



SATURDAY, AUGUST 17, 1901.

PUBLISHED WEEKLY BY
THE STREET RAILWAY PUBLISHING COMPANY

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

BRANCH OFFICES:

CHICAGO.....Monadnock Block
PHILADELPHIA929 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.....\$4.00 per annum
Single copies, first issue of each month, 35 cents; other issues, 5 cents.
In all Foreign Countries, per annum.....\$6.00 }
Subscriptions payable always in advance, by check (preferred), money order } 25¢
or postal note, to order of C. E. WHITTLESEY, Treasurer. } 31¢

Entered as second-class matter at the New York Post Office.
Copyright, 1901, The Street Railway Publishing Co.

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.

Contents of this Issue

London Council to Investigate Boston Subway.....	185
Fancies and Freights.....	185
The Trolley and Marriage.....	185
Tree Planting.....	185
Earnings and Residence.....	186
Long Distance Trolleys.....	186
Congratulations to Boston.....	186
Two and Four Motors per Car.....	187
A Railway Printing Office.....	188
Proposed Extensions in New York.....	188
The Springfield & Eastern Street Railway.....	189
Railroad Day at the Pan-American.....	189
Big Deal in Birmingham.....	189
Rules for Exhibitors at Madison Square Garden.....	190
Plans for the New York Convention.....	190
American Interests in the London Metropolitan.....	191
Another Michigan Decision Regarding Grade Crossings.....	192
More Central New York Roads to Consolidate.....	192
A Novelty in Combination Car Construction.....	192
Street Railway Patents.....	193
Personal Mention.....	193
Legal Notes.....	194
Financial Intelligence.....	198
News of the Week.....	201

London Council to Investigate Boston Subway

The fact that America is regarded abroad as the leading exponent of the best electrical engineering is again shown by the recent action of the County Council, of London, to send another engineer to this country on a tour of inspection. This time the special object of study is the Boston Subway, which form of construction, it is said, the County Council is contemplating on a section of the extensive street railway system owned by it in London.

Fancies and Freights

We find that many of our friends in the field are interested in our recent editorial comments on the free freight nuisance and on the fussing fancies of eccentric passengers. We suppose a volume would hardly exhaust the two subjects, for in some form or another they are "always with us." One manager speaking of our modestly suggested limit of 56 lbs. as "deadhead freight," comments that very often it is not so much weight as bulk, and he tells how he had to draw the line at packages of hats, which, weighing only a few pounds, simply required a whole car to the package. In another case, permit was granted for a violincello for a year some years ago; but the 'cellist never came back, and the manager is reliably informed that the tiny instrument is still being dragged around by his cars from dance to dinner, and from marriage to funeral. Being himself a bit of a virtuoso he hates to interfere, but his car crews enjoy his most distinguished commiseration. As to passenger crazes, we have received one clipping where a man in the expansiveness of an interview glories in stating how he vowed never to break any 10-cent piece he got, and how he breaks numerous conductors' hearts by riding on the cars and being put off all the time rather than slit the dime. And yet that man regards himself as a public-spirited citizen, and, whenever he can, gets in a slap at the street car company!

The Trolley and Marriage

At the time that the bicycle was at the height of its vogue and was making many street railway managers wonder whether they would have any passengers left at all, so universal had its use become on the part of all classes, many reflections were made against the wheel on the ground that its use tended to license and immorality. Of late such talk has died out, and in its place one hears about the evil effects of too much golf; although these latter effects are rather of a physical than an ethical nature. But so far as we are aware, there was never any reason for accusing the trolley of inviting to bad habits. The only case of divorce due to it, that we can discover, has just occurred in Illinois, and even that has extenuating circumstances, which will be the more readily admitted when it is remembered how generously the trolley cars are used by lovers, as anyone can see who looks around. It appears that in order to secure an unclouded title to a certain section of its right of way, the Chicago & Wheaton Electric Railway has induced Mrs. Amelia J. Hoover to apply for a divorce from her husband, from whom she has been separated for seventeen years. Mrs. Hoover is a wealthy property owner in the vicinity of Batavia and Geneva. She was married fifty-three years ago and lived with her husband more than thirty-five years. Now it can hardly be said that, in view of these facts, the trolley has separated husband and wife; and we still regard the trolley as free from the slurs that traducers have been prompt to urge against the bicycle and the golf stick.

Tree Planting

It may surprise a good many people to learn that 2880 trees have already been set out this year in the streets of Greater New York, and the item is a cheering one; but we hardly follow Vice-President Mitchell, of the Tree Planting Association, when he says that the condition "especially of those who are compelled to live in the tenement-house district would be greatly alleviated if tree planting were more general." The tenement districts are rarely such that trees can be planted or maintained in them to

advantage, and we doubt whether many trees could successfully be fostered around Mulberry Bend or similar sections. The best thing to do is to get the population out into the suburbs, and this is what electric traction tends to do. The trolley has been looked upon by some as a tree destroyer, but in building up new suburbs and developing parks it has probably planted two trees for every one it has cut down. Besides, those trees are in desirable places, whereas it is still a mooted point whether trees along streets are always the best thing in the best situation. In fact, the whole modern tendency is to exclude trees from the streets of busy modern cities, where they are regarded frequently as obstructions to air, light and traffic. In suburbs a man has often hitherto considered it his right to plant as many trees as he chose outside his property, but it will be remembered that in Cleveland recently, in the case against the City Railway Company, it was again decided that an electric street railway utilizing its grant from the municipality is not liable to a lot owner for the injury to his trees within the lines of the street, if the injury results only from such interference with the trees, or their overhanging branches, as is reasonably necessary in the proper construction and operation of the line. Mr. Mitchell and his friends may not encounter this dictum, as trees will not be tolerated now in New York or other cities along the great arteries of travel, but they may overdo it "if even a few trees were planted on each block."

Earnings and Residence

We note that the *Chicago American* in discussing Mr. Yerkes and municipal ownership, says:

If Chicago owned her own railway system, her own gas and electric lighting system, and applied the profits to local improvements, she would be independent financially and set an example to the rest of the world. She has had a hard lesson with her big fire, which was a great drain, and with the much bigger drain of supplying inhabitants to Millionaire Row in New York City. Hitherto her resources have been largely applied to the aggrandizement of individuals, to the paying of high wages to flunkies and toadies in New York and Europe. Hereafter she ought, under proper leadership, to keep her money and her municipal properties to herself. To-day she is practically in the same position as Ireland, with aliens and non-residents spending elsewhere the money which she earns.

All of which it strikes us is mighty poor fact, and worse reasoning. To begin with, Mr. Yerkes is not an absentee owner, but sold out his Chicago properties some time ago. Chicago can today buy its electric light cheaper than it can make it, and so far as we can learn, the securities in her public service properties are largely held in Chicago by her own banks and trust companies, which are now lending money in New York and other cities. Besides, what is good for the millionaire is good for the laborer, and Chicago ought to insist that every workman earning his living within her borders should live therein, and there spend every cent. Instead of which, thousands of her hardest working men get out every night as far as they can, thanks to electricity and steam. In the New York City municipal service, we believe it is required that an official or employee should live within the city limits—and some of them get out as remotely as Far Rockaway, some 20 miles from the City Hall clock. This idea of making a man spend his money just where he earns and saves it is about the worst medieval craze a long-suffering public has lately had sprung on it.

Long Distance Trolleys

Remarkable as has been the development of the urban and suburban trolley railway, it now bids fair to be at least equalled by the spread of the interurban trolley system. One can hardly name a populous State in which master minds are not already at work gathering up into a harmonious consolidation or a closely interwoven network the lines in scores of towns and villages, and the links that will bind them together. In New York State, the work doing up the Hudson is familiar to our readers, and now a great route is projected that may be said to range from Rochester on the east to Boston on the west, with Buffalo and Albany as its polar flanks. In Pennsylvania a most extraordinary development of this kind is going on, as our news columns show. Out in Ohio, Indiana and Michigan, the plans of the Everett-Moore syndicate

are bold to the point of magnificence; while in both Kentucky and Missouri the projects now being pushed of the same nature are among the most ambitious that have ever been seriously ventured in those States. Not satisfied merely with freight service in addition to the ordinary passenger haul, some of these systems even now gravely discuss running sleepers. In fact, little as it was once suspected, it is the "long distance" haul that is determining the future of many street railways just as it has done of local telephone exchanges, and a road that has no rural outlet stands a change very often of getting worsted in some way or other. As we pointed out last week, the Everett-Moore syndicate is fully alive, as was to be expected, to all that is involved in the new departure, and is already undertaking the experiment of competing with the through trunk steam lines for long distance passenger service. There is an abundance of patronage to be had at the lower, but still profitable, trolley rates; and as we noted in a given case, the trolleys will compete on a basis of 1 cent a mile, or less than one-half of the best that standard steam lines can do. In other words a tremendous evolution in the trolley world is impending, and its result will be fraught with great benefits to the electric arts.

The attention that the above state of affairs is attracting is well indicated by the special financial article in the *New York Sun*, on Aug. 12, by "G. T. C." It is almost wholly devoted to the extraordinary development of rapid transit in the United States, and to the great results secured from the adoption of electricity. The writer of it expects to see a marked and steady improvement in the securities and their estimation by the financial public, and he commends the benefits that the street railway systems are conferring on their respective communities. As to freight, he remarks:

"A branch of the electric transportation industry that is just beginning to be developed, and which bids fair to be as important and as profitable as passenger traffic is the handling of freight. In several of the smaller cities and on many of the suburban lines this business has already been taken up, and within the last few weeks the Metropolitan Street Railway Company has started an express service through a subordinate corporation, the New York Electric Transportation Company. Some idea of the profits of this business may be obtained from the reports of companies already engaged in transporting freight. For example, the Union Traction Company, of Albany, reports its gross receipts per ear mile from freight at 58½ cents, and the operating expenses as a little more than 12 cents. The Newburgh Street Railroad Company makes even a better showing. The gross receipts per car mile are 61½ cents, and the operating expenses a little less than 13 cents. The Brooklyn Rapid Transit Company, however, does not make so good a showing, presumably because a sufficient volume of traffic has not yet been developed. The operating expenses on that system are about the same as on the others, being a little over 13 cents per car mile, and only a fraction less than the gross receipts."

The writer of the above also points out the generally suggestive interest of street railway statistics, and he winds up very pertinently by remarking that, "In view of the progress of electrical science in the last few years' expectations that the steam railways will be transformed into cheaper, more comfortable and more rapid means of transportation than at present may not be regarded as a chimerical dream."

Congratulations to Boston

On the morning of Monday, June 10, at 5:30 o'clock the Boston Elevated Railway Company commenced operating its combined overhead, surface and subway system. As we pointed out shortly after the opening of the road, the management found themselves face to face with the problem of immediately accommodating an immense traveling public, with a corps of employees almost entirely inexperienced in the handling of trains. After over two months of uninterrupted service it is only just to commend in the

highest degree the great engineering and executive ability of the officers of the company, and to call attention to some of the conditions which makes their labors unique in the history of traction problem solution. The carefully conducted investigations and experiments which preceded the selection of apparatus for every part of the system—from the 2700-kw direct-connected generating sets to the multiple-unit system of train control—have been described in these pages from time to time, but the final connection of the previously separated systems of traffic, accompanied by the diverting from their accustomed routes of travel of fully 45 per cent of the 850,000 daily passengers, required a managerial forethought and a command of details that reflects the greatest credit on President Bancroft and his staff. Few realize the unprecedented upheaval of former traffic conditions which was effected by the work of the 1200 men, who, between Saturday night and Monday morning, bound together the three distinct sections of Boston's railway system.

Francis H. Shepard, in a recent issue of the *Electrical World and Engineer*, not only describes the salient features of the road's construction and operation, but gives the reader an insight into many of the numerous obstacles which have been successfully surmounted. Some startling facts are brought out in this article. The opening of the combined system, with its remarkable liberality of transfers, involved the changing of fifty-one lines of surface cars and the inauguration of twenty-three transfer points. The multiplicity of destinations which can be selected at some of these new transfer points, while apparently promising confusion to a stranger, has created a condition of train traffic in Boston which, we think, is found nowhere else. This is the constant change in the occupants of the cars on the elevated section and subway. The cars are practically always full while en route between stations, but at every stop a large number of passengers leave to take the various surface lines, while a corresponding addition is made from that source. The necessity for having side doors is at once evident, and but for the rules designating the end doors for entrance and the side doors for exit being rigidly enforced, much congestion would undoubtedly occur. As it is, the promptness with which the gates are closed on the ringing of the starting gong found at each station has caused the patrons of the road to develop a remarkable alacrity of movement, and the schedule is maintained without the officious "step lively." Three stations on the elevated road transfer to thirty-five surface lines or more, each, and the terminal stations at Charlestown and Roxbury are reported to handle 125,000 passengers and 80,000 passengers, respectively, per day. The extremely heavy motor equipment with which the cars are furnished has proved adequate to allow of the high speed originally intended. With a maximum current of 550 amperes an acceleration of 1.8 miles per hour per second is obtained, a maximum speed of 46 miles per hour being reached between stations, but the track is of such excellent construction and the motor and brake control so perfect, that it is most difficult to realize the high velocities attained. The road on which these results are secured, it must be remembered, undulates on 3 per cent, 5 per cent and 8 per cent grades, and is so tortuous that the longest stretch of straight track is hardly a quarter of a mile, while the grades of curvature, if added, would amount to 3395. If all the grades were in one direction, therefore, the traveler over the whole ten miles of track might find himself considerably higher than Bunker Hill monument, and if the line were laid out from a common center (or axis) of curvature, the denizens of the "Hub" would actually revolve nine times in reaching the top of the spiral. The boldness of the conception and the vigorous manner in which the plans for improving Boston's traffic system were executed have attracted much attention, and the success which has followed the completion of the great undertaking has caused the railway men of the country to congratulate themselves that such engineers are in their ranks as have solved these difficult transportation problems.

Two and Four Motors Per Car

Members of the American Street Railway Association will remember that at the Kansas City convention, one of the papers on ear construction referred to the relative merits of two and four-motor equipments on double-truck cars, and in the discussion which followed a considerable variety of opinion was disclosed as to the benefits derived from the use of four motors on a car. This is a very practical question, in view of the large number of high-speed interurban lines which are now being equipped and projected, and all data on this subject consequently possess great interest. The increase in the weight of the cars, the increase in their speed and the necessity for rapid acceleration are all factors which call for a greater motor capacity, and the demand for power on the modern long high-speed car has now reached a point at which, if two motors are used, their requirements in the way of available space are such as to practically occupy all, if not exceed, that found in the trucks. For this reason, a short treatise on the subject, published this week by one of the large electrical manufacturers, in the form of one of its bulletins, will attract considerable attention. Assuming the weight of the car body, passengers and double trucks, without motors, at 18 tons, and the equipment at either two 75-hp motors or four 38-hp motors, it is figured that with the two-motor car, with both motors on the same truck, the weight on each driving wheel is 6332 lbs., or the ratio of weight on drivers to the total weight is 58 per cent. If a single motor is hung on each truck between the axles, there will be an even smaller percentage of total weight on the drivers. On the other hand, with the four-motor equipment, there will be a weight on each driving wheel of 5550 lbs., all of which is, of course, available for traction. From this it will be seen that in point of acceleration the four-motor equipment is much superior to the two-motor equipment. When it comes to efficiency, the two-motor equipment will have a slight advantage, that is, the maximum efficiency will be about 87 per cent, as compared with 84 per cent maximum efficiency. This may seem a somewhat small difference, but it is undoubtedly, in large part, due to the fact that the four motors have a much greater radiating surface, which more than compensates for the greater losses which take place within them. Other advantages of the four-motor equipment mentioned in the publication already referred to, are that being lighter individually they are more easily handled, removed and replaced than heavy motors, that greater clearance can be obtained between the roadbed and the bottom of the motor, and, within certain limits, the car bodies can be placed lower with small motors than with large. The division of equipment into four parts also reduces the strain on gears, axles, bearings and trucks, and thus diminishes the wear and tear of these parts. When it comes to cost of maintenance, in which it has always been held by the advocates of the two-motor system that a four-motor equipment is less advantageous, the claim is made that this depends largely on the temperatures at which the motors are worked, as with a high temperature the insulation of both armature and field coils becomes gradually charred. In this direction, therefore, the four-motor equipment, which possesses a greater radiating surface, should show a lower cost of maintenance. While on first consideration it would seem as if four motors, which carry the same load as two motors of twice their capacity, should cost more to maintain, the practical testimony of actual operators indicates that this assumption is incorrect. In the letters which follow the bulletin article on "Four-Motor Equipment," the managers of a number of high-speed properties express themselves in its favor. Some of these, like Mr. Foster, of the Lynn & Boston Railroad Company; Mr. Hegarty, of the Railways Company General, and Mr. Beggs, of the Milwaukee Electric Railway & Light Company, speak particularly of the repairs as being much less with four motors than with two of the same total capacity. The latter gentleman also refers to the merits of the four-motor equipment for regular city service in the way of rapid acceleration and high average speed, particularly on bad rails due to mist, sleet or snow.

A Railway Printing Office

Few, if any, street railway companies, probably, have as extensive a printing plant as the Union Traction Company, of Philadelphia, so that some particulars of it will be of interest. The enterprise is not a new one, for as far back as 1884 a department of this kind was established by the Philadelphia Traction Company, and at the time of the consolidation of the various Philadelphia roads, it was located at Forty-First Street and Haverford Avenue. After con-



PRINTING OFFICE OF UNION TRACTION COMPANY, PHILADELPHIA

solidation of the various properties into the Union Traction Company, when these offices and shops were abandoned, it was thought desirable to build a new office, which would be more modern in its equipment and arrangement, and which should be located nearer the general offices of the company. The printing plant was, therefore, moved to the location which it now occupies, on Ninth Street, above Dauphin Street, within half a block of the main offices of the company. Here are prepared all of the stationery, blanks, forms, tickets, etc., required by the different departments.

The printing office, a view of which is shown in the accompanying engraving, contains three bed presses, 30 ins. x 42 ins., 26 ins. x 36 ins., and 23 ins. x 29 ins.; six job presses, and an improved Century press. In addition to these presses there are two cutters and a stitching machine, composition cases, type, and the full paraphernalia required in a modern and up-to-date printing establishment.

Of course, the principal work of the establishment is the manufacture of transfer tickets. The tickets are set up and electrotyped, and are then printed in forms on the large bed presses. They are afterward run through a numbering machine, cut up and filed away in a large vault built for the purpose, adjoining the printing office. A good idea of the extent of the work carried on at this office in the way of printing transfer tickets can be obtained from the statement that during 1900 87,000,000 were produced. This number will probably be exceeded by a considerable amount during the present year, as the office has an output of three-quarters of a million transfer tickets a day.

In addition, however, to the transfer ticket printing, which is about 50 per cent of the output of the office, the company, as stated, also does a considerable amount of miscellaneous printing in the way of stationery, forms, blanks, etc. Most of the machines are run by individual motors operated from the regular railway circuit, and the efficient working of this department has saved the Union Traction Company much unnecessary trouble.

Proposed Extensions in Upper New York

The immense district in Greater New York City which lies above the Harlem River has excellent transportation facilities through the lines of the Union Railway, but the surface roads in this section of the city have, up to this time, suffered from lack of terminal facilities. This need had been accentuated during the past two years, or since the construction of the New York Rapid Transit line has become a certainty, from the fact that since this road has commenced there has been a rapid increase in the population of the borough of the Bronx. The lines of the Union Railway Company, which are now a part of the Metropolitan Street Railway system, cross the Harlem River, and connect with the surface lines on Manhattan Island at two points only, one at the end of Third Avenue, and one at the end of Madison Avenue. As both of these are east of the center of the island, there has been

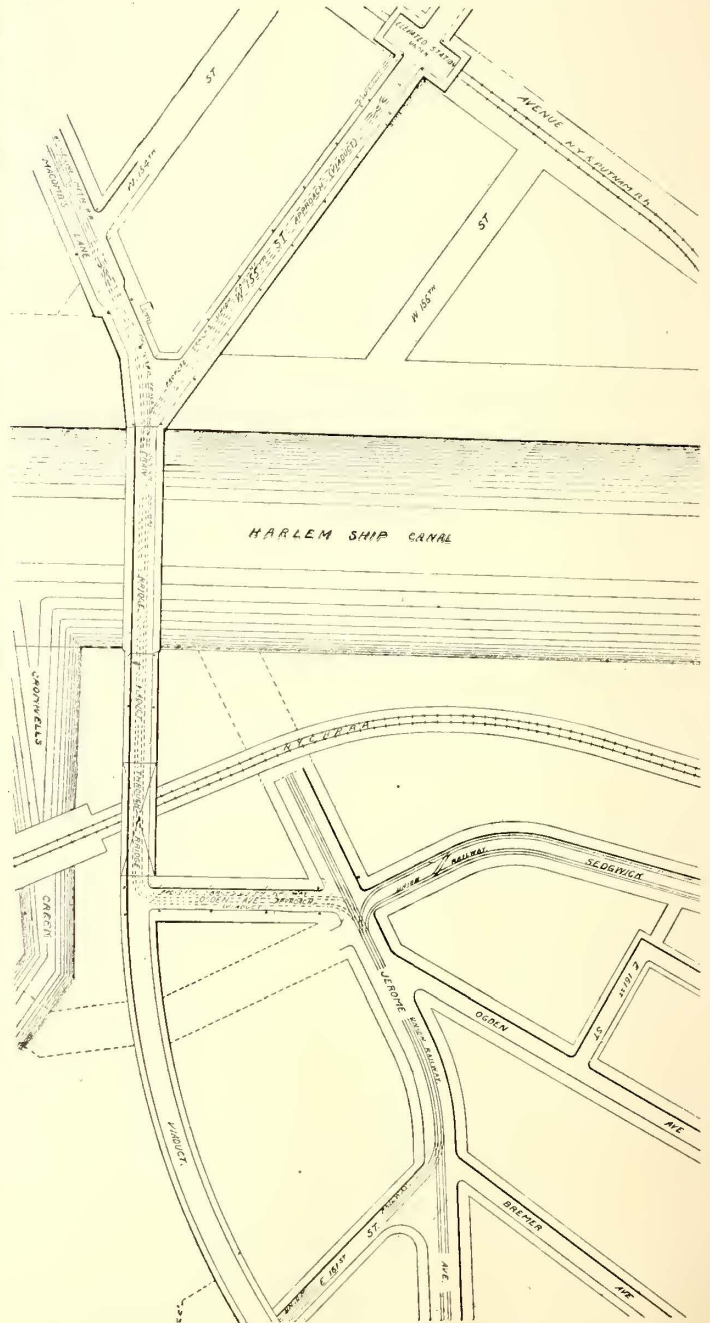


DIAGRAM SHOWING PROPOSED EXTENSION OF UNION RAILWAY, NEW YORK, ACROSS MCCOMB'S DAM BRIDGE

no way of passing from the Union Railway lines to the transportation system on the west side of Manhattan Island, except by a long walk across McComb's Dam Bridge to the northern terminal of the Manhattan Elevated Railway and the Eighth Avenue surface line.

The Union Railway Company has been seeking to make this connection for some time, but has been prevented up to the present by the opposition principally of the carriage interests, who have claimed that the introduction of tracks on this bridge would

interfere with the only practical outlet for carriages now on this side of the city. The Union Railway Company has had, however, the hearty support of the residents in its district, and the somewhat unusual spectacle has been presented during the last few weeks of large delegations of property owners petitioning the city authorities to allow a street railway company to make the proposed extension. The matter is still under advisement, but it is hardly possible that the permission will be much longer delayed, as the public necessity for such a connection is extreme. The accompanying map will give an idea of the situation at McComb's Dam Bridge, and shows the proposed connection, and the existing lines on both sides of the river. The connection will give to the Metropolitan Street Railway Company a connection which has long been needed.

The Springfield & Eastern Street Railway

Local street railways are being rapidly linked together to form continuous systems between important terminal points. An illustration of this process may be seen in the completion of electric railway connection between Boston and Springfield, Mass., a distance of 99 miles. The Springfield & Eastern Street Railway, which has just been completed, supplies the piece of line that was necessary to unite the Boston and Springfield systems. Previously there have been two breaks in the electric lines between the cities named. One break of about 4 miles existed between Warren and Palmer, and another of about 12 miles between Three Rivers and Springfield. The above railway closes these two breaks and includes some other road, amounting in all to 28 miles. That portion of this rail-

separate, and a cut-out or breaker is therefore inserted in the trolley wire between the electric plants. That part of the railway already in operation is drawing its power from the plant of the Central Massachusetts Electric Company, and a new generator of 200 kw capacity is going into the station at Indian Orchard to take care of the recent extension to Springfield.

The new cars that will operate between Palmer and Springfield are fifteen-bench, double truck, and each is fitted with four No. 67 General Electric motors. The running time from Palmer to Springfield, a distance of about 16 miles, is one hour and fifteen minutes, or at the rate of 12.8 miles per hour. This rate, if maintained over all the electric lines between Boston and Springfield, would make it possible to cover the distance in less than eight hours. As a matter of fact, the actual time necessary for the journey is one to two hours greater than that named, but it makes a pleasant day's outing for those who enjoy the varied scenery among the hill towns of Massachusetts.

Cars will run between Palmer and Springfield on thirty minutes' headway, passing through Thorndike, Three Rivers, North Wilbraham and Ludlow on the way. The system also serves the towns of Warren, Monson and Ware.

Fred T. Ley & Company, Springfield, were the contractors for the track and overhead work of this line.

Railroad Day at the Pan American

Friday, Sept. 13, 1901, has been designated by Director General Buchanan as Railroad Day at the Pan-American Exposition. The arrangements for the occasion have been entrusted to the Central Railway Club, and President West of the club has appointed the following committee: James Macbeth, master mechanic, N. Y. C. & H. R. R., Buffalo, chairman; W. H. Marshall, S. M. P., L. S. & M. S. R. R., Cleveland; S. H. Jones, general manager, Magnus Metal Company; O. P. Letchworth, of Pratt & Letchworth Company, and Pemberton Smith, New York Car Wheel Works, Buffalo. These gentlemen will seek the co-operation of committees from other railroad organizations in Buffalo and form a joint committee. As the date named is the same as that of the next regular meeting of the Central Railway Club, it is proposed to hold the meeting in the morning at the Hotel Iroquois, instead of at the regular hour of 2 p. m., reserving for the afternoon a brief programme in observance of Railroad Day. These exercises will be held in Transportation Building, at the Exposition Grounds, and assurances have been received that the Exposition management will do its part in making the occasion an entire success. It is desired to make the attendance on the day in question sufficiently large to establish a record in the history of the Exposition, so that railway men of all kinds are earnestly desired to be present and partake in the Railroad Day exercises.

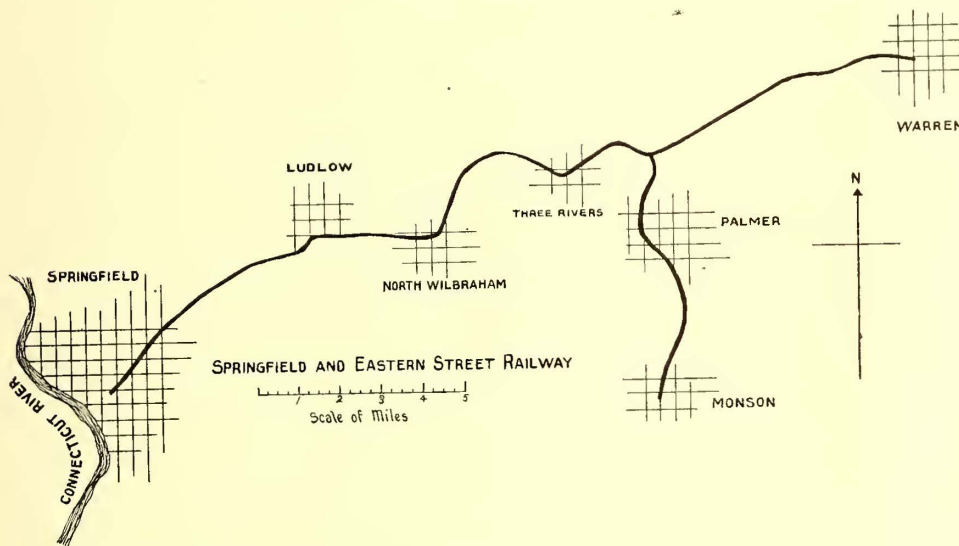
Big Deal in Birmingham

At a meeting of the Birmingham Railway, Light & Power Company, held July 30, Gordon Abbott, president of the Old Colony Trust Company, of Boston; H. M. Atkinson, president, Title Guarantee & Trust Company, of Atlanta, and J. K. Newman, president of the New Orleans & Carrollton Railroad Company, of New Orleans, representing Isidore Newman, were added to the directorate. Robert Jemison, of Birmingham, was elected president.

The company recently absorbed all the street railways, gas and electric light properties at Birmingham, and authorized an issuance of \$6,000,000 worth of bonds, with the Old Colony Trust Company as trustee.

The meeting on July 30 completed the deal. A million dollars of the bond issue will be used in street railway extensions and improvements, which already have been begun.

After having been dragged for a number of hours, the dead body of a man was removed recently from its position between the motor and floor of one of the Coney Island & Brooklyn cars. How it became so tightly wedged in has not been determined.



MAP SHOWING ROUTE OF THE SPRINGFIELD & EASTERN RAILWAY

way between Warren and Palmer has been in operation for some time, and the part just completed from Three Rivers to Springfield will have cars running over it by Aug. 15. About 75 per cent of this railway is located on the public highway, and about 25 per cent on private right of way. The road is single track, and laid with rails of A. S. C. E. section, weighing 60 lbs. per yard. Gravel ballast is used for most of the road and standard ties are laid 2 ft. on centers. The rails are bonded with No. 0000 bonds and constitute the only return circuit, no supplementary wire being provided.

The overhead system is mostly supported by side construction, and the trolley is No. 00 in size. Power for this railway is supplied from two sources at the usual pressures of 500 volts to 600 volts, direct current. The length of the line is so great, about 20 miles from Warren to Springfield, that power can not be economically supplied from a single station at the ordinary voltage. Consequently, it was decided to generate the required energy partly at the plant of the Central Massachusetts Electric Company, in Palmer, and partly at the Indian Orchard plant of the United Electric Light Company, of Springfield. A large per cent of the power at the station of the Central Massachusetts Company is derived from water, and the Indian Orchard plant of the Springfield Company is driven entirely by water power. From this it seems that the Springfield & Eastern Railway is to be operated mainly by energy derived from waterfalls. The two generating stations, at Indian Orchard and Palmer respectively, are about 10 miles apart, so that the length of feeders from either is not excessive. As the railway company buys the energy for the operation of its cars, it is necessary to keep the service from the two generating stations

Rules for Exhibitors at the Madison Square Garden

The exhibit committee of the American Street Railway Association has issued a circular giving the rules to be followed by exhibitors at the convention, Oct. 9-11, to be held in Madison Square Garden, New York.

(1) The exhibition will open Oct. 9, 1901.

The building will be open for the reception of exhibits, commencing Saturday, Oct. 5, 1901. They should be consigned to the exhibitors to whom they belong, care Madison Square Garden, New York, freight prepaid. Under no circumstances will exhibits be received on which there are charges of any kind.

All apparatus or material for exhibits should be shipped so as to arrive in New York not later than Saturday, Oct. 5.

(2) Exhibitors should give notification in writing, before Sept. 1, of such connections as are desired in their space, in the nature of electric lights or power, all such connections to be made at the exhibitor's expense.

The building will be well lighted, but any exhibitor so arranging his exhibit as to shut off the light, must provide interior lighting at his own expense.

Current for special lighting or power will be furnished at the lowest market prices.

(3) All electrical construction must be done in strict accordance with the rules of the New York Board of Fire Underwriters and municipal departments, covering such work, and certificates for same must be secured prior to the opening of the exhibition.

(4) The floor of the exhibition building is constructed so as to support fairly heavy weights, but in order to insure the safety of apparatus exhibited and to prevent any damage to the floor, exhibitors should submit to the director of exhibits by Sept. 1 a floor plan diagram showing proposed arrangement of their exhibits, and in the case of heavy apparatus, description of the articles to be exhibited with their weights. The director can then, at small expense to the exhibitor, arrange with the official carpenter of the exhibition building to construct extra supports under that part of the floor where heavy apparatus is to be placed, thereby placing responsibility upon the owners of the building for any possible damage to the floor.

(5) Height of platform shall not exceed 5 ins., unless by special permission.

Decorations, booths, or other structures, shall be so arranged as not to exclude the light from adjoining exhibits, and in every instance the sides of these decorations, booths, or structures, facing an adjoining exhibit shall be neatly finished, so as not to present a bare or ugly appearance in the adjoining exhibitors' space.

In sections A, B, C, D, E, F, H, H₃, I, J, K, L, M, M₃, W, X and Y decorations, booths or structures shall not exceed 10 ft. in height. The committee would suggest, however, that no booths or structure be erected in these sections.

(6) It has been considered advisable to adopt rules to govern the size, appearance and location of signs, so as to bring the signs into some sort of uniformity and prevent one exhibitor's sign from interfering or shutting out the view of signs in the adjoining exhibits.

Signs, banners, etc., containing advertisements thereon, will not be allowed, except upon space of exhibitors to whom they belong, and no exhibitor will be permitted to display advertising signs or decorations beyond the line of his exhibit.

Signs shall not exceed 2 ft. in height.

Signs of oil cloth with brown flock ground and gilt letters are recommended.

Lower edge of signs in sections A, B, C, D, E, F, G, N, T, U, V, W, X and Y shall be 10 ft. from floor line of the building.

Signs in sections G, H, I, J, K, L, M, M₃ shall be placed on the back line of the exhibitor's space, so that the top of the sign shall not extend over 1 ft. above the floor line of the balcony.

Signs in sections O, P, R and S shall be fastened to the front of the balcony overhead.

In sections A, B, C, D, E and F, where signs placed at this height might interfere with view of exhibit, the sign may be so placed that lower edge shall be 16 ft. from floor line of the building.

(7) Exhibitors may distribute catalogues, price lists, souvenirs, etc., only from their respectively allotted space.

(8) No nails, tacks, or screws shall be placed or driven into the floor or walls, and all decorating or signs must be put up without defacing the building. Exhibitors will be held responsible for any damage to the floor, walls, or other parts of the building, caused by the act or negligence of the exhibitor or his agents.

A supplementary circular has also been issued stating that those who wish signs prepared for them can procure them prepared according to the rules of the committee at certain scheduled prices, also that railings, platforms, etc., to suit any sized space can be

purchased, erected in place, the material to remain the property of the contractor, and that trucking can also be arranged for in advance in the same way. Arrangements for all of this work should be made with Marcus Nathan, director of exhibits, Grand Central Palace, New York.

The fact that all of the space available in the enormous Madison Square Garden has already been spoken for indicates that the exhibit feature of the convention will be most attractive, and will show the latest developments of American street railway practice.

Plans for the New York Convention

Although it is still two months before the meeting of the American Street Railway Association at New York next October, the arrangements for the convention are being drawn up and the local committees are actively engaged in completing their plans to make this meeting the most successful in the history of the association. As already announced, the exhibit committee has finished the assignment of space in the Madison Square Garden, and a plan of the building, showing the locations of the proposing exhibitors was published in a recent issue. One of the other most important committees is that on the entertainments. This committee has already done considerable work, and while no definite programme of entertainments has yet been announced, some particulars can be published which will give an outline of what may be expected at the convention in the way of outside excursions.

In deciding upon this programme the entertainment committee has necessarily consulted largely with the executive committee, so that the excursion features of the convention would not interfere with the business of the association and inspection of the exhibits. After mature consideration, it was decided that, in view of the fact that as the convention was to be one day shorter than usual, and that as there were to be two business sessions on Wednesday, Oct. 9, and on Friday, Oct. 11, and as Thursday, Oct. 10 had been set aside exclusively as Exhibitors' day, the committee would provide no special entertainment whatever for the gentlemen in attendance upon the convention, and would limit its efforts to the entertainment of the ladies. It is safe to say that this decision will meet the ideas of the large majority of the attendants at the convention, and was in every way a wise one.

As the exhibit hall will be in the center of New York, it was decided to open the Madison Square Garden to the public on Wednesday morning, afternoon and evening, Oct. 9; on Thursday evening, Oct. 10, and Friday morning, afternoon and evening, Oct. 11, and that a charge of 50 cents be made to the general public for admission to the Garden at such times. The committee also decided to provide a band to play in Madison Square Garden on Wednesday afternoon and evening, on Thursday morning, afternoon and evening, and on Friday afternoon and evening.

The annual dinner of the association will be held on Friday evening, Oct. 11.

The committee also decided to hold a concert at the hotel on the morning of Oct. 9, for the ladies, to be followed by a reception to the ladies. A local ladies' entertainment committee will be appointed to hold the foregoing reception, and to act generally in the capacity of an entertainment committee. It was also decided to provide automobiles for the general use and entertainment of the ladies attendant upon the convention for one day.

To more successfully carry out the plans of the committee, the members decided that a sub-committee of the general entertainment committee be appointed by the chairman, to be composed of the chairman and five members of the committee, to see that the work laid down at the meeting be followed out. The chairman then appointed the following gentlemen: Mr. Sanderson, Mr. McGraw, Mr. Cooke, Mr. Meneley and Mr. Martin.

The following matters were then discussed and referred to the sub-committee:

1. That the committee provide carriages for the entertainment of the ladies on a second day.
2. A trolley ride over Brooklyn Bridge, and to some point of interest in Brooklyn.
3. That a Tyson's theater ticket office be established at the Madison Square Garden on the days of the convention.
4. That a large electric sign be established on Madison Square Garden during the continuance of the convention.
5. That the sub-committee prepare, print and distribute an itinerary and general guide to the points of interest in and about the city of New York, such book to be put in the hands of all who attend the convention, especially the ladies.
6. That information bureaus be established at the hotels and Madison Square Garden.

American Interests in the London Metropolitan District.

On July 15 the Metropolitan District Electric Traction Company, Ltd., Mr. Yerkes' new company, was registered in London, and in compliance with the Parliamentary law a list of the subscribers to the capital stock and the purposes of the company were filed. The latter show that the company has been organized with a capital of £1,000,000 in £20 shares "to adopt and carry into effect certain agreements made or intended to be made between the Metropolitan District Railway Company, of the one part, and this company or persons acting on its behalf of the other part, providing (*inter alia*) for the electrical equipment and traction of the railways of the Metropolitan District Railway Company, or any railways of which the said railway company is part or joint owner, or over which it has running powers or in which it is interested, to enter into agreements with the Metropolitan District Railway Company, and the Brompton and Piccadilly Circus Railway Company, or either of them, for the erection of a generating station or power house upon lands belonging to them or either of them, and for the working and use thereof, to construct subways and ducts, to lay down cables and rails, to build sub-stations, to alter existing stations, to execute all necessary works for the conversion of railways or tramways using steam or other form of tractive power into railways or tramways worked by electric power, to acquire from the Metropolitan District Railway Company, or any other corporation or persons, land and premises at Chelsea or elsewhere in the United Kingdom for the erection of generating stations or power houses, to equip and maintain such generating stations or power houses, to manufacture rolling stock, engines, trolleys, trucks, electric motors and machinery, and to carry on the business of electricians, engineers, producers and supplies of electricity, contractors, financiers, etc."

The list of subscribers, as printed below, show that the largest interests are held by Mr. Yerkes and the Maryland Trust Company, and that all the subscribers, with one exception, are Americans. Govett, Sons & Company, a London brokerage firm, is the only English name on the list. The Govett concern is down for 3150 shares. It is stated by local parties who are heavily interested in the Metropolitan enterprise that the Govetts acted on behalf of Charles T. Yerkes, and that it is he to whom the stock really belongs. These shares, together with the stock subscribed for in his own name, make a total of 19,950 shares, equal to about \$2,000,000, which is controlled by Mr. Yerkes. Standard Oil interests figure prominently in the list, H. H. Rogers holding 2500 shares. The Maryland Trust Company and associated interests are also prominently identified with the enterprise. New York parties have subscribed for more than half the entire capital of the company. The following is the complete list, as made public:

	Shares
Charles T. Yerkes, 54 Wall Street, New York City.....	16,800
John J. Mitchell, Chicago.....	1,000
Maryland Trust Company (by J. W. Brown, president), Baltimore, Md.	4,000
George R. Webb and H. A. Parr (by J. W. Brown), Baltimore, Md....	500
Patrick Calhoun, 30 Broad Street, New York.....	2,500
Brown Bros. & Company, 59 Wall Street, New York, bankers.....	2,500
Simon Borg & Company, Nassau Street, New York, bankers.....	1,000
Pemberton & MacAdoo, 15 Wall Street, New York, bankers.....	1,000
J. G. White & Company (by G. H. Walbridge, V. P.), 29 Broadway, New York, contractors.....	2,000
S. W. Marckwald, 27 William Street, New York, banker.....	500
Alex. Brown & Sons, Baltimore, Md., bankers.....	1,000
Henry H. Rogers, 26 Broadway, New York.....	2,500
K. I. Harrison, 26 Broadway, New York.....	100
John B. Parsons, Union Traction Company, Philadelphia, president....	250
J. W. Brown, agent, Baltimore, Md., president Maryland Trust Company	2,500
Govett, Sons & Company, 4 Throgmorton Avenue, London, stock brokers	3,150
James Phillips, Jr., Hotel Lorraine, Boston, Mass.....	500
T. Jefferson Coolidge, Boston, President New England Trust Company.	2,250
Frederick Ayer (by Chas. F. Ayer, his attorney in fact), Boston, Mass.	2,500
Charles F. Ayer, Ames Building, Boston, Mass., lawyer.....	400
Lee, Higginson & Co., 44 State Street, Boston, brokers.....	1,000
F. H. Prince, 14 State Street, Boston, banker.....	500
Charles G. Weld (by J. E. Harlow, attorney), 81 Mason Building, Boston, Mass., M. D.....	1,000
Charles F. Adams (second), 23 Court Street, Boston.....	100
Alexander Cochran, 55 Kilby Street, Boston, Mass.....	250
Arthur T. Lyman, P. O. Box 1717, Boston, Mass.....	100
George P. Gardner, 22 Congress Street, Boston, Mass., trustee.....	100

The register also states there is no initial public issue of stock. The number of directors is not to be less than three nor more than five; the subscribers are to appoint the first; qualification, fifty shares; remuneration as fixed by the company.

Under the heading, "The Electrification of the Underground Railways," Mr. Charles T. Yerkes has a letter in the London

Times of July 31, outlining the plans of the new company, as follows:

It has not been my intention to enter into any public controversy in regard to the electrification of the Metropolitan Railway and the Metropolitan District Railway, for several reasons, mainly because, so far as I can see, the Metropolitan Company has in years past not improved the position of its stockholders by the controversies in which it has engaged. But after reading the report of the former company as made by the vice-chairman, where I am placed in a false position, and also seeing the notes of the shorthand writer, and particularly as I concur in the desire expressed by that company that all our affairs relating to such electrification shall be made public, I have concluded to write this letter, and respectfully request its publication, so that our position might be better understood than by the statements made in the Metropolitan report.

As to the merits of the electrical systems I will not argue, but merely say what I think of adopting a new system on general principles, and if my refusal to adopt such system makes me "look absurd," I am perfectly willing to labor under that condition. I told the gentlemen connected with the Metropolitan Railway, whom we met in regard to the matter, that if the system which they seemed to adhere to had been tried on a railway like the Metropolitan for a period of three years and had worked successfully I would most willingly adopt it on any work that I had to do with.

To the charge that I am concerned in properties where the general system of electric equipment is being used, and that to adopt a better would cause a great loss by virtue of being compelled to abandon those systems and adopt another radically opposed in principle to it, I will say that we have never been afraid of the scrap-heap when we found we had made a mistake, but we do not court it. It is full of wrecks of failures, and it is just here that I would remark that we do not wish to add to that heap a plant that would cost in the neighborhood of £500,000, apart from the expenditure on the power house. I will also say that, as to systems or works or anything applying to electrical traction, I have no financial interest whatever, and my whole object is to see that whatever plan is adopted on any property with which I may be connected is the best. To take a system which has not been thoroughly tested, not for a few but for many months, and even years, is a species of business recklessness which I do not wish to try. I also desire it understood that I am entirely free from prejudice, and desire only what is the best. To attempt to experiment now or to be guided by the experience of the little mountain roads in Switzerland, or the road which is being installed in Italy, which is not yet working, would be foolish, and even if it were in operation its success would be no indication of its adaptability to the Metropolitan Railway. If the managers of the Metropolitan Company had commenced this experiment years ago, when the Central London was begun, I am satisfied they would have lost some time, but they might have corrected their plant so as not to have been in the humiliating position we find them to-day. They can not make the excuse that their credit was poor and they were unable to raise money. They have simply waited until the wolf was at their door, and long afterward.

Another matter I would like to have understood. The system so called which we propose to use is not the "Yerkes system." There is no such thing. I never invented anything pertaining to electricity. It is a system universally used the world over by all modern-built railways, and I am only one of the scores of people who are doing this. It is used extensively in England, and only lately Glasgow has adopted it in the important plant which they have recently made, and which is the largest in Great Britain.

In regard to the proposition that was really made to the Metropolitan Company, I will now give it and leave it for others to say whether it was fair.

At the present time I am chairman of the Metropolitan District Electric Traction Company, and we have a subscribed capital of £1,000,000. The subscribers are all gentlemen of means, and, I may say, affluence. Our propositions were:

1. That we would electrify the Metropolitan Railway, furnish all the rolling stock, also a power house and sub-stations, and do everything and furnish everything necessary to change and operate their road by electricity, charging therefor the sum of 3/4d. for each passenger they might carry. There were some things, such as keeping their buildings in order, that they were to provide for. But I can not see any way that they would make such a statement as they made in their report—that we would charge them £291,000 for what cost them £101,000.

2. The second and most important proposal was that we would work or lease the whole of the railways and general undertaking of the Metropolitan Company, subject to the statutory obligations of that company, guaranteeing to the Metropolitan Company a net yearly revenue sufficient to pay the whole of its debenture and other fixed charges and its guaranteed and preference interest.

As to a yearly dividend upon the ordinary share capital, we found that the average dividend for a period of seven years terminating on June 30, 1900—that is to say, prior to the competition which the company has had to meet with the Central London Railway—was £3 6s. 11d. per annum. We offered to pay on the aforesaid capital stock yearly dividends in perpetuity at the rate of 3 1/2 per cent. The dividend this half year is at the rate of 2 1/4 per cent per annum.

In regard to the surplus land stock, the dividend upon that would be provided, as heretofore, out of the revenues of land especially set apart for payment of interest on the surplus stock, and our proposition did not affect this stock.

For securing the dividend on the ordinary shares the Traction Company proposed at its own expense and cost of not less than £700,000 to convert the railways mentioned in the scheme from steam to electric traction, build all necessary sub-stations (the Metropolitan Railway Company to supply the land for the same), and supply the rolling stock.

We propose to increase the capital of the Traction Company from £1,000,000 to £2,000,000, or more if necessary; also to give to the proprietors of the

Metropolitan Railway Company the right to take £500,000 of the increased stock. We also proposed that the whole of the capital or the property of all kinds whatsoever belonging to the Metropolitan District Electric Traction Company should be placed in the hands of trustees, who should hold the same for the benefit of the contract to be made with the Metropolitan Railway Company. In case we desire to sell or change any securities belonging to the Traction Company, we should do so only with the consent of the Metropolitan Company.

The security of the Traction Company has been snatched at by the Metropolitan Company, but it seems to me that with £2,000,000 of hard cash well invested, a portion of it in the property of the Metropolitan Company, this security is such as would not be offered by any other company. The terms that we offered—namely, placing all our property in the hands of the Metropolitan Company—were for the purpose of reconciling our differences and endeavoring to join the two companies—the Metropolitan and Metropolitan District—together in such a manner that they could be worked by one official head. It is my belief that if so worked a fair profit could be gained by our company—much greater than can be done if the two companies are separate.

The tender having been rejected, I wish to say that it is the desire of the managers of the Metropolitan District Electric Traction Company to proceed to carry into effect at the earliest moment possible the electrification of the District Railway; and, as the officers of the Metropolitan Company have also expressed the same desire, there is no reason why the latter should hold to the text of the bill which has been passed—namely, that one month should elapse before we can go to the Board of Trade. The losses to both companies at the present time are very great, and I believe there is nothing that will stop the continuance of these losses but the running of the roads by electricity. Therefore, every day means money, and it is for that reason that I am extremely anxious that not a moment should be lost.

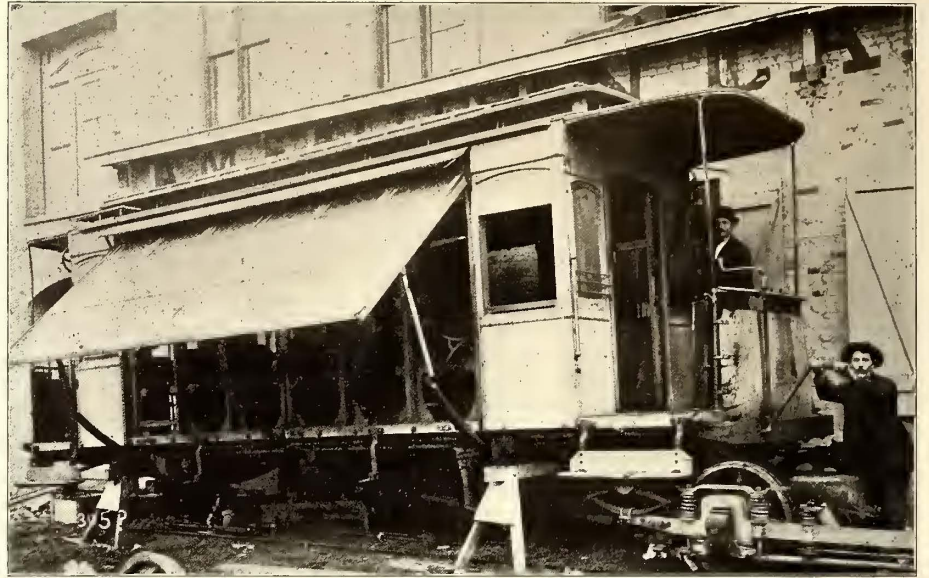
Another Michigan Decision Regarding Grade Crossings

Another important decision has just been rendered by the Supreme Court of Michigan, in the matter of the power and authority of the Commissioner of Railroads regarding the separation of grades at the crossings of electric and steam roads in that State. In the case in which the decision was handed down, an application was made by the Jackson & Suburban Traction Company for the approval of a grade crossing of its line with the Michigan Central Railroad on Page Avenue, Jackson. The Commissioner refused to approve a crossing at grade, and ordered that it be made by means of an overhead bridge. The traction company and the city of Jackson then joined in a petition to the Supreme Court for a writ of mandamus compelling the Commissioner to set aside his order and allow a crossing to be made at grade. It was contended that the power to regulate and control its streets was vested in the city by the Legislature, and that an act which conflicts with the provisions of the charter, and attempts to authorize a State office to exercise such functions, was necessarily void. The court refused the writ, and upheld the order of the Commissioner, claiming that the police power of the State over questions of this nature is superior to any local authority, and that a city can not, by its charter, set aside the general laws of the State. In a number of cases, questions have arisen in which there has been some conflict between the local and State authorities, and for this reason the decision is considered a very important one, as it clearly settles the question and defines the authority of each.

More Central New York Roads to Consolidate

The Utica & Mohawk Valley Railway Company, of Utica, N. Y., is now being organized to consolidate the electric railway in which Horace E. Andrews, of Cleveland, and his associates are interested. The plan of the new company is to take over the Utica Belt Line Street Railroad, Utica & Suburban Railway, Utica & Mohawk Railroad, Utica & Deerfield Railway and Herk-

imer, Mohawk, Ilion & Frankford Railway, and extend the lines to Frankfort, Rome, Little Falls, Clinton and Clayville. In all, it is proposed to construct 34 miles of new line. The company is to be capitalized at \$3,500,000, of which \$600,000 will be preferred

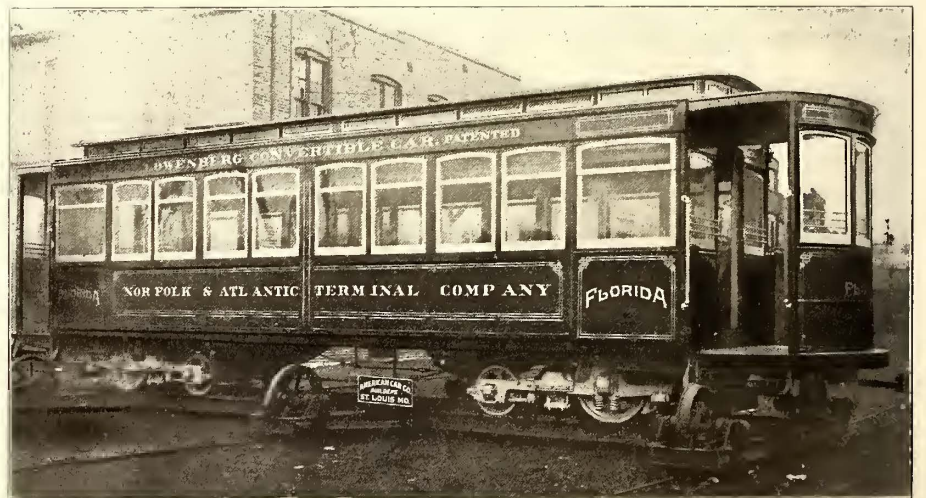


METHOD OF RAISING PANELS OF CAR

stock; and to authorize an issue of \$400,000 4½ per cent gold bonds, to be dated Sept. 1, 1901, and maturing Sept. 1, 1941. A portion of the bonds will be reserved to retire existing outstanding bonds, and the remainder will be used in improving the properties.

A Novelty in Combination Car Construction

The American Car Company, of St. Louis, a short time ago, built one of the most remarkable combination cars ever constructed. It was built to the order of a Norfolk, Va., capitalist, who is the originator of the novel idea embodied in the construction. The change from a closed car to an open one is accom-



SIDE VIEW OF CONVERTIBLE CAR CLOSED

plished by a turn of a crank. The arrangement by which this is done is most complicated, and yet the mechanism works with remarkable smoothness. If the car is bowling along amid the green fields of Virginia, and a sudden shower comes up, the conductor turns a windlass on the rear platform. The panels when not in use are carried close to the ceiling, but when moved by the windlass, slide out on both sides. When extended to their full length they are caught by long arms, which are brought into place by the same windlass, and are carried downward, until they completely enclose the car. After the storm, the conductor turns the windlass the other way, and the car is again converted into an open car.

The car itself measures over corner posts 30 ft. 6 ins., and over bumpers about 10 ft. more. The width at sills is 8 ft. 4 ins., and over sash rails 8 ft. 4 ins. The ceiling is three-ply bird's-eye



INTERIOR OF CONVERTIBLE CAR

veneer, and the seating capacity is forty-eight persons, of which the smoking compartment holds about ten.

The illustrations show the car closed and while being changed, together with the car interior.

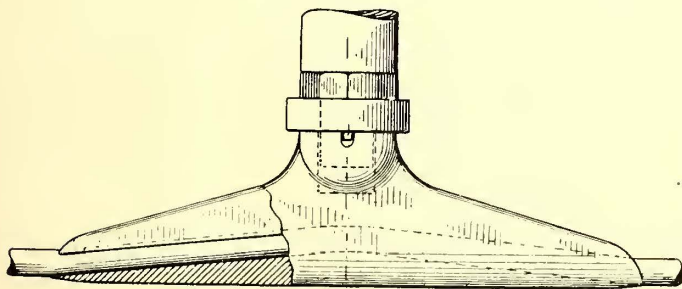
Street Railway Patents

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

UNITED STATES RAILWAY PATENTS ISSUED AUG. 6, 1901

679,886. Railway Switch; G. W. Cantrell and W. J. Empey, Spokane Wash. App. filed July 25, 1900. Details of a mechanically operated switch to be thrown by means of a projection from the car.

679,902. Rail-Joint; E. A. Mitzner, Thelma, Ind. App. filed Aug. 30, 1900. The plates of the joint are held in proper position by wedges which are confined by a spring acting against them.



PATENT NO. 679,953

679,953. Trolley-Wire Hanger; A. D. Crossley, South Norwalk, Conn. App. filed Dec. 20, 1900. The hanger consists of two parts, having a deflected passage between them for the wire, in which the latter is clamped.

680,007. Appliance for Working Tramway or Railway Points; W. J. Stewart, Glasgow, Scotland. App. filed April 16, 1901. Details of a mechanical switch operated from the car.

680,020. Switch-operating Mechanism; F. A. Carroll, Penn Yan, N. Y. App. filed Nov. 27, 1900. Details of a mechanical switch operated from the car.

680,146. Car Vestibule; C. C. Hodges and E. G. Chick, Watertown, Mass. App. filed April 27, 1901. The vestibule has small bars or hoods for the brake and power handles.

680,178. Street Car Fender and Brake; T. M. Sanderlin, Norfolk, Va. App. filed March 23, 1901. Two fenders are interconnected with the brake in such a way that when one strikes an obstacle the other is thrown down to pick it up, and the brake is applied.

680,180. Track Brake; J. G. Smith, Carthage, Tenn. App. filed May 6, 1901. Details of a track brake.

PERSONAL MENTION

GEN. EUGENE GRIFFIN, vice-president of the General Electric Company and a director of the British Thomson-Houston Company, has recently arrived from Europe. Gen. Griffin will remain in this country but a short time.

MR. GEORGE D. YEOMANS, formerly of the law firm of Sheehan & Collin, of New York, has been appointed general attorney of the Brooklyn Rapid Transit Company. Mr. Yeomans will have charge of all court actions and negligence cases.

MR. JAMES ROSS KERR, superintendent of the street railway at Kingston, Jamaica, died on Aug. 4, at the residence of Mr. James Ross, Montreal, whose guest he was. Death was sudden and due to heart failure. The deceased was thirty-eight years old and is survived by a widow and child.

MR. GUSTAVE GILLON, professor of electrical engineering at Louvain University, Belgium, arrived in New York last week on a mission from the Belgium government to study and report upon the applications of electricity in this country to industrial purposes, particularly in the way of electric lighting and traction. Mr. Gillon will remain in this country about two months, and expects to visit Boston, Schenectady, Buffalo, Cleveland, Chicago, Cincinnati, Pittsburgh, Washington, Baltimore and Philadelphia.

MR. H. H. VREELAND, president of the Metropolitan Street Railway Company, of New York, will give the annual reception and clam bake which he extends to members of his staff, this year on Aug. 24. This entertainment, which was inaugurated three years ago, has always been very popular with the Metropolitan staff, which includes the engineering, medical and legal departments, as well as the superintendents in the operating force, and a full attendance is always assured. The trip is made in a special car to Brewsters, N. Y., Mr. Vreeland's summer residence, and the clam bake is held at the grounds of the Tonetta Outing Club. The invitations this year state that in the afternoon the guests are also invited to a luncheon to be given them at the Vreeland home, "Rest-a-While," and at which Mrs. Vreeland, assisted by several ladies in Brewster, will receive.

MR. CHARLES LE BLANC, the well-known electrical engineer and contractor, of Paris, is spending some time in this country, and will return to France Aug. 31. Mr. Le Blanc resigned on March 1 the position of chief engineer of the Compagnie Générale de Traction, one of the three large syndicates in France which make a business of equipping and operating electric railways. Mr. Le Blanc's field of operations was not confined to France, as many roads outside of that country were equipped under his direction, notably in Brussels, Cairo and Upper Silesia. In all of these installations American apparatus was used almost exclusively. Although French in name, Mr. Le Blanc is an American citizen, and between 1887 and the early nineties took an active part in the development and electrical equipment of street railways in this country, as one of the engineers of the Sprague Electric Railway & Motor Company. In addition to the high reputation which Mr. Le Blanc has achieved as an engineer, he has been honored by the French government by being made a member of the Legion of Honor, and in other ways.

MR. J. C. H. STUT, of San Francisco, is making an extensive tour in the East inspecting the street railway systems, especially of those companies operating underground electric conduits. Mr. Stut is consulting engineer of the Board of Public Works of San Francisco, and has been sent East by the city authorities to familiarize himself with the details of conduit construction. It is probable that within a year or two some cable roads of San Francisco will be converted to electrically-operated lines, and should the underground trolley type be selected, the city will be in a position to thoroughly understand the situation. Mr. Stut has long been prominent in street railway affairs on the Pacific Coast, and was one of the workers on the famous Clay Street line, of San Francisco, designed by Mr. Andrew S. Hallidie, the father of cable railways. Since then he has devoted much of his time to railway problems, having designed many power houses and perfected a large number of successful devices to aid in their economical operation. At present Mr. Stut is greatly interested in the utilization of garbage as fuel, and has patented a furnace by means of which the refuse of large cities can be disposed of in a most satisfactory manner. He was the first engineer to apply the system of cooling condensing water on the roof of power houses, and has recently developed a steam separating throttle valve which can be applied to all types of engines. After having inspected the street railway systems of Washington, D. C., Mr. Stut has spent a week or so in New York, where he has most thoroughly investigated the manner in which the Metropolitan Street Railway Company recently made its notable transformation from cable to electric traction. He has many friends in the city, and the renewal of old acquaintances has added much to the pleasure of his trip.

LEGAL NOTES

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

LIABILITY FOR NEGLIGENCE

MISSOURI.—Injuries to Child—Evidence—Statement by Motorman—Res Gestæ—Expert Testimony—Ordinance of St. Louis—Special Exception—Speed of Car—Charter—Franchise—Instruction—Juror—Prejudice—Disqualification.

1. A statement made by the motorman of the car by which plaintiff's intestate was killed, after the accident had happened, the car stopped, and the motorman alighted in the street to help extricate deceased's body from the wheels, is not a part of the res gestæ, and hence incompetent.

2. Where an expert was called to testify as to whether or not a street car was being operated in a reasonably skilful manner at the time of an accident, the question, "What means would you employ as a motorman to stop a car in the shortest time and space possible?" was improper.

3. Ordinance St. Louis No. 17,693, sec. 6, conferring a franchise on the Southern Electric Railroad Company, and authorizing it to run its cars over certain streets at a speed greater than 8 miles an hour, is not void because in conflict with Rev. Ord. 1892, sec. 1275, providing that cars shall not be drawn faster than 8 miles an hour, and does not repeal the latter ordinance, since the ordinance of 1892 is general in its nature and application, and the later ordinance is merely a special exception.

4. Under Rev. Ord. St. Louis 1892, subd. 10, fixing 8 miles an hour as the maximum speed for street cars, and subdivision 9, requiring street railway companies to operate their cars according to the provisions of their charters, a company whose franchise provides that its cars may be run at a speed greater than 8 miles an hour is entitled to so run them, since the franchise must be considered a part of the charter.

5. In a suit for damages for the killing of a boy by a street car, an instruction that it was the duty of the deceased to have exercised such a degree of care and prudence in crossing the track, and in looking and listening for the approaching car, as an ordinarily careful and prudent boy, of like age and intelligence, would have exercised under like circumstances, was proper, since whether or not such a boy would look and listen before going on the track was still left a question for the jury.

6. The acceptance of a juror in an injury case, who has testified that he was prejudiced against such suits in general, but knew nothing about this particular suit, and that if the evidence convinced him that the plaintiff had a good cause of action he would give him a verdict, was not reversible error.—(Ruschenberg vs. Southern Elec. R. Co., 61 S. W. Rep., 626.)

NEW YORK.—Injury to Person on Street—Condition of Track—Speed of Car—Ringing Bell—Contributory Negligence—Damages—Actual—Prospective—Indefinite.

1. Plaintiff's intestate was being driven in a cutter on a track of defendant street railway company where cars passed at intervals of a little over thirty minutes. The driver, who had not previously been looking behind for an approaching car, heard someone shout to him to get off the track, for the car was coming. He turned his head, and, seeing a car within about 75 ft., pulled his horse sharply away from the track, causing one runner of the cutter to rise on a ridge of hard snow and ice about 12 ins. high and 10 ins. from the track, which had been removed from the track by the company. This caused the cutter to tip over, and threw deceased out near the track, where her head was struck by the scraper or step on the car. The car was going about 12 miles or 15 miles, and the cutter 8 miles or 10 miles an hour. If the motorman rang the gong the driver did not hear it. Held, sufficient evidence to entitle the plaintiff to have the case submitted to the jury.

2. Under Code Civ. Proc., sec. 1902, authorizing recovery of damages by an administrator of a deceased person from a corporation by the wrongful act of which deceased's death was caused, the jury is not limited to actual damages which may be specifically proved, but may consider prospective or indefinite damages, such as might arise under the circumstances.—(Countryman vs. Fonda, J. & G. R. Co., 59 N. E. Rep., 822.)

NEW YORK.—Assault by Brakeman—Liability of Master—Question for Jury.

In an action for personal injuries, the evidence showed that plaintiff was stealing a ride on defendant's freight train; that he was pursued on the train by a brakeman, and, jumping therefrom, was followed by the brakeman, who jumped from the car on top of him, breaking his leg and otherwise injuring him. Held, that

the question whether the assault of the brakeman was commenced before he left the car, and was therefore in the line of his employment, so as to render defendant liable, was for the jury.—(Girvin vs. N. Y. Central & H. R. R. Co., 59 N. E. Rep., 921.)

NEW YORK.—Evidence—Admission—Attempt to Bribe—Agency.

1. Evidence that a party to an action bribed a witness to give false testimony in his favor is admissible, as stating, in effect, that his case is weak, but is not conclusive, and is for the consideration of the jury, under instructions to prevent them from giving undue importance to such evidence to the detriment of the main issue.

2. Where an investigator is employed by a corporation "to see to the witnesses and take statements and to interview witnesses,"—those who "expect and those who are witnesses,"—on the trial of actions against it, he is the agent of the corporation in whatever he does in relation to that part of the corporate business; and, if he attempts to bribe witnesses to testify falsely in favor of the corporation, evidence of such act is admissible against the corporation, though there is no proof that it expressly authorized the act.—(Nowack vs. Metropolitan St. Ry. Co., 60 N. E. Rep., 32.)

NEW YORK.—Construction—Injuries—Question for Jury.

In an action against a street railway company and a sub-contractor for personal injuries sustained by plaintiff by stepping into a hole in the street while walking toward a car, all that was shown as to the cause of the defect was that the company had been engaged in changing its motive power, and that contracts had been let to different persons, who had sublet portions of the work; but there was no evidence showing when the work was commenced, or when the portion of the work let to the defendant sub-contractor was finished, or when the street was restored to its original condition, and there was no evidence as to the extent of the excavation required to complete the work, or the extent of the excavation actually made, or who made it, or whether the hole in question was within the line of that excavation. Held, that the proof was insufficient to show that the condition of the street arose from any act of either of the defendants, and it was, therefore, error to submit the case to the jury.—(Moss vs. Crimmins, et al., 68 N. Y. Suppl., 495.)

NEW YORK.—Passenger—Negligence—Evidence—Verdict—New Trial.

Plaintiff's intestate fell or was thrown from an open street car while in rapid motion, and was killed. A witness, who was sitting at a fourth-story window, over 100 ft. away from the place of the accident, testified that the car came to a sudden jerk back, which threw deceased off on her head, and then went on; that after she fell the danger signal was rung, and the car then stopped suddenly. There was no other evidence of defendant's negligence. The conductor, motorman, several passengers, and a policeman who was riding on a bicycle just behind the car, all testified that there was no sudden check or jerk of the car until the ringing of the danger signal after the accident. Held, that the verdict was not justified by the evidence, and a new trial must be granted.—(Ehrhard vs. Metropolitan St. Ry. Co., 68 N. Y. Suppl., 457.)

NEW YORK.—Injuries to Pedestrians—Contributory Negligence—Trial—Instructions.

1. That a pedestrian attempted to walk from a curb across a car track, a distance in all of 13 ft., while a horse car traveled 100 ft., does not show contributory negligence per se, though the car was approaching at a high rate of speed, since he had a right to assume that it was under control, and would be operated with due regard to his rights.

2. Though a request is proper, and fairly embodies the evidence, yet its refusal is not error, where the court charges on every essential element presented by the evidence.—(Frank vs. Metropolitan St. Ry. Co., 68 N. Y. Suppl., 537.)

NEW YORK.—Injury to Passengers—Evidence of Physical Condition—Same—Permanent Injury—Instructions.

1. Where a passenger injured in a street car accident is examined by a physician a few days before the trial, which occurs about five years after the injury complained of, it is error to allow the physician to testify, in an action against the company, that his condition as then disclosed might have been a constitutional ailment, or might have been caused through some external force.

2. Where there is no evidence showing that injuries received by a passenger on a street car are permanent, or that they will

cause him future pain or affect his earnings, and his appearance does not show any injury or suffering, it is error to submit the issue of permanent injury, and to instruct that damages may be awarded for future suffering and loss of earnings.—(Maimone vs. Dry Dock, E. B. & B. R. Co., 68 N. Y. Suppl., 1073.)

NEW YORK.—Personal Injuries—Evidence of Damages—Exclusion—Harmless Error.

Plaintiff testified that prior to the accident she received \$10 per week for performing household duties for her sister, and that after the injury her sister ceased paying her; and, on being asked if the pay ceased because she was injured, she answered, "No," and the answer was stricken out on motion of plaintiff's attorney. Held, that any error in excluding the answer was rendered harmless by further testimony that the pay ceased because her sister employed a servant to do the work formerly performed by plaintiff.—(Collins vs. Union Ry. Co., 69 N. Y. Suppl., 667.)

NEW YORK.—Attorney and Client—Disbarment—Subornation of Perjury—Sufficiency of Evidence—Same.

1. An attorney employed to prosecute a suit against a street railway for a street accident employed one P. to find witnesses. Two girls, 15 and 17 years old, testified that the attorney came to them in company with P., and induced them to swear for plaintiff, though they stated to him that they knew nothing of the case. Their testimony was corroborated by P. and the mother of one girl; and another witness testified that the attorney attempted to get him to swear to having seen the accident, although he told him that he had not seen it. Held, sufficient evidence of subornation of perjury to authorize the disbarment of the attorney.

2. Where a disbarment proceeding is based upon subornation of perjury, by which a judgment is obtained, testimony of the witnesses alleged to have been suborned, taken before a former referee in an action to set aside the judgment so procured, is admissible in the disbarment proceeding after a large part of such evidence is offered upon the cross-examination.—(Metropolitan St. Ry. Co. vs. Oppenheim, 69 N. Y. Suppl., 524.)

NEW YORK.—Injury at Crossing—Contributory Negligence—Question for Jury.

Plaintiff was injured by defendant's car at 5 o'clock in the afternoon while endeavoring to cross F. Street at a point opposite the westerly line of B. Avenue. B. Avenue runs into F. Street from the south, but does not cross it. Plaintiff walked east along the north side of F. Street until he reached the west crossing of B. Avenue. It was getting dark, but there was still some daylight, and store lights in the vicinity were lighted. Thirty-five feet east of the crosswalk were two wagons, which stood parallel with and near to the curb. The distance from the curb to the west-bound track was 14 ft. While on the sidewalk, plaintiff could only see the tracks easterly for a distance of 75 ft., between the wagons and a coal box on the edge of the curb. He was in a hurry, and was walking fast. Plaintiff testified that before stepping into the street he looked in either direction, and listened, but neither saw nor heard a car; that when half-way to the west track he looked again, and saw no car; and that he continued toward the track, and was struck by the step of a car going west before he placed his foot on the track, and the car ran 50 ft. below the crossing after the accident before it stopped. Held, in an action for injuries, that the question of the company's negligence and of plaintiff's contributory negligence was for the jury.—(Halliday vs. Brooklyn Heights R. Co., 69 N. Y. Suppl., 174.)

NEW YORK.—Costs—Order for Security—Laches.

An action for personal injuries was commenced by the service of summons, and defendant thereafter granted plaintiff seven extensions of time, amounting in all to 115 days, in which to file his complaint. Within the twenty days thereafter in which defendant could have filed answer, he obtained an order requiring plaintiff to give security for costs. Held, that it was error to vacate such order on the ground of laches, since the delay was caused by plaintiff.—(Cooke vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 4.)

NEW YORK.—Collision—Injury to Employee—Motorman's Competency—Constructive Notice—Question for Jury.

Plaintiff's decedent, a street railway conductor, was killed by collision with another car. At the time decedent was standing between the two cars adjusting the fender on his own car, which was illuminated. The motorman of the other car said the accident was due to his defective eyesight; that he could not see decedent; that his sight was seriously impaired, so that he passed people on the street without recognizing them. He had been employed about a year, and had had two accidents before, and had been suspended, but restored, as no complaint was made. He had made no statement to defendant's officers as to his defective eyesight, and the evidence generally went to show his competency. Held, that whether the accident was due to his incompetency, and whether

defendant, by reasonable diligence, could have discovered it, was for the jury.—(Irwin vs. Brooklyn Heights R. Co., 69 N. Y. Suppl., 80.)

NEW YORK.—Judicial Notice—Cobblestone—Waterstone—Pavement—Material—Repair by Street Railway—Same—Injuries—Railroad Liability—Same—Notice by City.

1. The court will not take judicial notice that "waterstone" is the same as "cobblestone," since, if such be a material fact, it might be easily proved, and the absence of proof compels the examination of authorities to ascertain the fact.

2. Where a street railway company has covenanted in its charter to keep the pavement within its tracks and within 3 ft. from each side thereof in repair with the best "waterstone," it is not relieved of liability for injuries caused by its failure to do so by the fact that since the date of the charter the city has changed the material used in the surrounding pavement from waterstone to granite, since the material to be used in the pavement and repairs is only an incident of the primary feature of the covenant, which is to "keep the pavement in repair."

3. Under Laws 1890, c. 365, sec. 98, requiring every street railway company to keep in permanent repair that portion of the street between its tracks and 2 ft. outside thereof, a street railway company owes the public the duty to keep such portion of the pavement in repair, so that a person injured by its failure to do so may maintain a suit for damages against the company.

4. Under Laws 1890, c. 365, sec. 98, requiring street railway companies to keep in repair that portion of the pavement adjacent to their tracks, "under the supervision of the public authorities," and "when required by them to do so," the fact that the city authorities have not notified or requested the company to make repairs in a pavement does not relieve the company from liability for injuries caused by defects therein.—(Doyle vs. City of New York et al., 69 N. Y. Suppl., 120.)

NEW YORK.—Instructions—Modification—Exception—Same—Instructions—Degree of Care—Same.

1. Where the court, in an action for injuries caused a passenger in a street car by a collision, gave an instruction on the part of the plaintiff as to the care required of the motorman, and thereafter modified the charge at the request of the plaintiff, the latter can not take advantage of any error in such modification, especially where no exception was taken thereto.

2. A motorman is only required to use care commensurate with the circumstances, either as they appeared or as they would have appeared in the exercise of ordinary prudence, and is not obliged to exercise the very highest degree of care.

3. An instruction that the motorman was obliged to use a very high degree of care to prevent the collision was properly given, as stating the rule of law applicable to the circumstances.—(Regensburg vs. Nassau Elec. R. Co., 69 N. Y. Suppl., 147.)

NEW YORK.—Appeal—Record—Incompetent Evidence—Partial Proof—Motion to Strike—Subornation of Perjury—Attempt—Counsel—Authority—Instruction—Trial—Preponderance of Evidence—Doubt.

1. In a suit for injuries received while alighting from a street car, plaintiff alleged loss of hearing as one of the injuries received, and introduced evidence of deafness, but no evidence that it was caused by the negligent act complained of. The evidence was objected to, but no motion was subsequently made to strike it out. Held, that the evidence was admissible as partial proof of a material fact, and, though it might have been stricken out when the other part of the proof was not supplied, its presence in the record was not ground for reversal, in the absence of a motion to strike out.

2. Evidence to show that plaintiff's counsel attempted to induce one of the defendant's witnesses to testify falsely is incompetent, when there is nothing to show that the plaintiff was in any way connected with the attempt, since the attorney's authority to act for his client only extends to the doing of lawful acts.

3. Where the court has charged in a civil suit that the plaintiff must establish his case by a fair preponderance of the evidence, it is not error to refuse to charge that, "if they are in doubt after hearing all the testimony, they must give their verdict for the defendant," since, if the meaning of the requested charge is that the plaintiff must prove the disputed fact by a preponderance of the evidence, it is, in substance, contained in the charge given, while, if it is construed to require proof beyond a reasonable doubt, it is improper.—(Hamel vs. Brooklyn Heights R. Co., 69 N. Y. Suppl., 166.)

NEW YORK.—Injury to Passenger—Contributory Negligence—Evidence.

The plaintiff, in an action against a street railway company for personal injuries, testified that he signaled the company's motorman to stop; that the car was stopped, and as he stepped on the

running board the car was suddenly started, and he was carried about 15 ft., and struck by a pillar of an elevated road. He was facing in the direction in which the car moved. Several witnesses testified that the plaintiff jumped on the car while in motion, and swung himself along the running board, and that the conductor warned him when he boarded the car to look out for the pillar. Held, that plaintiff was guilty of contributory negligence.—(Cassio vs. Brooklyn Heights R. Co., 69 N. Y. Suppl., 208.)

NEW YORK.—Injury to Pedestrian—Negligence—Evidence.
A person whose hearing was not good was walking along a footpath near a street car track, and suddenly started diagonally across the track, when an approaching car was about 10 ft. away, and was struck by the car fender. He could not say that he had looked around within five minutes of the time of the accident. He heard no gong. The car was going at from 4 miles to 7 miles an hour, and was stopped within half its length after striking plaintiff. The gong was rung repeatedly from a distance of 250 ft. up to the place of the accident. The car fender was 3 ft. long and extended a little over the track. Held, that a verdict for the plaintiff was contrary to the weight of the evidence.—(Mehrlé vs. Brooklyn, Q. C. & S. R. Co., 69 N. Y. Suppl., 210.)

NEW YORK.—Negligence—Evidence—Jury—Alignment of Track—Same—Contributory Negligence.

1. Where a competent civil engineer testified that defendant's street railway track, at the point where a conductor was thrown from his car and injured, for which suit was brought, was dangerously out of alignment, and three former conductors each testified that he had been thrown from his car at the same point between one and two years before, and that he had verbally reported the occurrence to defendant's predecessor, the question of defendant's negligence was for the jury.

2. A street car conductor was thrown from his car and instantly killed at a point where the track was dangerously out of alignment. There was no one else on the car except the motorman, who did not see the accident. A witness two blocks away saw the conductor thrown from the interior of the car, and the car rock from one side to the other, as though to jump from the rail. Held, that the question of decedent's contributory negligence was for the jury, since the accident could have occurred without any fault on his part, and his having been over the line before did not operate to take the question from the jury.—(Coughlin vs. Brooklyn Heights R. Co., 68 N. Y. Suppl., 1105.)

NEW YORK.—Collision—Ambulance—Right of Way.

A city ordinance provided that an "ambulance of the department of health" should have the right of way in the streets. In an action by plaintiff for injuries sustained in a collision between an ambulance and a street car of defendant in which plaintiff was a passenger, the court charged that the ambulance, which was under the jurisdiction of the department of health, but did not belong to it, had the right of way. Held, error, as such an ambulance was not within the ordinance.—(Dillon vs. Nassau Electric R. Co., 68 N. Y. Suppl., 1098.)

NEW YORK.—Negligence—Contributory Negligence—Evidence—Jury.

Plaintiff's milk wagon was struck by defendant's car while crossing the track at a street crossing where two street railways also crossed. It was before daylight on a dark morning, and traffic was congested at that point. Plaintiff's driver testified that he looked down the track in the line the car should be coming. The car was running uptown on the downtown track, without displaying any headlight or ringing the bell, and struck the rear end of the wagon. Held, that plaintiff's servant was not guilty of contributory negligence, as a matter of law, since at the street crossing plaintiff's and defendant's rights were equal, and, owing to the darkness and congested condition of the streets, the driver was required to watch on three sides, and could not safely look in one direction all the time, and, to take the case to the jury, it was not necessary for plaintiff's servant to swear that he looked every instant of the time.—(R. F. Stevens Co. vs. Brooklyn Heights R. Co., 68 N. Y. Suppl., 1088.)

NEW YORK.—Master and Servant—Assumed Risk.

Plaintiff had been employed for four years in defendant's boiler room, and had seen the construction of the boilers and of a bridge suspended in front of them. He used the bridge, sometimes, once a day, and from the floor could see the entire platform to the bridge, and the space where the platform ended. Held, that plaintiff assumed the risk, and could not recover for injury caused by his falling through the space while making his way from the boilers, where he had gone to shut off escaping steam caused by an explosion.—(Rohan vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 570.)

NEW YORK.—Appeal—Refusal of Instructions—Same—Error Cured.

1. Where plaintiff's negligence was a material issue, the court's refusal to charge that contributory negligence was a bar to a recovery is reversible error.

2. Where the court, in a suit for injuries, instructs that to make defendant liable plaintiff must be free from any negligence, and subsequently refuses an instruction on contributory negligence, to which plaintiff was entitled, error in such refusal was not cured by the previous charge.—(Kearns vs. Brooklyn Heights R. Co., 69 N. Y. Suppl., 856.)

NEW YORK.—Negligence—Injury to Man Crossing Track.

Plaintiff's van was damaged by the defendant's car. The car was standing still about 40 ft. from the crossing when the driver started to cross the tracks, and when the horses were on the track the motorman started the car, which struck the van near the rear end. Two witnesses testified that the car started about 170 ft. from the crossing, and did not stop again. Held, sufficient proof of defendant's negligence and plaintiff's contributory negligence to support a verdict for plaintiff's contributory negligence to support a verdict for plaintiff.—(Stines vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 992.)

NEW YORK.—Negligence—Preponderance of Evidence—Instructions.

In a suit to recover for injuries, the court's refusal of an instruction that, if the evidence was equally balanced on either the question of defendant's negligence or plaintiff's freedom from negligence, they must find for defendant, with the statement, "I will let the jury say," implying that they were to determine the consequences attending evenly balanced testimony, is reversible error.—(Schaefer vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 980.)

NEW YORK.—Husband and Wife—Damages for Negligence—Evidence of Wife's Earning Capacity—Admissibility.

Where a married woman claims damages resulting from negligence, and there is no averment or proof that she labored on her own account, evidence of her earning capacity is inadmissible, since the husband is entitled to her service unless rendered on her sole and separate account.—(Klapper vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 955.)

NEW YORK.—Evidence—Expert Testimony—Sufficient Foundation—Same—Value of Wagon—Opinion of Wheelwright—Hearsay.

1. In an action for damages for injuries to a wagon, where it was shown that plaintiff had bought four wagons, and sold some, during eight years devoted to a business which required continual use of a wagon, there was sufficient proof that he possessed knowledge of the value of wagons, so that his opinion as to the value of the wagon injured was admissible as expert testimony.

2. In an action to recover damages for injuries to a wagon, evidence that a wheelwright told plaintiff that the wagon could not be repaired was not objectionable as hearsay, but was competent proof of a material fact, when introduced for the purpose of showing that plaintiff did not act improvidently in selling the wagon for a nominal sum.—(Haan vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 888.)

NEW YORK.—Passenger—Wrongful Ejection—Same—Boarding Moving Car—Contributory Negligence.

1. Plaintiff and two disinterested witnesses testified that he boarded the front platform of defendant's street car while in motion, and was thrown therefrom by the gripman, and injured, while defendant offered no evidence. Plaintiff had safely boarded the car, intending to become a passenger, and the front platform was not guarded by a gate. Held, that a judgment for defendant was erroneous, since plaintiff was on the car as a passenger, and was entitled to protection from assault by defendant's employees, and, if not entitled to remain because of infraction of the company's rules, only reasonable force should be used in removing him after a refusal to leave.

2. Where plaintiff, intending to become a passenger, boarded the front platform of defendant's street car, and was thrown therefrom by the gripman, while it was in motion, plaintiff's recovery therefor is not prohibited by the fact that he boarded the car while it was in motion, since having placed himself in a position of safety, so far as the movement of the car had any bearing on his injury, such act was not contributory negligence.—(Hart vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 906.)

NEW YORK.—Injury to Passenger—Husband and Wife—Damages—Loss of Wife's Earnings—Medical Expenses.

In an action by a husband against a carrier for injury to his wife from the premature starting of a car she was attempting to board, the husband is entitled to recover for loss of his wife's earn-

ings and for medical expenses furnished.—(Robinson vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 891.)

NEW YORK.—Damages—Verdict.

Plaintiff was injured by being cut on the head by being thrown from defendant's moving car, and he remained under the care of a physician for some time after leaving the hospital. The wound remained open about a month, and he received a shock to his nervous system, suffered pain in his side, and was dizzy all the time. Held, that a verdict of \$1,500 should not be set aside as excessive, after the trial justice has refused to disturb it, nothing appearing to warrant the inference that the jury was actuated by improper motives.—(Donnelly vs. Metropolitan St. Ry. Co., 68 N. Y. Suppl., 1125.)

NEW YORK.—Assault—Injured Feelings—Compensatory Damages—Same—Excessive Verdict.

1. Though an assault consisted simply of laying of hands on the person assaulted, it being committed as part of the process of ejecting the latter from the street car, the jury had a right to award compensatory damages, including the indignity, humiliation, and injured feelings caused thereby.

2. A verdict of \$250 as compensation for indignity, humiliation and injury to feelings received through a technical assault committed in ejecting a person from the street car is excessive.—(Conlon vs. Metropolitan St. Ry. Co., 69 N. Y. Suppl., 653.)

NEW YORK.—Costs—Statutes—Death—Nominal Damages.

Code Civ. Proc., sec. 3228, subd. 3, declares that a plaintiff shall be entitled to costs on the rendering of judgment in his favor in any action under subdivision 3 of section 2863, but declares that in certain actions, not including one under section 1902, if plaintiff's damages do not exceed \$50 his costs shall not exceed his damages; and subdivision 4 declares that, in an action for a sum of money only, other than the actions specified in the previous subdivisions, plaintiff shall not be entitled to costs unless he recover over \$50. An action for death, under section 1902, is one of the actions mentioned in section 2863, subdivision 3. Held, that in an action under section 1902 it was improper to refuse to allow plaintiff a full bill of costs because she only recovered nominal damages.—(O'Connor vs. Union Ry. Co., 68 N. Y. Suppl., 1056.)

PENNSYLVANIA.—Contributory Negligence—Collision with Street Car.

One who checks his horse almost to a stop and looks for street cars as he reaches the house line of a street, and then gives no further attention to cars, but drives on 32 ft., slowly, to allow a wagon to pass in front of him, and goes directly in front of a moving car, is guilty of contributory negligence.—(Burke vs. Union Traction Co., 48 Atl. Rep., 470.)

PENNSYLVANIA.—Injury to Child in Street—Negligence.

A street railway company can not be charged with negligence where its car, going north on Thirty-Eighth Street, ran into a boy 20 ft. north of F. Street, on testimony that the car was going "faster than usual"; that it did not stop or slacken its speed or give any signal at F. Street; that when the boy came running from the north side of F. Street onto the west sidewalk of Thirty-Eighth Street the car was 153 ft. south of the north side of F. Street; and that the boy ran along said sidewalk a short distance, and then into the street, and came in contact with the car between the fender and front steps.—(Miller et al. vs. Union Traction Co., 48 Atl. Rep., 864.)

PENNSYLVANIA.—Appeal—Affirmance.

The direction of a verdict for defendant having been proper because of plaintiff's contributory negligence, though the court may have relied on a wrong reason therefor, judgment will not be disturbed.—(Holmes vs. Union Traction Co., 48 Atl. Rep., 974.)

PENNSYLVANIA.—Collision with Team—Contributory Negligence.

One driving a team loaded with lumber projecting beyond the sides of the wagon is prevented by contributory negligence from recovering for injury from collision with a trolley car coming from the direction in which he was going; he not having seen the car, and, though there was plenty of space for safety, having allowed his horse to wander toward the track, thus bringing the load in collision with the car.—(Morrow vs. Delaware County & P. Elec. Ry. Co., 48 Atl. Rep., 974.)

PENNSYLVANIA.—Injury to Child—Contributory Negligence of Parent.

The case can not be withdrawn from the jury on the ground that plaintiff was negligent in not selecting a proper caretaker for his child, three years and nine months old, or that such person was negligent; if appearing merely that the child went out on the sidewalk, and there was sitting in a chair in charge of a nurse girl; that, unobserved by the nurse, she started across the street; that

the nurse started after her, but, for fear of being hurt by the approaching car, did not cross the track; and that the child turned back and got on the track.—(Koersen vs. Newcastle Elec. St. Ry. Co., 47 Atl. Rep., 851.)

PENNSYLVANIA.—Collision with Child—Negligence.

The question of negligence is properly submitted to the jury in case of a child three years and nine months old, run over by a street car; she having, when the car was standing at the end of its route, and the motorman was about to start it, left a chair on the sidewalk, 300 ft. from the car, and gone across the street, which was but 27 ft. wide, and then turned and walked back to the middle of the track, where she stopped; the car having been but 120 ft. away when she turned and started to recross; the street being free from vehicles and everything that would obstruct the view; there being children playing on the sidewalk; and the motorman not having looked ahead, but to one side, toward a passenger on the front platform.—(Koersen vs. Newcastle Elec. St. Ry. Co., 47 Atl. Rep., 850.)

WASHINGTON.—Passenger—Injuries—Alighting—Contributory Negligence—Negligence—Instructions.

1. Plaintiff was riding at night on one of defendant's cars, and notified the conductor that he wished to get off at a certain street, at which place there was a plank roadway some 40 ft. wide, guarded by railings, and at which the cars were accustomed to stop. The car did not stop until it had passed the street, at a place where there was no protection, and where the track passed over a trestle 12 ft. above the tide flats. The conductor, knowing that plaintiff was going to the power house, pointed toward it, and plaintiff, thinking they were at the usual stopping place, stepped from the car, and started toward the power house, and fell through an unprotected space between the track and the wagon road. Held, that plaintiff was not guilty of contributory negligence.

2. Defendant was guilty of negligence in carrying plaintiff past his destination and landing him at a dangerous place.

3. An instruction as to the care required in maintaining platforms and landings was properly refused.

4. It was not error to instruct that, if plaintiff had made out a prima facie case, he was entitled to a verdict, unless defendant established its affirmative defense by a preponderance of evidence, where the whole of the instruction showed that the court was simply instructing that contributory negligence of plaintiff was an affirmative defense.—(Henry vs. Grant St. Elec. Ry. Co., 64 Pac. Rep., 137.)

WISCONSIN.—Injury on Tracks—Contributory Negligence—Gross Negligence.

1. Where the driver of a wagon, while in plain view of a street car approaching at a speed of from 8 miles to 12 miles, which is shown to be a usual rate, and when within 130 ft. of the car, hurriedly attempts to cross in front thereof, and a collision occurs, though the motorman immediately attempts to stop the car, the driver is guilty of contributory negligence sufficient to authorize a directed verdict in favor of the company.

2. Where a motorman, approaching a crossing with his car running at customary speed of 8 miles to 12 miles an hour, sees the driver of a wagon attempt to cross in front of the car when it is within 130 ft. thereof, and immediately applies the brakes and attempts to stop the car, which is so nearly effected that it stops within a few feet, after a collision with the wagon, the motorman is not guilty of such gross negligence as will authorize a recovery, without regard to contributory negligence of the driver.—(Watermolen vs. Fox River Elec. Ry. & Power Co., 85 N. W. Rep., 663.)

ARKANSAS.—Contributory Negligence—Incompetent Motorman—Defective Cars—Trespassers—Trial—Requested Instructions—Form of Giving.

1. Where all the instructions requested by the parties to an action are plain and simple, and are not misleading, except in so far as the evidence is in conflict, the giving thereof in their entirety, coupled with an introductory statement that they are all assumed to be applicable to the case, and are given one from the standpoint of plaintiff, and one from the standpoint of defendant, is not reversible error.

2. The contributory negligence of the driver of a horse in getting in a place of peril, where the horse is run over by a street car, and the doing of everything in his power by the motorman to stop the car after seeing the danger, do not relieve the company, when the car could have been stopped before the accident, if it had not been defective, or the motorman had been competent.

3. The rule that a railroad company is not liable to trespassers on its tracks for its negligence in employing servants, or in failing to keep machinery in repair, has no application to the liability of a street railroad company for injuries occurring on its tracks, since every one has a right on the streets.—(Little Rock Traction & Elec. Co. vs. Morris, 62 S. W. Rep., 1045.)

FINANCIAL INTELLIGENCE

THE MARKETS

The Money Market

WALL STREET, Aug. 14, 1901.

The principal features of the week in the money market have been the continued increase reported in bank loans and the strength in foreign exchange in close proximity with the gold shipping point. Neither of these circumstances has affected rates, but both of them have a near bearing on the course of the market during the immediate future. The increase of nearly \$8,000,000 in loans coming on top of the expansion of some \$23,000,000 in the same account during the preceding fortnight reflects an unusual demand for credits apart from the usual channels of banking business. Nothing that has occurred in the way of general operations in the security market offers any sort of an explanation. It is apparent that the great financial syndicates which have required a great deal of capital for their enormous schemes during the last six months are not ready yet to pay back what they have borrowed from the banks. On the contrary, foreseeing a more active general demand for money in the autumn, they have sought to anticipate future needs by contracting for long time loans, where these could be negotiated on moderate terms. This has evidently been the main cause for the recent loan expansion, which, in the absence of any fresh transactions of magnitude in the financial world, has mystified most of the Wall Street critics. We learn from private sources, which are highly reliable, that large sums of money were borrowed from several trust companies last week by representatives of syndicates, and that the accommodation was in the shape of six months loans, bearing interest at 5 per cent. Some assurance may be found, however, in the view that while the swelling of the loan and deposit accounts prevents the accumulation of the surplus reserve which had been anticipated at this time, it gives to the large financial interests more power to relieve the market later on when the liquidation of these special credits would be a timely offset to the probable loans in bank cash holdings. As for the position of the exchange market, there is distinct probability that at any time rates may reach high enough to make gold exports profitable. The situation is wholly unusual at this season, and it has compelled financial circles to take the view that the selling of our securities by Europe during the last few months has been much more extensive than had been commonly supposed. It would seem that the credit balance in our favor has been pretty well wiped out, and that even a part of the grain bills which are created in large quantity during the summer have been pre-empted in order to pay for the returning securities. The chances of gold exports are not giving serious concern, because it is felt that such a movement could not be heavy. Meanwhile the flow of gold from the Klondike is a sustaining factor of great importance, while the forwardings of currency from other domestic centers are continuing much later than usual.

Money on call is quoted at $2\frac{1}{4}$ @ $2\frac{1}{2}$ per cent. Time money is 4 per cent for sixty and ninety days, and $4\frac{1}{2}$ per cent for the longer periods.

The Stock Market

Although the entire week's trading in stocks has scarcely amounted to what would have been a good day's business three months ago, it has been a period of unusual interest in the market. The steel strike has passed through the critical stage of uncertainty, where it threatened very serious consequences to the general business of the country, and financial sentiment has responded to the developments very closely. At this writing Wall Street, in common with public opinion generally, has begun to discount the end of the contest. The strike is a failure, so long as the Amalgamated Association is unable to have the co-operation of the union men who refused to obey last week's order to quit work. It now seems merely a question of a short time before those who went out six weeks ago will see the futility of their cause, and be anxious to make the best terms they can with the employers. At all events, the strike, as a disturbing influence in the market, has pretty well lost its power. There remains as the only real point of solicitude, the situation of the corn crop, and the effect upon Western prosperity of the extensive drainage which occurred from the July drought. But here, too, there is a gathering feeling that the recent decline in stocks has fully reflected the worst possibilities which even the loss of 40 per cent of the corn harvest will involve. As we pointed out a week ago, the farmers are exceptionally well fortified this year to withstand the partial failure of the crop. They have freed themselves from debt, and amassed large savings during the last few years. They will have a wheat

harvest second only in size to the one of 1898, and they are assured of unusually high prices, both for their wheat and corn. These facts support the opinion that the consumptive ability of the agricultural regions will not be materially lowered, and that in consequence neither trade nor railroad earnings will suffer any important loss. The West will be less prosperous than it would have been had the corn failure not occurred. But it will probably be able to retain the full measure of the prosperity which it has enjoyed during the past year. In other words, the farming communities have lost a further advantage in their economic position which six weeks ago they stood to gain, but this does not mean that their condition will deteriorate from what it is now. The market has begun to reflect this view in a general recovery of security prices, and a growing sentiment that the period of depression is over. It remains to be seen what will be done in the way of positive improvement when the speculation gets out of the rut into which it has fallen. Apparently stocks are in much stronger hands than they were at the beginning of the summer, and judging by all former experience, the recent buying has been by people who look forward to selling out later on at higher prices.

The local traction stocks are so wholly identified with the general market movement that they scarcely call for any individual comment. It is generally felt that their present quotations are about what the securities are entitled to on their showing of earnings. If they are to reach again the high prices of two months ago, it will be purely the result of speculative operations. Metropolitan and Manhattan are more closely held than at any previous period perhaps in their history. Judging from the same technical standpoint, the position of Brooklyn Rapid Transit stock is also uncommonly strong.

The Curb Market

There have been no transactions in the outside traction specialties during the week, which has been the dullest of the season in all classes of curb securities. The only changes are those recorded in the daily bid and asked quotations of the specialists. New Orleans common is down to 27 from $27\frac{3}{4}$ a week ago. Columbus Street Railway advanced from $45\frac{1}{2}$ to 46. The bid prices on the St. Louis stocks were also raised fractionally, the common from 26 to $26\frac{1}{2}$, and the preferred from $79\frac{1}{2}$ to $79\frac{3}{4}$. All other quotations are the same.

Philadelphia

The feature of the week in the Philadelphia traction dealings has been the advance in Indianapolis Street Railway stock. From 34, the bid figure last Tuesday, it rose by successive steps to 41 on Saturday, on a fairly large volume of transactions. The movement is similar to the one which occurred two months ago, and, like the former one, it has apparently been conducted by interests close to the management. The only explanation for the rise is the previous rumor that a consolidation deal is impending in the Indianapolis street railway field. Sympathetic strength has been shown in the 4 per cent bonds of the road, which have risen from 81 to 82 on transactions of \$9,000 par value. Union Traction, after holding about stationary at $26\frac{1}{2}$, has advanced during the last day or two to $26\frac{3}{4}$. There was a good deal of speculative selling on the news that the employees had presented a set of grievances to the company, but it is now pretty well assured that there will be no strike. This assurance was reflected in the late recovery in the stock. Philadelphia Traction is down slightly on the week, at $95\frac{3}{4}$. American Railways, after selling at $39\frac{1}{2}$, rallied to 40. An odd lot of Pittsburgh Traction preferred sold at 59, against $60\frac{1}{4}$ the last previous sale. Railways General was very steady around $2\frac{1}{2}$. The recent strength in this stock is in anticipation of the probable decision of the stockholders at the meeting on Sept. 10 to reduce the capital from \$1,500,000 to \$1,200,000. Four shares of new \$10-par stock will be given for each ten shares of the old \$5 par. It is thought that with this reduction in valuation, the company will be able to pay a 4 per cent dividend on the new stock. This week's dealings in traction bonds have been light, with the exception of those in Indianapolis 4s, already noted. There were \$1,000 Second Avenue, of Pittsburgh, 5s sold at $118\frac{1}{2}$, and scattered sales of Electric-People's Traction 4s were recorded at from 96 to $96\frac{1}{2}$.

Chicago

Dealings in Chicago traction stocks have again been small this week, and generally there is little change in prices. The announcement that the negotiations for the control of the Suburban Railroad by the Metropolitan had been definitely dropped had no ef-

fect upon the price of Metropolitan shares. They have held about stationary during the week. Nothing also has been done in Northwestern Elevated stocks. In view of the company's recent acquisition of the Union Loop, it is interesting to observe that for the six months ending June 30, earnings of the latter property increased over last year \$28,000. Traffic on the other roads, both surface and elevated, continues to show gratifying gains, and holders of the stocks are encouraged, although speculators are paying little attention to them. The only manifestation of speculative activity at all during the week was the rise in Lake Street Elevated from 12½ to 13 on a fair amount of trading. A great deal of interest attaches to the contest now going on between the stockholders of the present South Side Elevated and the stockholders of the old "Alley L" to determine the legal status of the road. The present company is having trouble with its franchise, owing to the decision of the corporation counsel that it can not lawfully operate under it because the stipulation was originally made that the franchise could not be transferred. The effect of this decision, if it stands, will be to put the road back into the hands of the old "Alley L" stockholders. But the new stockholders claim that eventually the dispute will be settled in their favor. In the meantime the City Council refuses to sanction the project of a third track, although the South Side company has received all the necessary signatures of property owners assenting to the plan.

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	Aug. 6	Aug. 13
American Railways Co.	48¾	27	40	40
Boston Elevated	192	b95	180	178
Brooklyn R. T.	88¾	47½	73	74½
Chicago City	285	200	200	201
Chicago Union Tr. (common).....	15½	15½
Chicago Union Tr. (preferred).....	58	58
Columbus (common)	48	20	45½	46
Columbus (preferred)	103	80	102	102
Consolidated Traction of N. J.....	69½	57	66	66
Consolidated Traction of N. J. 5s.....	110	..	109	109
Consolidated Trac. of Pittsburgh (common).....	30¼	20¼	20½	21
Indianapolis Street Railway	41	15	34	40½
Lake Street Elevated	16¼	6½	12½	13
Manhattan Ry.	131¾	84	115	117¼
Massachusetts Elec. Cos. (common).....	43¾	15	37¾	38½
Massachusetts Elec. Cos. (preferred).....	96	70	92½	92¾
Metropolitan Elevated, Chicago (common).....	37½	24½	36	35½
Metropolitan Elevated, Chicago (preferred).....	94	76	92½	93
Metropolitan Street	182	143¾	163	166¾
Nassau Electric 4s	97½	..	97½	97½
New Orleans (common).....	33½	18¼	27¼	27½
New Orleans (preferred)	108	90	100	100
North American	*106	*74	97	99¼
North Jersey	36	21	22¾	22¾
Northwestern Elevated, Chicago (common).....	52	..	47	47
Northwestern Elevated Chicago (preferred).....	97½	..	92	92
Rochester	31½	12	25	25
St. Louis Transit Co. (common).....	35	16½	26	26½
South Side Elevated (Chicago).....	119	93	108	105
Syracuse (common)	b22	10½	22	22
Syracuse (preferred)	b65	25	62	62
Third Ave.	135½	45¼	120	122½
Twin City, Minneapolis (common).....	97	58½	94	97
United Railways, St. Louis (preferred).....	82	..	79½	79¾
United Railways, St. Louis, 4s.....	91½	..	89	89
Union Traction (Philadelphia).....	40¾	24¼	26½	26¾
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

It is too early to judge yet awhile what effect the better outlook during the last few days in the strike will have upon the iron and steel market. The latest information is that conditions are very much unsettled, with both buyers and sellers disinclined to do anything until the immediate relations of demand and supply can be more definitely gaged. The steel plants which are in operation have all the work they can do for the present in filling the old orders which had accumulated. This affords a fair volume of business, and prices are well maintained. But it is entirely a temporary situation, which may be charged at any moment, according to the character of the developments in the strike. The fact that the labor leaders have met with scant success in their efforts to extend the area of disturbance should have a reassuring influence, and if there is no turn for the worst, the tendency will doubtless be

toward a return to the satisfactory conditions which existed before the labor outbreak occurred six weeks ago.

Quotations are as follows: Bessemer pig iron, \$15.25; steel billets, \$24; steel rails, \$28.

Metals

Quotations for the leading metals are as follows: Copper, 16½ cents; tin, 27¼ cents; lead, 4¾ cents; spelter, 3.95 cents.

SAN FRANCISCO, CAL.—J. T. Blackwell and G. R. Webb, representing the Baltimore syndicate which purchased the San Francisco & San Mateo Electric Railway, are again in San Francisco. Their purpose, it is said, is to close the option on the Sutter Street Railway and the Sutro Railroad. The option amounts practically to a contract to buy the two roads for about \$1,800,000, it is said. The Sutter Street Railway has a bonded debt of \$900,000, and has issued \$2,000,000 worth of stock. The valuation of the Sutro Railroad is placed at \$570,000. The plan of the intended purchasers is to consolidate the lines and electrify that part of the Sutter Street Railway extending from Polk Street west to Central Avenue. Power to operate this line can be furnished from the station of the Sutro Railroad at the Cliff.

OAKLAND, CAL.—The purchase of the Oakland, San Leandro & Haywards Electric Railway by the Oakland Transit Company was finally consummated July 31, and the following day, Aug. 1, new directors were elected, the election of officers being deferred until a future date. The following officers resigned from the directorate of the Oakland, San Leandro & Haywards Electric Railway: William Meek, W. J. Landers and E. B. Stone; and the following representatives of the Oakland Transit were elected as their successors: E. A. Heron, F. C. Havens and W. F. Kelly. The sale of the road was perfected by the purchase of the stock of G. W. Henshaw, who had recently secured a two-thirds interest in the company. Mr. Henshaw has not made the purchase figures public, and the Transit interest refuse to divulge the details. The Oakland, San Leandro & Haywards Electric Railway will be improved just as soon as the new owners can get material to improve it with. There will be, of course, an abandonment of parallel lines. For instance, the Alameda and the Haywards line run parallel. The Alameda line can use the Haywards track and the expense can be divided between both. The company will not be formally consolidated.

BUFFALO, N. Y.—The International Traction Company reports earnings as follows:

	1901	1900
June		
Gross receipts	\$393,684	\$213,823
Operating expenses	192,264	106,174
Earnings from operation	\$201,420	\$107,649
Receipts from other sources	15,520	4,915
Gross income	\$216,940	\$112,564
Fixed charges	94,098	65,348
Net earnings	\$122,842	\$47,216
Quarter ending June 30	1901	1900
Gross receipts	\$922,639	\$615,306
Operating expenses	485,899	333,927
Earnings from operation	\$436,740	\$281,379
Receipts from other sources	30,153	16,065
Gross income	\$466,893	\$297,444
Fixed charges	272,563	221,844
Net earnings	\$194,030	\$75,600
Fiscal Year Ending June 30		
Gross receipts	\$3,092,016	\$2,545,739
Operating expenses	1,587,407	1,348,727
Earnings from operation	\$1,504,609	\$1,197,012
Receipts from other sources	110,185	75,636
Gross income	\$1,614,794	\$1,272,648
Fixed charges	1,030,434	901,337
Net earnings	\$584,360	\$371,311

LONG ISLAND CITY, N. Y.—The New York & Queens County Railway Company reports earnings as follows:

	1901	1900
Quarter ending June 30		
Gross receipts	\$142,506	\$134,290
Operating expenses	66,241	61,319
Earnings from operation	\$76,565	\$72,971
Receipts from other sources	1,313	1,494
Gross income	\$77,878	\$74,465
Fixed charges	43,389	44,509
Net earnings	\$34,489	\$29,956

BUFFALO, N. Y.—The reports which the Buffalo and Crosstown Street Railway Companies sent to the Comptroller of Buffalo last week show the gross earnings of those companies for the year ended on June 30 as follows: Buffalo, gross receipts, \$1,841,549.24; percentage to city (at 3 per cent), \$55,246.48, which is over \$4,000 more than the total received from the two companies and the Traction Company last year. Crosstown, gross receipts,

\$553,387.38; percentage (at 3 per cent), \$16,601.62. Total gross receipts of the two companies, \$394,936.62.

ALBANY, N. Y.—The United Traction Company reports earnings as follows:

Table with 3 columns: Quarter ending, 1901, 1900. Rows include Gross receipts, Operating expenses, Earnings from operation, Receipts from other sources, Gross income, Fixed charges, and Net earnings.

WILMINGTON, N. C.—The foreclosure sale of the property of the Wilmington Street Railway Company is advertised to occur Oct. 7 at Wilmington. The sale of the property is the result of proceedings instituted by the Morton Trust Company, of New York.

CLEVELAND, OHIO.—Hon. Luther Allen, president of the Toledo & Western Railway Company, denies the report that his company has given an option to the Everett-Moore syndicate. He states that the relations between his company and the syndicate are most cordial, but there is no intention of a consolidation. The Toledo & Western is laying rails at the rate of 2-3 of a mile a day, and the line shortly be in operation to Lyons.

TOLEDO, OHIO.—The property of the Toledo Traction Company was transferred to the Toledo Railways & Light Company, a part of the Everett-Moore syndicate, and the financial details completed Aug. 10. The consideration was \$9,000,000. It has been announced that \$1,000,000 will be expended on the improvement of the property.

HAMILTON, OHIO.—The Southern Ohio Traction Company reports earnings as follows:

Table with 3 columns: Year, 1901, 1900. Rows include July, Gross receipts, Operating expenses, Net earnings (Jan. 1 to Aug. 1), Gross receipts, Operating expenses, and Net earnings.

AKRON, OHIO.—The Northern Ohio Traction Company reports earnings as follows:

Table with 3 columns: Period, 1901, 1900. Rows include Six months ending June 30, Gross receipts, Operating expenses, Earnings from operation, Fixed charges, and Net earnings.

Parties well informed regarding the property estimate that the company will earn \$600,000 gross. Operating expenses and fixed charges have been placed at \$510,000. This would leave net earnings of \$90,000.

PHILADELPHIA, PA.—A meeting of the stockholders of the Railways Company General has been called for Sept. 30 to vote on the proposition to reduce the capital stock of the company from \$1,500,000 to \$1,200,000. The plan is to give four shares in a new \$10 paid stock for ten shares of the present \$5 paid stock; to exchange on the basis of 80 per cent for each 100 per cent of present holdings.

NORRISTOWN, PA.—The Lehigh Valley Traction Company announces that, on Sept. 1, a new wage scale will go into effect, giving the men an increase. The new scale will give the men 16 cents an hour the first year, 17 cents the second, 18 cents the third, 19 cents the fourth, and 20 cents the fifth year and thereafter. The new arrangement also provides that no man shall work more than eleven hours a day.

PARKERSBURG, W. VA.—The Parkersburg Gas, Electric Light & Power Company and the Parkersburg & Marietta Street Railway Company have been consolidated as the Parkersburg Interurban Street Railway Company.

TORONTO, ONT.—William McKenzie, president of the Toronto Street Railway Company, has purchased the Metropolitan Electric Railway, which is capitalized at \$500,000, and has outstanding \$500,000 bonds. It is supposed that the purchase has been made with a view to consolidating the two properties. The Metropolitan Electric Railway is 30 miles long, extending from Toronto, where it connects with the electric lines extending into the city, north to Newmarket. The company has its own power station, which is located at Bond Lake, 18 miles from Toronto. The road is well equipped. It operates an electric locomotive to haul freight.

HULL, QUE.—The Ottawa, Northern & Western Railway Company has purchased the Hull Electric Railway, which is operated between Ottawa and Aylmer. The purchase price is said to have been \$1,000,000 in cash, with an amount of bonds not given. In acquiring this road the Ottawa, Northern & Western Railway will be relieved of the necessity of building a line in connection with its Pontiac Division, as the company will run its trains over the lines of the Hull Electric Railway.

Tables of Recent Traction Earnings

Table with columns: NAME, LATEST GROSS EARNINGS (Week or Month, 1901, 1900), LATEST NET EARNINGS (1901, 1900). Rows list various traction companies and their earnings for specific months and years.

Table with columns: NAME, GROSS FROM JULY 1 TO LATEST DATE (Period Ending, 1901, 1900), NET FROM JULY 1 TO LATEST DATE (1901, 1900). Rows list various traction companies and their gross and net earnings from July 1 to the latest date.

* Nine months. † Caused by strike of employees. a From Jan. 1. b Three months. c Ten months. d Five months.

NEWS OF THE WEEK

CONSTRUCTION NOTES

BIRMINGHAM, ALA.—It is understood that the Birmingham Railway, Light & Power Company will extend its line from North Birmingham to Lewisburg, a distance of 4 miles, and its Gate City line to Irondale, a distance of 2 miles.

BESSEMER, ALA.—A franchise has been granted by the City Council for a street railway through the city. The line is to be about 20 miles in length. The franchise was granted to R. F. Hanneman, to be delivered to the Steel Cities Railway Company. John R. Kennedy is representing the company in Birmingham.

HUNTSVILLE, ALA.—The property of the Huntsville Electric & Railway Company has been transferred to the new owner, A. L. McSweeney, of New York. It is understood that the new owner proposes to extend the system throughout the city and to put the lights into many more places.

WILMINGTON, DEL.—The Wilmington City Railway Company is pushing the work on its new suburban line, which is to connect Newport and Stanton with Wilmington, and it is likely that cars will be in regular operation between Wilmington and Newport by Sept. 15. Stanton will be connected as soon thereafter as possible, and there is a probability of the line being built as far south as Newark in the near future. The company is also interested in a line to West Chester, Pa., which may be begun in the fall. As the company owns the controlling interest in the Wilmington & Great Valley Turnpike Company, there is no trouble about the right of way. The company's new power house, at the foot of Buena Vista Street, on the north side of the Brandywine, is being built as rapidly as possible, and will probably be ready for use a month hence.

FRANKLIN IND.—The Indianapolis, Greenwood & Franklin Railroad Company has decided to extend its line from Franklin to Columbus. The power house will be removed from Greenwood and erected at Edinburg, where land is offered free and where there is an abundant water supply. The company has taken a five-year lease of Greenwood Park, and will make important improvements.

INDIANAPOLIS, IND.—Work is progressing rapidly on the Indianapolis & Martinsville line. President Charles F. Smith says cars will be running before Jan. 1.

WABASH, IND.—The Wabash Traction Company formally opened its new line for business Aug. 3. The occasion was celebrated in both Wabash and Peru, terminal cities of the line. At Boyd's Park, at Rech Valley, city officials, newspaper men and invited guests were banqueted by the officials of the road. Cars are now running on a thirty-minute schedule.

KNIGHTSTOWN, IND.—Surveys have been made, franchises secured and a considerable portion of the right of way purchased for the proposed electric railway from New Castle to Knightstown. The promoters of the enterprise are proceeding as rapidly as possible, but do not expect to begin construction work until next year. The line will run 5 miles on the old National road, and that portion of it will be on the line of the proposed road between Indianapolis and Richmond, or Dayton. The line will connect at Knightstown with the Indianapolis & Greenfield Rapid Transit Company's line, which is to be extended to that point within the next few months, and will also connect with the proposed electric railway from New Castle to Muncie. This will give a through connection between Muncie and Indianapolis, between Muncie and Richmond, and between Indianapolis and Richmond. The fact that the promoters of the road had investigated the new Edison storage battery, with a view to its adoption, led to the circulation of the report that the road would be operated by storage batteries. The promoters would no doubt adopt the system if its merits could be thoroughly proved. Albert D. Ogborn, of New Castle, is interested in the project.

COLFAX, IA.—At a special election held in this city Aug. 6 the proposition to vote a 3 per cent tax in aid of the Des Moines, Colfax & Eastern Electric Railroad, and to grant a twenty-five-year franchise to the said company, was carried by 268 majority. A like franchise and tax had already been voted by the citizens of Newton, and it now seems certain that the other towns and cities through which this line will pass will support the project. It is the desire of the company to commence the work of grading this fall. The line, when completed to Newton, will be about 32 miles in length, and will parallel the Rock Island Road the entire distance. Capitalists of Cleveland, Ohio, are interested in the company.

LEXINGTON, KY.—The Georgetown & Lexington Traction Company has been incorporated, with a preliminary capital of \$5,000. The company proposes to construct an electric railway from Georgetown, extending through Scott and Fayette Counties to Lexington, a distance of 12 miles, and to furnish power for light, heat and manufacturing purposes. The incorporators of the company are: Bailey D. Berry, William Adams, II. P. Montgomery, Guy W. Mallon and Terrell Thompson.

THIBEAU, LA.—Application has been made for a franchise for the construction of an electric railway here.

NEW ORLEANS, LA.—The New Orleans & Pontchartrain Railway Company has completed its organization. The capital stock of the company is \$350,000, and its purpose is to construct a railway in Orleans, Jefferson and St. Bernard Parishes. George S. Kausler is president of the company, and others interested are: William H. McAfee, George E. Heath, Walter E. Walmsley, Henry Baldwin and others.

UXBRIDGE, MASS.—The Railroad Commissioners have approved the construction of the Uxbridge & Blackstone Street Railway. The road will extend through Linwood, Whitinsville, Millville, Calumet, Hecla, Elm Dale and Uxbridge. At Millville connections will be made with the Woonsocket

system. Taylor & Tylee, of Worcester, hold the contract for constructing the road.

GARDNER, MASS.—The Mt. Wachusett Street Railway Company, which proposed to construct an electric railway up Mt. Wachusett, has perfected its organization, and the construction of the line will probably begin at an early date. The entire capital stock has been pledged, but only a portion of it has been subscribed and paid in. The officers of the company are: F. S. Coolidge, of Fitchburg, president; E. F. Blodgett, of Leominster, vice-president; James A. Stiles, of Gardner, treasurer and clerk. The officers of the company and W. S. Reed and George R. Damon, of Leominster, constitute the board of directors.

CONCORD, MASS.—The Concord & Boston Street Railway was formally placed in operation Aug. 3. The line extends from Waverly to Waltham, 2½ miles of line being completed. The road is to be leased for the present. The general contract for construction work was awarded to the Massachusetts Engineering Company, but this was sub-let, the contract for the track work being placed with F. T. Ley & Company, and that for the rails being awarded to the W. H. Perry Company. The company is capitalized at \$50,000, and the officers are: Charles S. Wheeler, of Lincoln, president; Erastus H. Smith, of Concord, Mass., vice-president; Claude F. French, of Boston, secretary; George A. Sweetser, of Boston, treasurer.

GRAND RAPIDS, MICH.—The Grand Rapids, Grand Haven & Muskegon Railway Company reports that work is proceeding rapidly on its power house at Fruitport, which is nearly completed. Eighty per cent of the roadbed is said to be graded, the trestle across Mona Lake being well under way, and it is expected that the work of laying the rails will begin within a very short time.

LANSING, MICH.—The Lansing, St. Johns & St. Louis Railway is practically completed from Lansing to St. Johns. A special train has been run over the line, carrying the directors of the company on a tour of inspection.

GRAND RAPIDS, MICH.—The Grand Rapids, Ionia & Belding Railway Company has been organized for the purpose of building an electric railway from Grand Rapids, through Lowell, Saranac and Ionia, to Belding, passing through a well-settled and prosperous farming community. The capital stock of the company is \$100,000. Thomas F. Carrol, of Grand Rapids, is president of the company; Wallace Franklin, of Detroit, treasurer, and Joseph Kerwin, of Grand Rapids, secretary.

ALBION, MICH.—The Boland-Flynn syndicate has incorporated the Calhoun County Railway Company for the purpose of building a section of its Detroit-Chicago line near Albion. Work will be begun immediately and will extend both ways, reaching from Jackson to Battle Creek, through Parma, Albion, Marshall and Marengo. That portion of the line between Grass Lake and Chelsea has been completed, and will be in operation within a very short time. This is the portion of the line on which the third rail is to be used. It is reported that the Western Michigan Traction Company, recently organized in the State of Michigan, provides for the connecting link on the line of the Detroit & Chicago Traction Company between Chicago and Detroit, and that the road will begin operation from Detroit to Benton Harbor on May 1, 1902. The rate of fare from Benton Harbor to Detroit, across the entire State of Michigan will, it is said, be only \$2. With the completion of this line and the Boland line there will be two electric lines paralleling the Michigan Central Railroad from Detroit to Jackson. Competition will undoubtedly be somewhat lively.

MINNEAPOLIS, MINN.—The Twin City Rapid Transit Company is constructing a dam across the Mississippi River at Koon's Rapids, above the city of Minneapolis. Authority to dam the river at the point mentioned was obtained by the company at the last session of Congress, and the franchise is a most valuable one. It is said that the construction of the dam will cost \$600,000.

YAZOO, MISS.—A company of capitalists has asked a charter to construct an electric railway system at Yazoo City. The same company desires also to put in an electric light plant, waterworks and sewers.

JOPLIN, MO.—Engineers and promoters of the proposed Mineral Cities Electric Railway Company, which is to connect the lead and zinc fields of Southwest Missouri and Southeast Kansas with the Kansas coal belt and the Southwest Missouri Electric Railway, admit that the latter company is now interested in the proposed line, and will doubtless build a part, and probably all, of the line. The Southwest Missouri Electric Railway connects Carthage, Cartersville, Prosperity, Webb City, Joplin, Central City, Mo., and Galena and Empire, Kan., making a line 41 miles in length. If all of the proposed line is built it will run from Joplin, Mo., to Empire, Columbus, Turk, Scammon, Weir City, Cherokee, Pittsburgh, Cornell, Yale and terminate at Nunden, Kan., 61 miles of road in all.

ST. LOUIS, MO.—The St. Louis, St. Charles & Western Railroad Company was opened to St. Charles Aug. 4. The road will haul freight, as well as passengers. The freight will be shipped to the Eastern terminus of the line in Wellston, and then hauled to the downtown section in wagons.

OMAHA NEB.—In anticipation of applications for franchise rights in this county, the County Commissioners have had prepared a regular form of franchise which they propose to offer promoters. The new franchise provides that \$1 is to be paid for the franchise; that plans are to be made and maps filed with the county authorities within six months of the granting of a franchise; that at least 10 miles of line be completed in a year; that the entire road be completed in two years, and that the county shall have the right to purchase the road at the end of twenty-five years. A bond of \$25,000 is also to be required to insure the faithful performance of the obligations.

OLEAN, N. Y.—The Olean Street Railway Company is building a new steel bridge on its line at Portville. The steel work is being furnished by the National Bridge Company, of New York.

UTICA, N. Y.—The Council has received an application from the Interurban Traction Company for a franchise for the construction of an electric railway over a specified route. Little is known of the new company, but in its application it is certified that the company has been duly incorporated under the laws of New York. The application is signed by E. Rebell, president of the company. The company proposes to give a 3½-cent fare during certain hours.

NEW YORK, N. Y.—Plans for the erection of three sub-stations and one repair shop have been filed by the Manhattan Railway Company with the Department of Buildings. The estimated cost of the buildings is \$133,000.

SARATOGA, N. Y.—A resolution granting the Saratoga Traction Company the right to construct electric railway lines through Saratoga Springs has been adopted by the Council of Saratoga Springs.

ROCHESTER, N. Y.—Chambers & Casey have been awarded the contract for the erection of the new repair shops of the Rochester Railway Company. The building is to be completed by November, and it is said that cost of construction and equipment will be between \$30,000 and \$40,000. The site of the shops is to be the lot on which stood the old St. Paul Street car houses, which have been torn down to make room for the new buildings. The shops will be of brick, 166 ft. front, by 191 ft. deep, and one story high, with the exception of Master Mechanic Green's department. Mr. Green will have offices on the second floor. There will be a deep basement in which will be the steam-heating apparatus. The building has been planned with a view to securing excellent light. The repair shop, armature room, machine shop, carpenter shop and paint shop will be on the side of the building, and the storeroom will be in the center, so that stores can be reached from any working department of the building.

YONKERS, N. Y.—The Yonkers Police Board has notified the Yonkers Electric Railway Company that it must place fenders on its cars running in the city before Aug. 12 next or be summarily dealt with.

STATEN ISLAND, N. Y.—The Southfield Beach Railroad, between South and Midland Beaches, which, according to contract, was to have been finished by July 1, was completed July 6, with the exception of a few points which President J. H. Swinarton considered unsafe, and which were ordered to be put in proper condition. An entirely new roadbed had to be built, and it was no easy job to get it in proper shape. The cars for the new line are all ready, and president Swinarton expects to have them running this week. The new line, by transferring passengers to the Rapid Transit system at South Beach, will enable people to get from Midland Beach to St. George in twenty-five minutes, whereas it now takes much longer via the Midland Road.

TOLEDO, OHIO.—The Toledo, Columbus, Springfield & Cincinnati Railway Company was formally incorporated Aug. 8, with \$100,000 capital stock, to build and operate an electric railway between Toledo and Columbus, passing through the counties of Lucas, Wood, Henry, Putnam, Allen, Anglaize, Hardin, Logan, Champaign, Union, Madison and Franklin. The company had, previous to its incorporation, perfected its organization and done much toward the construction of the road. Most of the rights of way and franchises have been secured for the lines between Toledo, Lima and Columbus, and construction work is under way between Westminster and Lima. Grading is progressing between Roundhead and Huntsville, and the work of construction between these points will be begun at once. The directors of the company are: William P. Heston, Claud Wyant and S. C. Heston, of Toledo; C. H. Wells, of Milwaukee; Ellis Bartholomew, of Youngstown; I. N. Covault, of Sidney; X. H. Hollar, of Lima; E. M. Hamilton, of Bellefontaine, and Hon. A. F. McCormick, of Columbus. The officers of the company are: Ellis Bartholomew, president; C. H. Wells, first vice-president; A. F. McCormick, second vice-president; I. N. Covault, secretary; William P. Heston, treasurer; Ellis Bartholomew, general manager; Claud Wyant, general counsel; Ellis Bartholomew, William P. Heston, C. H. Wells, E. M. Hamilton and Hon. A. F. McCormick, executive committee.

LEBANON, OHIO.—Paul Crosby, president of the Cleveland & Cincinnati Traction Company, has brought suit against the Warren County Commissioners to appropriate a right of way over the Springboro Pike through the county. Mr. Crosby claims that the company was organized under the general railroad laws of Ohio, which do not require the consent of the property owners or the consent of the commissioners to a franchise.

CLEVELAND, OHIO.—The Cleveland Electric Railway Company is making some important improvements at its central power station. All of the old return tubular boilers have been torn out and fourteen 260-hp Sterling boilers are being installed. Work has been started on another large addition, which completely fills the present building site. Last week contracts were closed for a 1600-kw General Electric generator and a 2500-hp Cooper-Corliss cross-compound non-condensing engine. The work on the storage battery auxiliary station previously referred to is being rushed.

BOWLING GREEN, OHIO.—The Lake Erie, Bowling Green & Napoleon Railway Company may decide not to build through this place. The Council insists that concrete girders shall be used in laying the track and that iron poles shall be used. The railroad people claim that iron poles are not practical on account of the high voltage to be used, and they also insist that concrete girders in place of wooden ties will not give satisfaction. Engineers and right of way men have been called in pending a settlement.

TOLEDO, OHIO.—It is currently reported that a compromise has been affected between the Toledo & Bryan Air Line and the Toledo & Indiana Railway, so that only one line will be built between Toledo and Bryan. The nature of the deal that is supposed to be pending is not known.

CINCINNATI, OHIO.—H. H. Becketl, A. Faber and others, of Cincinnati, who are owners of the Louisville, Anchorage & Pewee Valley Electric Railway, now building the pioneer traction line of Kentucky, are promoting a project to build a system of roads to extend from Marysville to Louisville, following the Ohio River, with a network of spur lines extending to a number of prosperous towns in the Ohio Valley.

SANDUSKY OHIO.—The City Council has passed new twenty-five-year franchise ordinances for the Sandusky & Interurban Railway and the Sandusky, Norwalk & Southern Railway, which operate the city lines and which are owned by the Everett-Moore syndicate, of Cleveland. The companies agree to lay new rails, to build certain extensions and to sell six tickets for 25 cents. Work is to be completed within one hundred days, and the company gave bond of \$10,000 to insure the work.

CLEVELAND, OHIO.—The Everett-Moore syndicate proposes to establish on Lake Erie, so it is said, four, and possibly more, summer resorts similar in character to Coney Island. The Cleveland *Leader*, which gives a member of the syndicate as authority for the announcement, says: "All manner of attractions will be at hand. There will be 'loop de loops,' 'shoot the chutes,' 'revolving chairs,' 'carousals,' elephants that are harmless and give one an airy ride, racing ponies that refuse to run, vaudeville shows, 'wonderlands,' mutoscope halls and other attractions. Not only these. There would be a magnificent bathing beach and boating and fishing. Simultaneous with the establishment of this will come the establishment of similar resorts at Ottawa, 12 miles out of Toledo; one at Cedar Point, just this side of Sandusky; one at Avon, 6 miles west of Rocky River, and probably one at a point within easy riding distance of Detroit. The Willoughbeach resort will be the principal one established. This place has a beach between 4000 ft. and 5000 ft. long. The Ottawa resort, just out of Toledo, has a beach 7000 ft. long. The beach at Avon is not so extensive. The combined parks represent several thousand acres of land, and are actually owned at the present time by the syndicate. Cedar Point is neither owned nor controlled by the Everett-Moore syndicate, but is operated by people who are in perfect accord with the members of the syndicate."

SPRINGFIELD, OHIO.—On July 30 George H. Fry, Jr., was granted a franchise by the Council for an interurban electric railway from Springfield to Hillsboro, a distance of 60 miles.

CLEVELAND, OHIO.—The Lake Shore Electric Railway Company has been incorporated to construct and operate an electric railway from Cleveland to Toledo. The incorporators of the company are: B. Mahler, F. W. Coen, D. G. Jaeger, A. M. Synder, E. M. Gronemyer and L. M. Hildreth. The incorporation is said to be the first legal step in the plan to merge all the Everett-Moore electric lines into one big company. The Lake Shore Electric Railway Company is a consolidation of the Toledo, Fremont & Northern, Lorain & Cleveland, Sandusky & Interurban, and Sandusky, Norwalk & Southern roads, all Everett-Moore properties. A stretch of track 4 miles long is now under construction at Huron, and when this is completed the company will have a through line from Cleveland to Toledo. This will be finished about Oct. 1. The syndicate will also have the Toledo-Detroit line completed about the same time, so that cars can be run from Cleveland to Detroit. The actual capital stock of the Lake Shore Electric Railway Company, it is understood, will eventually be \$4,500,000.

XENIA, OHIO.—The Pennsylvania Railroad Company is preparing to equip its Springfield & Xenia branch with electricity. Though at first only its passenger traffic will be driven by electricity, it is hoped to develop electric power ultimately to haul all its freight.

CLEVELAND, OHIO.—Horace W. Ward, an attorney, has opened an office in this city for what he calls the "Cleveland branch of the United Traction Company." He is mailing confidential letters to prominent people, soliciting small subscriptions to the stock of the company, which he claims is to build and operate a number of 3-cent fare lines over routes in the city of Cleveland. Mr. Ward claims that the company will be capitalized at \$10,000,000 under the laws of New Jersey, and states that franchises for 3-cent roads are to be asked for in several large cities. He declines to name any of the people interested in his project.

GALION, OHIO.—The Ohio Central Traction Company has just received twenty-two cars of rails for its extension to Crestline. Grading has been completed, and tracks will be laid at once.

CLEVELAND, OHIO.—The project of a new city crosstown line to operate on Doan Street has been revived. Horace A. Wood is the promoter of the new project, and he has applied to the Council of Glenville for a franchise. If he secures this, he will apply to the Cleveland City Council.

HAMILTON, OHIO.—The promoters of the Hamilton & Lebanon Railway Company have secured an extension of one year, from August 3, in which to commence construction work. Also an extension of one year in which to complete the road after work has been started.

CLEVELAND, OHIO.—Cuyahoga County Commissioners have agreed to grant to Daniel Gindlesperger, Arnold Green and others a franchise over the route which has been sought for by the Cleveland, Richfield & Akron Railway Company. Work must begin by Jan. 1, 1902. Attorney Childs, of Akron, promoter of the rival company, states that he will build over a private right of way.

AKRON, OHIO.—The Northern Ohio Traction Company has placed contracts with the J. G. Brill Company for fifteen single-truck cars for use on the city lines.

CLEVELAND, OHIO.—The Cleveland Eastern Railway Company has completed the installation and is now operating two large alternating current units at its power house at Gates Mill. This is the first line radiating from Cleveland using alternating current although other roads are being equipped. It is stated that the present power houses of the Cleveland & Chagrin Falls Railway and the Chagrin Falls & Eastern Railway, which have recently been consolidated with the Cleveland & Eastern Railway, are to be abandoned, and that the entire system of 127 miles of road is to be operated from one large central power house.

SANDUSKY, OHIO.—The blanket franchise recently granted to the Everett-Moore syndicate for its lines in Sandusky was passed after a hard fight. The franchise permits the use of T-rails, and it is said that this is the first large town in Ohio to permit the use of T-rails for city traffic.