I feel that nothing would increase the membership of the club faster than the establishment of headquarters, or a temporary home, as it might be properly termed. Here, members, when in the city, could visit and find every convenience to which they were accustomed in their own office at home, namely, telephone, telegraph and stenographer's service; also an opportunity to transact business in their own quarters, where they would have an opportunity to look over the records, books and publications for such information as they may require, and even though away from home, be within reach of their home office. This point I think will appeal very strongly to you all, in view of the fact that you often leave home with a hundred and one different things on your mind, and a grave doubt as to whether you can spare time for the trip.

With the plan suggested, of having what is practically a branch office in Boston, where you can be easily reached, it makes it possible for you not only to work to better advantage, but be relieved from a great deal of anxiety. Situated as many of you are at the present time, I have no doubt it is somewhat difficult to make an appointment in advance, and when an opportunity offers itself, whereby you can get away to attend to matters in Boston, the facilities and convenience furnished at headquarters I feel would be very much appreciated. I believe that a member from out of town would find that he could do at least four times as much work in a single day with the advantages afforded him, than otherwise, owing to the fact that he could be receiving and transacting business at headquarters, instead of chasing about town and running the risk of finding people away. If a member has business with a number of concerns in town he can find out immediately at such headquarters whom he can meet to the best advantage to expedite matters, and the chances are that he will discover that he will be able to get back home on a much earlier train than has been his custom. The secretary being established at headquarters, will be able to render us valuable service.

The proposition is one that should not be ignored, and I am satisfied in my own mind that the question which arises in regard to the cost of the maintenance of headquarters is one that can be readily met in a manner which I will describe. In the first place, it has been the expressed wish of many of the members of the club that the proceedings of the meetings be printed and distributed. To do so every month would entail an expense, I should imagine, without looking very carefully into it, of about \$500 a



ELECTRIC LINES IN THE VICINITY OF WORCESTER

Railroad Commissioners, the Fitchburg & Suburban, Clinton & Hudson and Worcester & Clinton Street Railways were given the right to consolidate with the Leominster & Clinton. The stockholders of the latter company, as well as the Worcester Consolidated, Worcester & Marlboro and Worcester & Suburban Railways have voted to consolidate, and petitions will be filed with the Board of Railroad Commissioners for the approval of the consolidation. The capital stock of the consolidated companies will not be increased by the consolidation, as the stock of the new company will be exchanged equally for stock of the old companies. No name has as yet been decided upon for the consolidated companies.

The combined statement of the several companies for the year ending Sept. 30, 1900, shows: Track, 140 miles; capital stock, \$2,129,400; assets, \$4,500,000; funded debt, \$1,419,500; floating debt, \$796,198; surplus, \$174,200; the combined operating expenses of the companies were \$765,915, and the combined net earnings were \$319,665; the interest of the funded debt, fixed charges, etc., amounted to \$208,032, and the net divisible income of the companies was \$111,663.

After the consolidation is effected many improvements and new features will be inaugurated. A transfer station will be established in the center of Worcester, where all lines start, thus affording in-

year at the least. This you can readily understand, in view of the subscription fee being \$3 per annum, is really beyond what we can afford at the present time, and is, therefore, prohibitive, as much as it is desired.

The plan on foot is that the club have an official organ, which will not only be self-supporting from the income derived from advertising space, but will do more than anything else, in my opinion, to advance the interest of the club. It might be news to many of you present to-night to know that out of the many steam railroad clubs throughout the United States there are ten clubs that publish magazines in the interests of its members. They are:

The New England Railroad Club.
 Central Railroad Club, Buffalo, N. Y.
 New York Railroad Club, New York City.
 Northwestern Railroad Club, Minneapolis, Minn.
 Pacific Coast Railroad Club, San Francisco.
 Rocky Mountain Railroad Club, Denver, Col.
 Southern & Southwestern Railroad Club, Atlanta, Ga.
 St. Louis Railroad Club.
 Texas Railroad Club, Pine Bluff, Ark.
 Western Railroad Club, Milwaukee, Wis.

These publications contain the proceedings of the meetings of the organization, and apparently the supply houses consider them good advertising mediums, or they would not exist as long as they have.

There is absolutely no comparison in the development of steam roads in New England with that of electric lines. Such being the case, the publication by this club of a monthly magazine giving not only the proceedings of the meetings, the same as the steam railroad publications, but information relative to extensions, new lines, and general information of value to those interested in street railways, I am perfectly satisfied, in my own mind, would be interesting, and highly appreciated by members of this club. I think the plan is well worthy of a trial, and I might say that I have consulted a number of members of the club who are prepared to give it their support.

I have made a rough estimate of what I consider the probable income to be derived, and expenses, and I can see no reason why we cannot easily carry the matter through to success, and after the matter has been discussed, provided the same meets with general approval, I will put a motion to have the matter placed in the hands of a committee of five, to be appointed by the president, to make a thorough investigation and report upon the feasibility of the plan.

There is one thing which seems to be favored by a great many street railway men, especially throughout western Massachusetts and Connecticut, which is entitled to consideration. That is, they feel we should have a convention at least once a year. As those in Connecticut and in the western part of the State are nearer New York, I presume they are in a better position to know more about the benefits to be derived from the conventions of the New York City Railway Association, which has been running for the past sixteen years, at least, with great success. I am given to understand that a great many say that if they are assured of a convention each year that they will come into the club without further ado.

Another matter I am told has been brought up. If the western part of Massachusetts or Connecticut has members equal to one-third of the entire membership of the club, or even less, the members are entitled to at least one meeting to every three held in Boston. The same feeling exists throughout Maine and New Hampshire. At the present time we have one vice-president, and I am told that those in other States feel that if this is a New England street railway club, and working in the interests of all, that every State should have such an officer.

So far as a convention is concerned, I know that if the club published a magazine a great deal of interest could be worked up in season to have a convention in the near future that would prove a surprising success, and the more thought that is given to the plan that is before us the more it appears to me to become an actual necessity that the club have an official organ.

The statements which I have just made are based on facts which I have gathered from my own experience and from the experience of our secretary and other members of the club, and express the views of street railway men with whom we have come in contact, and it is my pleasure, gentlemen, to transmit them to you to-night, for I know that, as a club, you are all willing to do anything to advance the interests and standing of this association.

Mr. KELLOGG, of Frank Ridlon Company, stated that he was continually traveling throughout New England, and practically all the street railway men expressed their views in favor of the club taking some steps toward carrying out the plans outlined by Mr. Stone. He felt that if such features were carried out they

would be the means of increasing the membership very materially, and be a benefit to a majority of its members.

During the business session of the club the following votes were passed:

That the president appoint a committee of five to investigate the feasibility of establishing an office for headquarters of this club in Boston, and report their recommendations at the next meeting.

That a committee be appointed to investigate the feasibility of the establishment and maintenance of an official organ, and that they be authorized to communicate with, and solicit subscriptions from manufacturers and supply, and report their recommendations at the next meeting.

That the secretary be instructed when sending out notices for the next meeting to introduce a clause stating that the subject relating to the holding of a convention next fall will be brought up for consideration.

The constitution of the club has been so arranged that every State in New England will be represented with at least one vice-president.

The president then introduced the speaker of the evening, Mr. Baxter, and stated that he was one of the best equipped men in New England to give the club a talk on the question of accidents, having been closely identified with the West End and Boston Elevated Railways for the past twelve years. Mr. Baxter is chairman of the Board of Aldermen of Medford and nominee for Mayor, and all members trust that he will be elected by a flattering vote. As Mr. Baxter arose to address the members he received a hearty reception.

ACCIDENTS ON STREET RAILWAYS

BY CHARLES S. BAXTER

My connection with the accident business began in the fall of 1886. At that time it was generally believed that street-railroading was at its height. Excellent cars were run in the streets, drawn in the summer by two good horses, and in the winter pulled along over snow and ice by a sturdy team of four. Electricity, as applied to street railroading, had hardly been thought of. To look back now we realize, of course, that street railroading was then in its infancy; and as I look back to my experience, I know surely that the accident business was hardly born. At that time the Metropolitan Railroad had a claim agent who acted as assistant to the secretary of the company. The other roads, namely: the South Boston, the Highland, the Middlesex and the Cambridge roads, had so few accidents that their business was attended to by the superintendent himself. C. Q. Ring was the claim agent of the Metropolitan road, and it was his office that I entered, as I say, in the fall of 1886. That year the Metropolitan Railroad Company reported twenty-eight passengers injured and four people killed through the operation of its road. In the fall of the year 1887 the West End road, under the direction of Henry M. Whitney, absorbed all the street railways entering Boston, with the exception of the Lynn and Boston. C. Q. Ring, the old claim agent of the Metropolitan Railroad, assumed charge of the accident department. Horses were still the means used for propelling the cars through the streets, and the accidents did not materially increase. In the year 1888 the West End Street Railway Company reported 158 persons as having been injured, and four persons as having been killed, through the operation of the various combined railways.

In the year 1897 the Boston Elevated Railway leased the West End Street Railway, and soon after began the construction of an elevated road, which is not yet in operation. The accidents have increased in proportion with the number of cars operated and the number of persons carried. To-day the Boston Elevated Railway Company carries nearly 800,000 passengers a day, and this coming year it will report somewhat over 1600 accidents to persons, as having been injured during the year, and some twenty-five persons as having been killed, by reason of the operation of the road.

What has been true of the West End Street Railway has also been true of every other street railway in the United States. The accidents have, some way or other, increased in proportion to the number of persons carried. The first thing that any body of railway men want to know, when discussing the question of accidents, is, how to prevent accidents. Now, the West End management has spent thousands of dollars in using every device that has been known, such as fenders and side gates to cars. They also have the most stringent rules and the most rigid discipline enforced so as to keep the men on the alert to prevent accidents of any kind. It is a singular fact, however, that at this time, after all the expense the railway companies have been put to to prevent accidents, they are now attempting to introduce into the city of Boston a device which any practical railway man acquainted with accidents must know will tend to increase them. I refer to the vestibules on closed cars. It seems to me that placing vestibules on closed cars is a step distinctively behind. Men have stood for many years on the front platforms of cars, and the inconvenience and hardship is no

greater to-day, in fact, it is not so great as it was when it was necessary for a driver of a car to handle four horses in the face of a pelting snow storm in the winter time. Vestibule cars might add to the comfort of motormen, but the danger to pedestrians, the danger to people driving or riding in vehicles and on the cars themselves, would be increased to such an alarming extent that it is to be hoped that an effort will be made now to forever make it impossible to introduce vestibule cars in the streets of Boston.

I presume that most of you gentlemen here represent suburban railways, and, of course, the same conditions would not apply to you as apply to a railway such as the Boston Elevated, operating mostly in the crowded streets of a great city. It is, however, a curious fact, that very few of the accidents of importance that we have to deal with happen in what is called our congested district. Most of the collisions of cars, most of the collisions of cars and teams, and many instances of people being struck by cars in the streets, happen after the cars leave the crowded streets and are running at a more rapid pace in the more open districts. In the congested districts we are more likely to have accidents happen by reason of elderly persons or women attempting to leave the cars before they stop, or attempting to get upon the cars while they are in motion. These people are thrown or twisted solely because of the motion of the car itself. In order to prevent accidents of this nature, our box cars have what is called side gates, and you are perfectly familiar with them.

I am not a great believer in the fender attached upon our cars, and I have never seen a fender that I considered of any great value. There is one matter that it seems to me could be improved upon, and if a proper remedy could be found, would serve to prevent many accidents that now occur as a result of the high rate of speed that cars are run. I refer to the brake. I have made an examination into a number of brakes, and have never yet found one that seemed exactly to fit the bill. It is a curious fact that with all the experiments that have taken place on our cars we are still using the old hand brake. It seems to me that some sort of a hydraulic or an electric brake could be devised, so that cars might be stopped more readily than they are. Brakes, of course, merely prevent the wheels from going round, and it has been argued that wheels would slide just the same if a hydraulic brake were used as they do with the old hand brake; nevertheless, a certain amount of time is used winding the old hand brake, and those few seconds of time in most cases might save serious accidents. I think that this is a matter that managers of railways might give some attention to. I think that this is a thing that managers of suburban railways might especially look into with beneficial results.

Now, I have spoken briefly on the question of preventing accidents. I want to say a word or two about what happens after an accident has actually occurred. Twenty years ago a tort case was an exception in our courts. The bulk of the business was questions of contract and actions of real property. To-day three-fourths of the business of our courts are the trial of tort cases. This means that the communities in which the electric roads have lines have become educated, and are on the lookout for accidents. If one person has an accident, he or she talks it over with some one in the neighborhood, so that when it comes to the neighbor's turn to get hurt, he or she is in excellent condition to enter suit at once. And it is fairly to be said that they are helped on with the doctors. Doctors find accident cases a source of profit, and they work them up accordingly. Then there is the lawyer who starts out with no clients and no business, plenty of time on his hands. He reads of an accident in the paper, and he goes to the home of the injured person, or to the hospital, and solicits the case, and perhaps obtains it. Having the taste of blood, he runs after other cases. As time goes on his business increases, and instead of chasing after accidents himself, he has a corps of runners, or able assistants, who make that their business. Most of these cases are exaggerated, and many of them are absolutely fraudulent. Every large street railway in every city of the Union has to contend with this state of affairs. The amount of money expended by the railways on account of accidents has increased enormously.

I have already used the term "fraudulent cases." I might speak of one or two that have happened in my own experience. You will all recall the accident that happened at Roxbury Crossing in the early part of this summer. In that case the actual number of passengers on our car, by the clock register, was less than forty. There have been claims made against the company by over eighty persons. (Laughter.) This speaks for itself. We have been especially fortunate in the trial of our cases, and perhaps it may be attributed to the fact that we try those cases only where we feel that there is no responsibility on the part of the road, or where we have good reason to believe the claimants are frauds. I remember one case which was tried not very long ago, where a plaintiff, who had been injured by reason of a collision of cars, stayed in bed nearly two years and a half. It was absolutely certain that the

case was a fraud, and the evidence tended to show that; nevertheless the plaintiff recovered the sum of \$5,000, and it was afterward remarked in the court room, that any one who would lay in bed for two years and a half ought to get \$5000. (Laughter.) These are simply instances of what any claim agent has to contend with.

We have our entire system working under one system, the road being divided into various divisions, and each accident being looked after by a division claim agent, all responsible to the heads of that one department.

I might go into a long discussion with you as to what is the best method to pursue after accidents happen. I think that this, however, is largely covered by local conditions—the size and kind of the community through which the lines run, and even, perhaps, the size and extent of the railway itself. With these few remarks, which you understand are purely of an informal nature, I will thank you for the attention you have given me. I should be very happy to answer any of the questions that may occur to any of the gentlemen present, or to assist them in any discussion that may follow these remarks.

A rising vote of thanks was tendered Mr. Baxter for his interesting talk on "Accidents." The informal manner in which he discussed the subject made it very much more interesting to the members.

The president then announced that the next meeting of the club will be held at the usual place on Wednesday evening, Dec. 27, when it is hoped that all who are in any way interested in the development of street railways in New England will be present.

The First Annual Report of the Massachusetts Electric Companies

The first annual report of the Massachusetts Electric Companies has just been made public. It is for the year ending Sept. 30, 1900, and in presenting it to the shareholders of the company, President Abbott said, in part: "On June 30, 1899, your trustees took over the various securities and cash composing your property, as set forth in detail in the schedule attached to the trust deed. Among these assets was a controlling interest, and in many cases the entire issue, of the stock of thirty street railway companies, two lighting companies, and a park company, operating respectively in Massachusetts, Rhode Island and New Hampshire. Under the provisions of the trust deed your trustees were bound by contract to purchase the stock of the New Bedford, Middleboro & Brockton Company, and this contract has since been carried out. Under further authority from the shareholders, given at the special meeting on July 30, 1900, your trustees were authorized to purchase by the issue of your shares the capital stock of the Lowell & Suburban and South Shore & Boston Street Railway Companies. Under this authority 12,000 shares of the Lowell & Suburban, and 6574 shares of the South Shore & Boston have been acquired, making the total number of companies in which you were interested thirty-six.

"Of these companies many operated only a few miles of track, and such diversity, both in management and in the system of operation, existed as made efficient supervision very difficult.

"In addition to this the operation of through lines, which the public convenience seemed to demand, was much hampered by the necessity of a series of agreements and contracts between the various companies over whose lines the through cars would pass. It became evident, therefore, that economy of operation and efficiency of service would all be advanced by consolidation of the various companies. Petitions to this end were therefore presented to the Railroad Commissioners, and with their consent many of the smaller companies have been merged into the larger ones, so that to-day the thirty-six companies above referred to have been reduced to fourteen, of which seven are in operation north and seven south of Boston. These companies own and operate 776 miles of track in twenty-three cities and sixty-two towns.

"The total share capital of these various companies amounts to 114,374 shares, of which 104,259 are at present in the possession of the trustees.

"The gain in economy of operation and the improvement in the service which, owing to these changes, the companies have been able to give to the public are most gratifying, and were quickly responded to by a large increase in the number of passengers. This increase, together with careful study and personal inspection of all your properties, made it clear that a considerable expenditure for additional equipment, for reconstruction and extension of tracks, and for increased power, was advisable in the interest of economy, safety, and to supply the additional service which was evidently needed. Carrying out this policy, there has been expended on improvements and extensions during the year \$1,955,245.40.

"By far the larger part of this expenditure represents additions to the properties, and was, therefore, charged to capital account, but \$154,872.15 were charged to reconstruction suspense account. It is the policy of the companies to continue to make such additions as are needed during the present year, and, above all, to consolidate the power stations wherever by so doing considerable economy in operation can be secured. The various companies have at the present time nineteen power stations and two electric light stations, and it is believed that this number can be considerably reduced, with advantage in operation."

The income account of the Massachusetts Electric Companies for the period ending Sept. 30, 1900, follows:

RECEIPTS	
Dividends	\$307,311
Coupons collected.....	23,850
Interest on notes receivable, on bank balances and miscellaneous receipts.....	73,597
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DISBURSEMENTS	
Expenses	\$18,900
Salaries and legal expenses.....	\$11,261
Miscellaneous expenses, including expenses of transfer agent.....	7,639
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Other charges:	
Adjustment of dividends with stockholders, Lowell & Suburban and South Shore & Boston Street Railway Companies.....	\$15,087
Interest	28,937
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Dividends:	
Preferred dividend, Dec. 1, 1899....	\$240,000
Preferred dividend June 1, 1900....	240,000
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Balance	\$361,834

The general balance sheet of the Massachusetts Electric Companies for the year ending Sept. 30, 1900, shows:

ASSETS	
Stocks, bonds, etc.....	\$28,198,225
Cash	321,624
Notes and accounts receivable.....	636,772
Old Colony Trust Company dividend account.....	544
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LIABILITIES	
Preferred shares.....	\$29,157,165
Common shares	\$14,292,700
Less 5750 shares in treasury.....	575,000
Accounts payable	20,187
Dividends uncalled for.....	544
Profit and loss.....	361,834
<hr/>	
	\$29,157,165

The consolidated income account of the fourteen operating street railway and electric light companies controlled by the Massachusetts Electric Companies shows:

	1899	1900
Earnings	\$5,033,295	\$5,518,838
Expenses	3,382,092	3,659,338
<hr/>		
Net earnings	\$1,651,203	\$1,859,500
Charges	941,997	994,294
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Net dividend income.....	\$709,206	\$865,206
Dividends	439,541	645,545
<hr/>		
Balance	\$269,665	\$219,661
Charges to renewal funds and charges and depreciation and sundry accounts	183,430	182,229
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Surplus for the year.....	\$76,235	\$37,432

The consolidated balance sheet of the fourteen operating street railway and electric light companies controlled by the Massachusetts Electric Companies, and dated Sept. 30, shows:

ASSETS		
Property	\$27,556,721	\$28,631,989
Cash	433,165	661,422
Accounts receivable	351,362	*571,673
Materials and supplies.....	331,424	467,678
Prepaid insurance and taxes.....	78,924	94,427
<hr/>		
	\$28,751,596	\$30,427,189

LIABILITIES

Capital stock	\$10,656,585	\$11,457,400
Funded debt.....	14,248,000	14,578,500
Notes payable.....	2,235,949	2,064,507
Audited vouchers.....	406,476	*811,291
Accounts payable	58,637	62,409
Accrued liabilities.....	443,448	314,194
Dividends accrued not paid.....	152,769	375,786
Renewal funds.....	129,901	109,756
Surplus	419,831	653,346
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	\$28,751,596	\$30,427,189

* These items are abnormally large on account of a debit and credit account running for several years with the Boston Elevated Railway Company for rent of subway. It is expected that an early settlement will be made; the closing of the account will eliminate a large portion of these items.

A list of the companies controlled by the Massachusetts Electric companies, together with the capital shares of each, Sept. 30, 1900:

Beverly & Danvers.....	120 shares
Brockton	23,124 "
Globe	14,400 "
Gloucester & Rockport.....	300 "
Hyde Park Electric Light Company.....	1,000 "
Lowell, Lawrence & Haverhill.....	15,000 "
Lowell & Suburban.....	12,000 "
Lynn & Boston.....	22,710 "
Nashua	2,500 "
Newport Illuminating Company.....	2,000 "
Newport & Fall River.....	3,570 "
North Woburn.....	1,000 "
South Shore & Boston.....	8,650 "
West Roxbury & Roslindale.....	8,000 "
<hr/>	
Total	44,374 shares

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Electrical Goods in Calcutta

R. F. Patterson, United States Consul-General at Calcutta, writes from that city, under date of Oct. 16, 1900, as follows:

"Electricity has not yet been used as a motive power in Calcutta. The Calcutta Tramway Company, Ltd., is, however, now preparing to change its lines from horse power to electricity, and the contract for the power station has been given to Messrs. Dick, Kerr & Company, Ltd., of London. The first shipments for the plant are expected to arrive here in November or December of this year.

"I have answered many letters from our various electrical companies relative to the use of electricity here, calling their attention to the proposed change in the tramway company's lines, and believe that, with proper efforts on their part, the contract might have been secured by an American company.

"Electricity is now beginning to be extensively used in Calcutta for various purposes, such as lighting, fans to take the place of punkhas that were pulled by coolies, for driving machinery, etc., and there is an opening here for the sale of electrical machinery and goods, which our manufacturers should take advantage of.

"I would advise correspondence with Messrs. Kilburn & Company, here, who have an electrical plant and are furnishing electricity and electrical machinery and goods; also, with the following named firms in Calcutta, who are dealers in such machinery and goods, viz., Osler & Company, Octavius Steel Company, and the Calcutta General Electric Company.

"All machinery is now entered duty free in India, but there is a duty of 5 per cent ad valorem on goods.

"There is a direct line of steamships between New York and Calcutta, but a cheaper freight on machinery and goods not required for immediate use would be by sailing vessels via the Cape."

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Street Railway Patents

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

ELECTRIC RAILWAY PATENTS ISSUED NOV. 20, 1900

661,962. Car Truck; A. B. Du Pont, Detroit, Mich. App. filed Aug. 29, 1899. A continuous side and end frame, supported from and below the journal boxes, and consisting of a pair of edgewise disposed plates, arranged side by side and separated from each other at the sides of the truck, and brought together and rigidly

secured to each other at the end portions, distance pieces secured between the side portions of said plates and supporting the car springs and journal-box straps, and upwardly extending bolster guides also secured between and spacing the side portions of said plates.

662,006. Mechanism for Raising or Lowering Footboards on Open Cars; R. E. Lintner, Pittsburgh, Pa. App. filed Sept. 7, 1900. By a suitable system of levers the car attendants are able to raise and lower the side steps.

662,009. Trolley; F. A. Merrick, Johnstown, Pa. App. filed Jan. 18, 1900. A contact device is secured to the wheel or its hub, and maintained in constant contact with the wheel shaft by a spring which connects it to the wheel or hub.

662,012. Friction Brake; J. H. K. McCollum, Toronto, Canada. App. filed March 25, 1900. Through a system of levers, wedge-shaped rollers are inserted between two sliding collars to force the friction surfaces into contact with each other.

662,016. Railway Switch; H. O'Shea, Johnstown, Pa. App. filed Dec. 28, 1899. The pivot pin of the switch tongue is tapered and seated in a tapered socket, so that any wear which takes place will be compensated for by a deeper seating of the pin in the socket.

662,071. Track Structure; H. O'Shea, Johnstown, Pa. App. filed Dec. 28, 1899. The tread portion of the rail is set loosely into a groove in the upper face of the girder.

662,218. Electric Car Sign; I. B. Brower, Philadelphia, Pa. App. filed Nov. 15, 1899. The circuit of the lamps in the sign extends through the metallic bracket which supports the sign on the car.

662,360. Means for Applying Automatic Air Brakes in Emergencies; J. F. Hutchisson, Mobile, Ala. App. filed June 21, 1900. The train pipe is exhausted when a lever, carried near the rails, is struck and moved by an obstruction or by the derailing of the train, the lever then acting on valves in the train pipe.

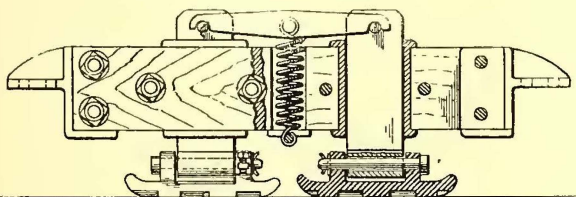
ELECTRIC RAILWAY PATENTS ISSUED NOV. 27, 1900

662,419. Electric Railway; W. Grunow, Jr., Bridgeport, Conn. App. filed April 5, 1900. Relates to the alternate placing of supply and energizing conductors in each successive section of twin third rails, so that both conductors of a section have a like or equal potential and polarity when charged.

662,420. Electric Railway; W. Grunow, Jr., Bridgeport, Conn. App. filed April 5, 1900. A manually operated switch is provided by which the motorman can re-establish the circuit to the sections should it become broken, the switch being located in the roadbed.

662,421. Electric Railway; W. Grunow, Jr., Bridgeport, Conn. App. filed April 5, 1900. A modification of the preceding.

662,423. Current Collector; W. Grunow, Jr., Bridgeport, Conn. App. filed April 5, 1900. The collector consists of two shoes, yieldingly secured to a supporting frame by vertically sliding standards and pivot pins, the standards being connected by a yoke.



PATENT NO. 662,423

662,456. Safety Device for Street Railway Cars; T. Mulholland, Pittsburgh, Pa. App. filed Aug. 28, 1899. A fender intended to maintain a person who is struck by it in a vertical position.

662,540. Axle for Railway or Road Vehicles; A. C. Massey, Los Angeles, Cal. App. filed May 29, 1899. A divided axle having the abutting ends acting against rollers or balls.

662,595. Trolley Wire Suspension; J. W. Haynes, Manchester, Conn. App. filed March 10, 1900. A latch secured to the bracket fits into a notch in the cap of the insulator, and prevents it from unscrewing.

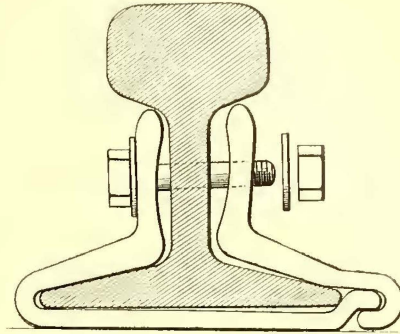
662,712. Splice Joint for Railway Rails; W. B. Doodridge, St. Louis, Mo. App. filed Aug. 2, 1898. An arrangement whereby a split key can be tightened up as often as required without displacing the joint.

662,773. Railroad Tie; E. Davis, Brazil, Ind. App. filed Dec. 27, 1899. The cross-tie is secured to hollow base blocks beneath each rail.

662,809. Rail-joint; J. S. Patten, Baltimore, Md. App. filed April 21, 1900. A chair adapted to clasp the joint and interlock with a fish-plate when the bolts are set up.

662,841. Metallic Railroad Tie; J. S. Warley, Pottstown, Pa. App. filed May 28, 1900. The tie-plate is secured at each end to

sheet metal sills, to which it is pivoted, the sills are provided with lugs, which are brought into and out of engagement with the flange of the rail by slightly turning the sills.



PATENT NO. 662,809

662,850. Tie-Plate; H. W. Avery, Cleveland, Ohio. App. filed Jan. 5, 1900. The plate is provided with lugs to engage the rail flange and spike holes for fastening it to the tie, the holes being specially located with reference to the lugs.

PERSONAL MENTION

MR. HENRY EVERETT, of Cleveland, president of the Cleveland Electric Railway Company, and a heavy stockholder in a number of roads in various parts of the country, sailed for Europe last week.

MR. DUNCAN McDONALD has resigned as superintendent of the Montreal Electric Street Railway Company to accept the position of general traffic manager of the General Traction Company, of Paris, France. Mr. McDonald will sail for Paris in a few days, and will assume his new duties on Jan. 1.

MR. W. H. LAWRENCE, president of the National Carbon Company, died at his home in Dover, Ohio, Nov. 23. In July last Mr. Lawrence met with an accident, receiving injuries that necessitated the amputation of his arm. He failed to rally from the shock, and complications set in which finally caused his death. He was sixty years of age.

MR. W. D. RAY has been appointed to succeed Mr. Bret Harter as electrical engineer of the Detroit, Rochester, Romeo & Lake Orion Railway, North Detroit Electric Railway, Grand Rapids & Holland Railway, and Detroit, Lake Orion & Flint Railway. Mr. Ray was formerly manager of the Everett Railway & Electric Company, of Everett, Wash.; also general manager of the G. P. Magann Air Brake Company.

MR. SAMUEL McCLINTOCK HAMILL, of Schenectady, N. Y., and Miss Maria Woodward Baldwin, of Baltimore, Md., were married at Grace P. E. Church, Baltimore, on Nov. 27. The maid of honor was Miss Sara Baldwin, a sister of the bride, and the best man was Mr. W. Butler Duncan, of New York. The ushers were: Messrs. Robert Emmett, William Woodward and Carroll Baldwin, of New York; Mr. Horace Devereux, of Colorado Springs; Mr. Barker Cummere, of Trenton, N. J.; Messrs. Gist Blair and Blair Lee, of Washington, and Mr. Summerfield Baldwin, of Baltimore. A reception was held at the residence of the bride's parents after the ceremony. Mr. Hamill now holds a prominent position with the General Electric Company at Schenectady, and is also well known as president of the Siemens-Halske Company. He was also connected with the Brush Company, of Cleveland, for a long time.

MR. HERBERT E. BRADFORD, superintendent of the Marlboro Street Railway Company, of Marlboro, Mass., is slated for an important appointment in connection with the consolidation of the electric lines in and about Worcester. Mr. Bradford entered the employ of the Marlboro Street Railway Company in 1888, which was his first railway venture, and has remained with the company continuously since that time. His first position with the Marlboro Street Railway Company was in a minor capacity. His tact, however, secured for him the position of superintendent on the death of S. C. Darling. Mr. Bradford was born in Keene, N. H., in 1858. He was apprenticed as a machinist, and served eleven years at the trade. He came to Marlboro in 1883, and entered the employ of Gen. Henry Parsons. This position he resigned after a few months, and accepted the position of master mechanic and chief engineer for the Boyd-Cory Shoe Company, the largest shoe

manufacturers in the city. This position he resigned to enter the employ of the Marlboro Street Railway Company.

MR. JAMES AFFLECK, secretary and treasurer of the Eighth Avenue Railroad, and vice-president of the Ninth Avenue Railroad, of New York, died Nov. 24. Mr. Affleck was in the seventy-fourth year of his age, having been born June 11, 1827, in Kirkpatrick-Durham, Scotland. He came to the United States in 1849, and soon after entered the employ of the Hudson River Railroad Company. About a month after connecting himself with that corporation, he was made cashier. He remained with the company until 1873, when he left to accept a responsible position with George Law. He became connected with the Eighth Avenue and Ninth Avenue Railroads in 1874, and in 1896 he was elected vice-president of the Ninth Avenue Railroad. For many years he held the position of secretary of the Brooklyn & New York Ferry Company, a corporation controlling most of the ferries plying in the East River. George Law died in 1880, and Mr. Affleck was made executor and trustee of the estate, estimated at \$15,000,000. He continued in that capacity up to the time of his death. Mr. Affleck is survived by a wife.

MR. CHARLES S. BAXTER, of Hyde & Baxter, attorneys for the Boston Elevated Railway Company, was born in Boston, Aug. 27, 1867, and received his preliminary education at the English High School and at C. W. Stone School, Boston. He entered Harvard College, and graduated from the latter institution in 1892. After leaving the English High School, Mr. Baxter entered the claim department of the Metropolitan Railroad, and maintained his connection with the claim and law departments of the West End Street Railway. In 1896, with Mr. Louis F. Hyde, he formed a law partnership, known as Hyde & Baxter, and entered the general practice of law. In January, 1898, Messrs. Hyde & Baxter became the attorneys for the Boston Elevated Railway, a position they still hold. Mr. Baxter has been a resident of Medford, Mass., for the past fifteen years, and has been prominently connected with all the social organizations of that city. Besides his local connections, he is a member of the University and Exchange Clubs, of Boston, and the Harvard Club, of New York. He served in the Medford Council for two years, and has been a member of the Board of Aldermen for two years, being president of the board this year. At the present time he is the Republican nominee for Mayor of that city.



CHARLES S. BAXTER

ENGINEERING SOCIETY

BROOKLYN INSTITUTE OF ARTS AND SCIENCES.—Professor John S. McKay, Ph. D., of the Packer Collegiate Institute, will deliver his fifth lecture in the course on "The Theory of Electricity" before the Institute on Dec. 10. The subject of the lecture will be "Electric Attractions and Repulsions," and it will be illustrated by experimental demonstrations.

NEWS NOTES

SAN FRANCISCO, CAL.—The Howard Street electric line of the Market Street Railway was recently placed in operation in connection with the completed portion of the Fifth Street electric line. The new division extends from Fifth and Market Streets to Twenty-Sixth and Missouri Streets.

MIDDLETOWN, CONN.—The Middletown Street Railway Company will apply to the incoming Legislature for an amendment to its charter, permitting it to extend its lines from Middletown to Meriden. Such an amendment was asked for at the last General Assembly, but it was refused. A most determined effort will be made to obtain the amendment to the charter.

KEY WEST, FLA.—The employees of the Key West Electric Company are on strike and no cars are being operated. So far, all negotiations for a settlement of the difficulty have been unavailing, and it is stated that the company has threatened to withdraw from the city altogether.

CLARKSVILLE, GA.—The Nachooche Railroad Company has just perfected its organization. Among those interested in the company are C. E. Cook, of Chicago; John Martin, C. W. Oaks, R. A. Williams, Charles Roberts, of Nachooche; C. W. Humicut, of Atlanta; Walter L. Childs, of Athens; J. H. Hicks, William Berry, Charles L. Boss, W. S. Erwin, of Clarksville.

FORT WAYNE, IND.—Townsend, Reed & Company, the promoters who are backing the proposed electric line from this city to Huntington, have purchased the bed of the old Wabash & Erie Canal for a distance of 15 miles. The roadway is 60 ft. wide. The projectors have also secured the right of way into Fort Wayne.

INDIANAPOLIS, IND.—The Marion County Commissioners have granted the Indianapolis & Lebanon Traction Company a franchise for the construction of an electric railway on the Lafayette pike from Indianapolis to Lebanon. The franchise provides that cars must be running by May 1, 1902, and extends for fifty years, the company to pay the county annually \$25 a mile for each mile of the pike used. The promoters say they will ultimately build to Lafayette. Among those interested in the company are: A. A. McKain, J. M. Mankee, E. T. Dawson, J. S. Holliday and A. M. Gloss Brenner.

CHICAGO, ILL.—The Citizens' Electric Street Railroad Company has made application to the City Council for a franchise for the construction of an electric railway from Foster and Evanston Avenues to the city limits, a distance of about 6 miles. The company desires a twenty-year franchise. The Citizens' Electric Street Railroad Company is understood to be the company in which Charles L. Bonney, Lyman M. Paine and other Chicago capitalists are interested.

FORT WAYNE, IND.—L. B. McIlheny, of Dayton, Ohio, has been granted a franchise giving him an entrance into the city for the proposed electric railway, from Decatur to Fort Wayne. The road is to enter the city at Piqua Avenue, thence to Johns Avenue, to Calhoun Street, and north on Calhoun Street to Creighton Avenue, there to connect with the Fort Wayne Traction Company's lines. The life of the franchise is limited to fifty years, and the city reserves the right to grant to any other interurban companies a franchise over the same route, the tracks to be used jointly, subject to certain stipulations as to payment, cost of maintenance of tracks and right of way, etc. The line is to be built from Decatur to the city limits before the city franchise becomes operative. The fare for adults is fixed at 5 cents, and it is stipulated that conductors shall at all times carry a supply of tickets to be sold on the cars at the rate of six for 25 cents or twenty-five for \$1.

INDIANAPOLIS, IND.—The Indianapolis, Morristown & Rushville Railway Company has made application to the County Commissioners for right of way in this county for the electric interurban line, to connect the three places mentioned in its title. The line is to extend from Prospect Street and Keystone Avenue, the end of the Prospect Street line of the Indianapolis Street Railway Company's system. The promoters announce that work will begin on the line in the spring if the grant is made.

NORFOLK, MASS.—A car on the Norfolk Suburban Street Railway ran off the track on East River Street, Hyde Park, Nov. 25, and several persons were injured. The passengers were thrown into the forward end of the car, and it was with difficulty that some could extricate themselves from the mass of humanity. Fortunately, however, no one was killed, nor were any bones broken.

BOSTON, MASS.—Several new petitions have been filed for legislative action. The Webster & Dudley Street Railway Company asks authority to lease connecting or intersecting lines, or to lease to any one of them. The Westboro & Worcester Street Railway Company and the Marlboro & Westboro Street Railway Company each ask authority to sell or lease its property to the other to effect consolidation. Henry H. Crapo and others ask incorporation as the New Bedford & Onset Bay Street Railway Company, with authority to act as a common carrier of merchandise.

BOSTON, MASS.—At the adjourned annual meeting of the Massachusetts Electric Companies, held Nov. 21, President Abbott, who presided, gave the following information as to occurrences since the annual report was issued: Within the last ten days the lease of the Nashua Company to the Lowell & Suburban Railway Company has been finally approved by the Railroad Commissioners of Massachusetts and New Hampshire. Furthermore, the Railroad Commissioners of Massachusetts have given their assent to the consolidation of the Lowell & Suburban and Lowell, Lawrence & Haverhill. The Railroad Commissioners have also given their assent to the consolidation of the Brockton Company with the South Shore & Boston and West Roxbury & Roslindale companies. The Railroad Commissioners have also given their assent to the issue of 10,160 additional shares of Lynn & Boston stock. In addition to this Lynn & Boston stock, the issue of 2626 shares of Brockton Street Railway stock has been authorized. The stockholders elected the following trustees to serve for the three years next ensuing: S. Endicott Peabody, Everett W. Burdett, E. Rollins Morse, Philip L. Saltonstall and Philip Dexter. Mr. Dexter succeeds S. Reed Anthony, who declined to serve again. The stockholders voted to amend the declaration of trust by changing the time of the annual meeting to the third Wednesday of November.

LOWELL, MASS.—The Lowell, Lawrence & Haverhill Street Railway has increased the wages of its motormen and conductors from 16 cents, 17 cents and 18 cents an hour to 17 cents, 18 cents and 19 cents an hour. The company has also reduced the fare between Nashua and Lowell. The fare between Nashua and Lakeview is now 10 cents, and the fare to Lowell is 15 cents instead of 20 cents.

WAREHAM, MASS.—The Middleboro, Wareham & Buzzards Bay Street Railway Company has at last secured a franchise in Wareham. The company has been over a year in obtaining this right. It has already secured franchise grants in most of the other towns through which it will pass. The line is part of a plan to build an electric railway from Middleboro, where it connects with the New Bedford, Middleboro & Brockton road, to those cities and to all points beyond in Plymouth and Bristol Counties, and to Boston, and also with the East Taunton road to Taunton, Providence and points west, through the southern Plymouth County towns to Falmouth, Hyannis and Chatham in Barnstable County. The present company will build to Buzzards Bay, a distance of 23 miles, passing through South Middleboro, West Wareham, East Rochester, Wareham and Onset Bay.