

WIDENER-ELKINS OPERATIONS

Reports in the West of renewed activities on the part of the Morgan-Dolan-Schoepf syndicate, better known as the Widener-Elkins syndicate, in the development of its plans for a system of through trunk lines across Ohio and Indiana, are somewhat misleading. For instance, it was stated that this syndicate had secured control of the Canton-Akron system, comprising the Canton-Akron Railway, the Canton-New Philadelphia Railway and the Tuscarawas Traction Company, operating a through system from Uhrichsville to Akron, by way of New Philadelphia, Massillon and Canton with city lines in these towns. These properties are owned by Tucker, Anthony & Company, of Boston, who recently sold the interests mentioned, the Columbus, Buckeye Lake & Newark and the Columbus, Newark & Zanesville lines. It is logical that the two systems should go together, because when linked they form a through route from Columbus to Cleveland. Tucker, Anthony & Company, however, say that the Canton-Akron system has not been sold, and negotiations have never been entered into looking to the sale of the roads to the Morgan interests.

There are also reports that the syndicate is negotiating for the Columbus, Delaware & Marion Railway from Columbus to Marion, and soon to be extended to Bucyrus, this being the most desirable route for connection to Cleveland and Toledo from Columbus. It is stated, too, that the syndicate has acquired the Columbus, Urbana & Western, a 12-mile road running northwest from Columbus, and will extend it on to Marysville, Bellefontaine and Lima, connecting with its Ft. Wayne line, giving a through line from Columbus to Ft. Wayne. Still another report has it that the syndicate is negotiating for the Springfield-Xenia line with a view to extending it to Wilmington, Ohio.

It seems practically assured that the syndicate will secure the Appleyard system with its 160 miles of roads when it is put up for sale after the first of the year.

NEW YORK CONNECTING RAILWAY RENEWS APPLICATION FOR A FRANCHISE

The New York Connecting Railway has renewed to the Rapid Transit Commission its application for a franchise. The application previously approved by the Commission was denied by the Board of Aldermen unless the company would agree to certain conditions required by the aldermen. Those conditions included a fare of 5 cents for the 6½ miles of road, the privilege for the city to string telephone, fire and police wires on the structure; accommodation for vehicular and pedestrian traffic, and the use of electricity alone as the motive power. Samuel Rea, president of the company, and Edward M. Shepard, general counsel for the Pennsylvania road, which will control the connecting railroad, told the Commission that it would be impossible to comply with the terms. Mr. Shepard explained that the structure of the road will be 150 ft. high in places, and therefore useless for wires. Taking into consideration the height of the structure, Mr. Shepard said it would not be feasible to provide for vehicular traffic or for pedestrians. Controller Grout thought some accommodation should be made for citizens of Queens who would like to cross from Astoria to Port Morris, but Mr. Rea said the bridge across Hell Gate is to cost \$6,000,000, and that it would cost the city nearly as much to build approaches if it was decided to use it for vehicular traffic. The matter was referred to the committee on contracts. Messrs. Rives and Boardman, counsel to the Commission, presented a report on the status of the Steinway tunnel and the authority of the Commission in regard to it. The Commission, after Mr. Rives had declined to express any opinion as to August Belmont's right to operate the tunnel, adopted a resolution requesting the Corporation Counsel to test the matter in the courts.

APPLEYARD AFFAIRS TO BE CLOSED AND THE PROPERTIES SOLD

Myron Wilson, one of the receivers of the Appleyard properties in Ohio, informs the STREET RAILWAY JOURNAL that the United States District Court has ordered the receivers to close up the affairs of the properties preparatory to a sale of the various lines after Jan. 1, 1906. The order in the court covers the Columbus, London & Springfield, the Columbus, Grove City & Southwestern,

the Central Market Street Railway, the Dayton, Springfield & Urbana and the Urbana, Bellefontaine & Western. The Dayton, Lebanon & Cincinnati, a steam road, is in the hands of separate receivers and the bondholders of this property are said to have perfected plans for a reorganization.

The various lines will doubtless be offered for sale individually, as there are different circumstances surrounding each. The stockholders of some of the properties have arranged to bid in the lines. It is stated that two different parties are endeavoring to secure options on the securities of the Columbus, London & Springfield, and the Dayton, Springfield & Urbana, \$40 per share having been offered for the preferred stock of the latter road. There appears to be little doubt that the Morgan-Dolan-Schoepf interests will acquire these properties in time, as the lines are essential to connect the big system which the syndicate is forming, with which the Appleyard lines now connect.

Notes aggregating \$262,000 given by A. E. Appleyard to secure loans obtained from the defunct German bank at Buffalo have been sold at auction to Adams & Company, of Boston, for \$52,401. There was no bid for \$13,000 of Kenton & Southern bonds, which were also offered; this was a line projected by Appleyard, and on which a small amount of work had been done. Guy M. Walker, of New York, traction expert, acting for the stockholders of the Central Market Street Railway, is working to realize something on this property for the benefit of the stockholders. It is generally believed that the Columbus Railway & Light interests will bid heavily to acquire this property to avoid further competition in that city.

CITY LOSES CASE AGAINST MONTREAL STREET RAILWAY COMPANY

Judgment has been delivered by the Judicial Committee of the Privy Council in the case of the Montreal Street Railway Company and the corporation of Montreal, arising out of the claim of the city for a percentage of earnings on suburban lines owned by the railway company. Judgment was in favor of the railway company. The street railway company appealed from the decision of the Supreme Court of Canada, and the unanimous decision of the council, just handed down, was that the railway is not liable for a percentage to the city on earnings of suburban lines. The Supreme Court of Canada held that the company was liable. The case was decided on the terms of the agreement with Montreal, and not on the agreement of the railway outlying municipalities. The decision does not apply to Toronto, Winnipeg or other cities. The company stands to gain by the decision approximately \$500,000.

STREET RAILWAY PATENTS

[This department is conducted by Rosenbaum & Stockbridge, patent attorneys, 140 Nassau Street, New York.]

UNITED STATES PATENTS ISSUED NOV. 14, 1905

804,281. Wheel Fenders. Louis Vogt, Comeaut, Ohio. App. filed April 13, 1905. The usual fender has a supplemental frame hinged above it which closes down upon a person scooped up by the fender, like the jaw of a clam-shell basket.

804,297. Safety Crossing System for Railways. Walter J. Bell, Los Angeles, Cal. App. filed May 15, 1905. The usual trolley wires of each line have tappets adjacent to the crossing which are engaged by the trolley wheels, and serve to throw off the power from the crossing portion of the other line, so that it is impossible for two cars on the separate lines to proceed simultaneously across the crossing.

804,298. Automatic Safety Crossing System for Railways. Walter J. Bell, Los Angeles, Cal. App. filed June 1, 1905. An improvement on the above patent by which it is impossible for two cars upon the same line to collide when the current is turned on suddenly by the automatic devices actuated by a car on the other line at the crossing.

804,371. Electro-Magnetic Wheel. Hugh Behan, Seattle, Wash. App. filed Jan. 6, 1905. The driving wheel of the car has electromagnets radially disposed around its circumference which are successively energized at the instant when they are in proximity to the track.

804,421. Variable Speed Transmission for Vehicles. George W. Marble and William R. Donaldson, Chicago, Ill. App. filed Dec. 7, 1904. A small track-inspection car has a gasolene motor connected to a longitudinal driving shaft. The power is transmitted