

ST. PAUL ELECTRIFICATION PLANS UNALTERED

C. A. Goodnow, vice-president of the Chicago, Milwaukee & Puget Sound Railway, has officially denied the rumor which has been prevalent during the past week to the effect that the voltage for the proposed electrification of a division of the railway would be raised to 6000. Mr. Goodnow stated that no change whatever from the originally planned voltage of 3000 is contemplated and that the work on the overhead construction which has been interrupted on account of a labor dispute will be continued in accordance with the scheme that was originally adopted, the design being exactly similar to the wooden pole and mast-arm, catenary arrangement that was installed on the Butte, Anaconda & Pacific Railway. Mr. Goodnow stated also that the order for the electric locomotives and substation equipment for the electrified division would be placed in the immediate future.

Progress on Philadelphia Electrification.—Steady progress is being made on the installation of tower footings for the overhead construction of the electrification on the Pennsylvania Railroad between Philadelphia and Paoli. The footings are completed nearly to the West Philadelphia station.

Bay State Arbitrators.—Henry E. Reynolds, assistant general manager of the Bay State Street Railway, Boston, Mass., has been selected to represent the company in the forthcoming wage arbitration proceedings. James H. Vahey, Watertown, Mass., has been named as representative of the employees. The third arbitrator will be selected by Messrs. Reynolds and Vahey.

Massachusetts Street Railway Association.—At the regular monthly meeting of the Massachusetts Street Railway Association, held at Young's Hotel, Boston, on Nov. 11, John A. O'Keefe, metropolitan fire commissioner, discussed the general problem of fire prevention in the Boston district, with particular reference to the organization of the State department of which he is the head.

Furthering Public Relations in San Francisco.—Jesse W. Lillenthal, president of the United Railroads, San Francisco, Cal., has recently sent out a letter to all the improvement clubs in San Francisco, announcing his consideration of the plan of a monthly letter which will deal with the future development work of the United Railroads and inviting suggestions for the improvement of conditions.

Mayor Marx, Detroit, Re-elected.—Mayor Marx was re-elected in Detroit by a plurality approximating 20,000 over F. F. Ingram, who campaigned on a platform that charged the Mayor with the betrayal of the city's interest through the seven-for-a-quarter agreement with the Detroit United Railway in August, 1913. The supporters of the Mayor used as the principal slogan for his re-election "The man who took the street railway question out of politics."

Transportation Reviewed Before the Los Angeles A. S. M. E.—At a dinner given by the Los Angeles section of the American Society of Mechanical Engineers at Los Angeles, Cal., recently, Prof. George A. Damon, dean of engineering, Throop College of Technology, Pasadena, reviewed transportation development from the earliest times, illustrating his remarks with the stereopticon. He suggested for Los Angeles as the ideal a system of subways in the very densely settled section, with elevated lines in the less densely settled section and surface lines for the outlying sections.

Philadelphia Loan Bill Passed.—The bill releasing \$11,300,000 for improvement work in Philadelphia, Pa., after Jan. 1 was passed at the recent election. Included in the items in the bill is an appropriation of \$500,000 asked for by Director Taylor, of the Department of City Transit, and regarded by him as sufficient to complete the work of reconstructing and relocating sewers in the central portion of the city, where the subway loop will be located. The plans for this work were drawn by the department of surveys and are part of a comprehensive plan for a general reconstruction of the sewer system of Philadelphia.

Loyal Railway Purchase Negotiations.—Negotiations between the city of Seattle, Wash., and Harry Whitney Treat for the purchase of the Loyal Heights Electric Railway, which extends between the business district of Ballard and the Golden Gardens, have been tabled until after Jan. 1, 1915. The city has decided that there is nothing to gain

by proceeding with the negotiations until the bridge crossing the Lake Washington Canal at Ballard is completed, thereby insuring Division "A," of the Seattle Municipal Railway, entrance into Ballard. The Council contemplates purchasing the line as an adjunct to the other municipal lines.

Pacific Claim Agents' Index Bureau.—Although the extending of the services of the Pacific Claim Agents' Index Bureau to non-members was authorized last year, no steps were taken until recently to advertise this service. Now letters are being sent out to all lawyers and others who might have a use for the service, but who could not be expected to become members of the association. The minimum rate for service to non-members is \$10. The bureau has discovered and exposed more than 200 accident repeaters in the last two years. The card-index cabinets of the bureau now contain more than 25,000 names of personal injury claimants assembled since the beginning of 1912, and it is estimated that the bureau has saved its members \$500,000.

Agreement on Wages in Albany.—Employees of the United Traction Company, Albany, N. Y., have accepted an increase of 1 cent an hour in wages. The wage scale and other parts of the new agreement will be binding upon both parties until July 1, 1916. The men now are getting 27 cents an hour and under the settlement will receive 28 cents an hour from July 1 last. The company favored a sliding scale of from 24 cents to 29 cents an hour, depending upon the length of service. The officers of the company and the representatives of the men were at odds also regarding the length of the contract, the company's officials wanting the agreement to run for three years and the men for one year. Two years was finally agreed upon as a compromise.

Details of Cleveland Rapid Transit Mortgage.—The mortgage for \$50,000,000 recently filed to the Central Trust Company, New York, N. Y., as trustee, by the Cleveland Rapid Transit Railway, as noted in the *ELECTRIC RAILWAY JOURNAL* of Nov. 7, is dated Oct. 9, 1914, and covers first mortgage bonds not exceeding the above amount and bearing interest at the rate not exceeding 6 per cent, issuable at \$700,000 per single-track mile. The principal is due on Dec. 31, 1964, but subject to call on and after Jan. 1, 1916, at 103 and interest. The denomination of the bonds is \$1,000. The proceeds are to be used for the construction and equipment, purchase or acquisition of subways, subway terminals, street railways and elevated railways for the conveyance of passengers and freight.

Financial Aid for San Francisco Employees.—Jesse W. Lillenthal, president of the United Railroads, San Francisco, Cal., has outlined the plans of the remedial loan association formed by the company to make loans to the employees. Employees who are in need of financial assistance are invited to write Mr. Lillenthal personally, stating the amount of money needed and the circumstances that caused them to run behind. It is planned to make up an estimate as to the amount of money that the company will have to maintain as a revolving fund to prevent the employees from doing business with the loan sharks. Such a fund will be available to employees at about 5 per cent, the idea being to fix the interest rate at a figure that will meet the expenses incident to administering the fund.

Clear Platform Rule Held Unlawful in Chicago.—Because of complaints of passengers and the liability of accident, the management of the Chicago (Ill.) Surface Lines endeavored recently to enforce strictly its rule prohibiting passengers from standing on the platforms when there was room in the car body. Some obstinate passengers refused to obey the conductors, and a conductor had three passengers arrested for not complying with his request to proceed into the car. Since there was no ordinance to support the rule and no law forbidding a passenger to ride on the back platform, the case was dismissed. L. A. Busby, president of the company, has explained that the rule was made to enable passengers to enter the cars with a minimum of discomfort to themselves and others and that the provision is in the interest of good service.

Electrolysis Hearing in Los Angeles.—At a hearing before members of the California State Railroad Commission,