

**Butte Electrification Project Held Up.**—For over a week no work has been done on the transmission line of the Chicago, Milwaukee & St. Paul Railway between Three Forks and Deer Lodge, which was to be completed within a year. The electrical workers employed asserted that electrical workers should be used in setting transmission poles and should be paid \$5 for an eight hour day, and demands to this effect were made through a local branch of the American Federation of Labor. The railroad refused to make any agreement for labor except with the men actually in its employ.

**To Begin Campaign for Hydro-Electric Lines.**—A meeting was held on July 16 in the office of the Ontario Hydro-Electric Power Commission in Toronto to discuss the proposed hydro-electric municipal railway scheme broached several months ago, as noted in the *ELECTRIC RAILWAY JOURNAL* of Jan. 31. It was decided to inaugurate an educational campaign in York County and other districts, and a committee was appointed to arrange for the holding of thirty meetings at which prominent speakers will present the matter to the people. It is expected that the proposed bill to guarantee the bonds of the commission, amounting to \$2,000,000, will be submitted to the electorate on Sept. 21.

**Attempt to End Hazleton Trolley Strike.**—John P. Jackson, head of the Pennsylvania State Department of Labor, and Dr. Steese, member of the board of mediation of that body, visited Hazleton, Pa., on July 16 in an endeavor to settle the trolley strike, the progress of which was described in the *ELECTRIC RAILWAY JOURNAL* of July 18. A conference was held with the officials of the Lehigh Traction Company and later with the strikers. The strike situation remains practically the same, however, and from present indications the contest will be fought out on the lines indicated by the attitude of each side since the inception of the dispute.

**Foreign Trade Council for United States.**—As a result of the recent foreign trade convention in Washington on May 27 and 28, a foreign trade council has been established to advance the export trade of this country. James A. Farrell, president United States Steel Corporation, is chairman, and the membership consists of executives of prominent manufacturing companies throughout the country. Another convention will be held in New York in the early autumn, and one of the first official actions will be the appointment of a committee to co-operate with the committee of the Chamber of Commerce of the United States of America.

**Proposal Affecting Common-User Rights in Seattle.**—A resolution has been introduced in the Seattle (Wash.) Council directing the corporation counsel to enforce the common-user rights over the tracks of the Puget Sound Traction, Light & Power Company for the cars of the Highland Park & Lake Burien branch of the Seattle Municipal Railway, in order that the north terminus may be at Spokane Street and First Avenue South, instead of at Riverside Avenue. The resolution was referred to the city utilities committee. An ordinance was also introduced providing for the issuance of public utility bonds to cover the cost of extending Division "A" of the municipal line into Ballard. This was referred to the committee on finance and city utilities.

**Contract for Newark Terminal Awarded.**—A contract involving \$2,000,000 was awarded on July 17 to the Heddon Construction Company for the erection of the Public Service Railway terminal in Newark. The structure is to be ready for occupancy by January, 1916. Actual operations cannot be begun much before next March, because under the contract recently let to the Holbrook, Cabot & Rollins Corporation for the excavation, foundation and the subway leading to the terminal, that company has nine months to complete the foundations. The building will be eight stories high, of irregular shape, and will be built of steel, limestone and brick. Its frontage of 184 ft. on Park Place will be faced with limestone. The subway, concourse and elevated train floors will cover a ground area of 70,000 sq. ft. and the office floors will cover 30,000 sq. ft. This proposed terminal building was described in detail in the issue of the *ELECTRIC RAILWAY JOURNAL* of Feb. 8, 1913, page 247.

**No Change in Cleveland Wage Question.**—A committee from the local branch of the Amalgamated Association of Street and Electric Railway Employees on July 22 again presented demands to the Cleveland Railway Company for a readjustment of the schedules, improvement in working conditions and a minimum workday of eight hours. J. J. Stanley, president of the railway, again informed the committee that an increase in wages of 1 cent an hour for the men who have been with the company one year or over and a minimum day of five hours is the best the company can do. This will cause an increase in expenses of \$150,000 per year, all that can be allowed at this time. G. R. Davies, president of the local branch of the union, recently announced that the schedule used in 1906 and an eight-hour minimum day would be demanded.

**Boston Elevated to Build Bridge for Malden Extension.**—Lieutenant-Colonel Craighill of the United States Engineers gave a hearing at Boston, Mass., recently upon the plans of the Boston Elevated Railway for the construction of a new bridge over the Mystic River, between Boston and Everett, in connection with the building of an elevated line between Sullivan Square and Malden. The plans have been approved by the Boston Port Directors and by the Public Service Commission, sitting jointly. The work will include the construction of a new bridge for the exclusive use of the company's cars and the relocation of the draw of the present bridge. Both draws will be 75 ft. wide and will be operated from one tower. There was no opposition, and Lieutenant-Colonel Craighill announced that a favorable report on the matter will be sent to the War Department at Washington for final approval. With the construction of the bridge and its connecting elevated line, the rapid transit system will extend from Forest Hills to Everett, a distance of nearly 10 miles.

**Appreciation Shown by Newspapers.**—The manner in which traffic on July 4 was handled by the Hudson Valley Railway, Glens Falls, N. Y., resulted in much favorable comment on the part of the newspapers. The *Glens Falls Times* remarked: "Never in the history of local street railroad business has a large crowd been handled so satisfactorily. The general manager and his subordinates all come in for unstinted praise—that is, from intelligent, fair-minded, reasonable people, who realize just what is involved in handling abnormal business of any kind with limited facilities." The *Post-Star* wrote editorially as follows: "Ample testimony of the efficiency of the Hudson Valley Railway is found in the success with which the road handled the July 4 crowds. The employees are to be commended for the part they played in making this possible. Glens Falls and her sister communities have a right to be proud of the Hudson Valley Railway. It is contributing every day in the year to the convenience and the pleasure of the people of this section. Under the wise supervision of A. E. Reynolds, the usefulness of the line is steadily increasing, and it will score still greater success in the future."

**Meeting of Southeastern Section of N. E. L. A.**—Announcement has been made that the Southeastern Section of the National Electric Light Association will hold its next convention at the Isle of Palms, S. C., on August 19, 20 and 21. This section of the National Association has met with rapid progress under the direction of its president, T. W. Peters, of the Columbus (Ga.) Railroad. In this work Mr. Peters has been assisted by a number of electric railway men, including A. A. Wilbur, assistant secretary and assistant treasurer Columbus (Ga.) Railroad; C. D. Flanagan, second vice-president and chief engineer Athens (Ga.) Railway & Electric Company, and W. L. Southwell, of the Macon (Ga.) Railway & Light Company. T. M. Bender, assistant secretary and treasurer of the Charleston (S. C.) Consolidated Railway & Light Company, is chairman of the committee of entertainment. Other members of this committee are R. L. Lindsay, general manager Durham (N. C.) Traction Company; E. C. Deal, vice-president and general manager Augusta, Aiken Railway & Electric Corporation, Augusta, Ga.; J. E. Bigham, assistant treasurer Tampa (Fla.) Electric Company, and W. W. Fuller, general superintendent Charleston-Isle of Palms Traction Company, Charleston, S. C. All the attractions at the Isle of Palms, which are owned by the Charleston-Isle of Palms Traction Company, will be placed at the disposal of the delegates.