

ment of all new employees of the department. Notice to this effect was issued on Aug. 6.

In the report William G. Gove, superintendent of equipment of the company and chairman of the safety committee of the mechanical department, calls attention to the offer of the company to pay half the premium upon \$1,000 worth of insurance under the group plan for each employee. Mr. Gove urges the men to go in under the plan. He points out that he has been a member of the benefit association for some years past, and although he is not eligible under the plan whereby the company would pay part of his premium, he has applied for \$5,000, the full amount permissible under the agreement between the railroad and the insurance company. Mr. Gove points out that under this insurance agreement the Brooklyn Rapid Transit Company has secured for its employees the option of annual renewals at the rates specified for at least twenty years and that the company is at liberty to make arrangements elsewhere if at any time during that period better rates can be obtained.

The total expenditure of the mechanical department for safety work is \$9,985. Of this amount \$2,172 was expended during the quarter covered by the report under review. Among the expenditures during the last quarter were \$109 for the construction of boxes to transport supplies and to prevent injury from nails in kegs, etc., and \$54 to purchase respirators for the use of those employed in cleaning parts of equipment with compressed air. Mr. Gove directs attention to the very creditable record as reflected in the accident tabulations of the department, which shows a total of 135 accidents at all shops. This compares with 146 for the previous quarter and 293 for the same quarter a year ago.

#### INJUNCTION AND DAMAGES IN WILKES-BARRE STRIKE

The Wilkes-Barre (Pa.) Railway has applied to Judge J. B. Woodward for an injunction to restrain strikers and officials of the union from interfering with the operation of cars, picketing and boycotting and has asked damages in the sum of \$200,000 from the strikers and officials for loss of fares, destruction of property, etc. The company charges a breach of contract because the strikers refused to abide by the award of the board of arbitration. It is pointed out in the petition that arbitrators were named and an award filed, and it is contended that after the men had accepted payment on the award and had returned to work, a strike was called in violation of the agreement.

**New Canadian Line Opened.**—Operation has been begun by the Three Rivers Traction Company, a subsidiary of the Shawinigan Water & Power Company, on its 3-mile line in Three Rivers, Que.

**Toledo Committee to Complete Hearings in January.**—The street railway committee named by Mayor-elect Milroy of Toledo, Ohio, has arranged for four meetings in January, and these will complete the public hearings for the purpose of securing ideas from those who opposed the Dotson franchise. No meetings were held during the holidays.

**Buffalo & Depew Railway in Operation.**—U. L. Upson, superintendent of the Buffalo & Depew Railway, Depew, N. Y., informs the *ELECTRIC RAILWAY JOURNAL* that in the so-called strike on that property the platform men put their cars in the carhouse and walked away, and that he immediately secured new men, who are now operating the cars. Mr. Upson was not called upon to act as either motorman or conductor, as was previously reported.

**Extension Asked Under St. Louis Ventilation Order.**—The United Railways, St. Louis, Mo., made application to the Public Service Commission, on Dec. 18, for an extension of time until Oct. 1, 1916, for equipping all of its cars with forced ventilation heaters. The time accorded the company by the commission under an old order was until Oct. 15, 1915. At that time the company had equipped 1018 cars. It has since increased the number to 1075. The company has 1400 cars, and states that it is equipping them at the rate of twenty-five a month.

**St. Paul Electrification in the Movies.**—At the recent tests of the Chicago, Milwaukee & St. Paul Railroad's new electric locomotives operators from the *Hearst-Selig Weekly* and the

*Pathé News* made several motion pictures. Exterior and interior views of the Great Falls power plant, the important substations, the last steam locomotive and the first electric locomotive over the electrified division were included in these reels, which contain between 500 and 600 ft. of film. The Hearst-Selig motion pictures are being exhibited at moving-picture theaters throughout the United States, and the Pathe pictures will be distributed throughout the world.

**Work to Begin on Cleveland Subway.**—Thomas Schmidt, secretary of the Cleveland Rapid Transit Railway, states that work will be begun on the proposed subway at three different points in January. An opening will be made at the Public Square, another on Euclid Avenue at East Fifty-fifth Street and a third on the same street at University Circle. Plans filed with the director of public service call for six stations on Euclid Avenue between the Public Square and University Circle. The line must be completed within thirty months after the work is started and must be in operation within forty-two months from that time.

**Seattle Car Suit Decision.**—The State Supreme Court of Washington, reversing the decision of Judge Frater of the King County Superior Court, has allowed a claim of \$35,000 against the Seattle, Renton & Southern Railway for six cars which were sold to the railway by the Gordon & Henderson Car Company, Chicago, in 1909. Judge Frater refused to allow the claim on the ground that the contract for the cars had been entered into with the railway receivers appointed by the Federal court, who were afterward declared to have been appointed illegally. He agreed to approve the claim, however, provided it was assigned with the claims of the general creditors, instead of as a prior claim on the company's assets. This the claimants refused. In reversing the decision of Judge Frater the Supreme Court ruled that as the present State court receivers had ratified the contract the act of the Federal Court receivers in contracting for the cars was not void.

**Changes in the Staff of the Society for Electrical Development.**—A number of changes have been made in the staff of the Society for Electrical Development, Inc., New York, N. Y. George B. Muldaur, who had charge of the field co-operative work, has severed his connection with the society. H. W. Alexander, who is in charge of the editorial and the advertising departments, will undertake part of the work formerly done by Mr. Muldaur, assisted by G. W. Hill. The publicity work of the society has been handled by J. T. Kelly, who will remain with the society, and will, in addition to his former duties, undertake some of the work formerly handled by Mr. Alexander. W. W. Ayres and J. J. Reardon, who joined the staff for the electrical prosperity week campaign, have left the society, as has also C. Ridderhof, whose work consisted of the preparation of advertising copy, booklets, etc., and whose successor is C. H. Griffith, formerly with the McJunkin Advertising Agency in Chicago.

**San Francisco Ferry Case Decided.**—Judge Seawell, at San Francisco, Cal., on Dec. 17 granted the United Railroads an injunction against the operation of the "C" and "D" lines of the Municipal Railway over the outer loop at the ferry, but refused to grant the injunction sought against the same "C" and "D" lines on the outer tracks on lower Market Street from Sutter Street to the ferry. He held that the city and the United Railroads were joint tenants, with equal rights on these outer tracks, instead of the city being the servient tenant of the United Railroads, with an easement running only to the use of the tracks by the original Geary Street cars. Judge Seawell also upheld Judge Sturtevant's interpretation of the contract between the city and United Railroads for the use of electric power on the outer tracks, and for transfers, as applying only to the original Municipal Railways cars on Geary Street, and not applicable to the newer "C" and "D" lines, unless the United Railroads chose to extend its terms.

**Speculating on Commission Legislation in New York.**—The New York papers on Dec. 27 all contained stories about the prospects for legislation at the coming session growing out of the present inquiry into the Public Service Commissions. It is said that Chairman Thompson of the Legislative investigation committee will again introduce a measure designed to meet conditions which the investigation has brought to light. One of these will be a provision