

there been such board early established in other States with proper powers, there would not have been seen the great agitation for municipal ownership of street railways that has prevailed in the last few years.

Wherever the government exercises supervisory control there the property is most secure and usually there is no agitation for three-cent fares. In Ohio there is more agitation for cheap fares than in any other State in the Union. In the States where people had proper knowledge of the business of the corporations and where there was publicity of these affairs, there had in several instances been an increase of fares with the assent of the government authorities.

Mr. Ely said the question of municipal ownership had been taken up by the National Civic Federation, which was making a study of the places where it had been tried, both in this country and abroad. He felt that the results achieved abroad had been misrepresented, and that if a fair comparison were made between cities abroad of equal population and similar conditions that had tried municipal ownership with similar cities in this country where the utilities were in the hands of private corporations, the results would be found in favor of private ownership.

He cited a ferry in New York which had passed from private to public ownership and which had lost over \$300,000 in a year, the excuse of the commission in charge being that ferries, like public highways, ought to be free.

If the deficit continues, said Mr. Ely, the excuse will also continue. If this is true of ferries, why not of street railways, lighting and other utilities. That would be lovely for those who are not taxpayers, but how about those who pay taxes.

The municipal ownership idea means not merely ownership, but operation. How can any one contend that the street railways in cities like New York and Boston would be operated with as much general satisfaction under present political conditions as by the private corporations? It is absurd.

The facts are unmistakable. We know that the conduct of present municipally-owned utilities if applied to street transportation must result in complete failure unless the street railways shall be supported by taxation and transportation is free.

We must trust to the fairness and common sense of the people of this country in this matter. We are not socialists. A great many of our people are property owners who have some regard for property rights and the rights of other people. We are all by nature respecters of our neighbor's rights, and nowhere are vested property rights held more sacred than in this country, where all men are molders of their own fortunes.

Mr. Ely said that the development of street railways was one of the most marked features of recent American life, and it had served to check the tendency toward congested population in cities by offering facilities to get away into the country.

He next touched on the electrification of steam roads, and cited the work in this direction which is contemplated by the New York, New Haven & Hartford Railroad. He believes it is inevitable and will solve the transportation problem of the future. A comprehensive scheme of transportation under such conditions he thought would be: First, a heavy railway, the great trunk lines, for long hauls of passengers and freight; second, light railway connections for towns and villages lying along these trunk lines, and third, the street railways in cities and towns performing the functions of local transportation and connecting at the railroad stations with the other lines. He believed the interurban road performs a service that it is impossible for the steam roads to perform.

Following Mr. Ely were the other speakers of the evening, all of whom made interesting addresses. The banquet was over shortly after midnight.

COLUMBUS, OHIO, THE NEXT CONVENTION CITY

The announcement has just been made that Columbus, Ohio, has been selected as the next convention city. This statement is contained in a notice which Secretary Swenson mailed last week to all members of the American Street & Interurban Association and its affiliated associations. The notice follows:

PRELIMINARY ANNOUNCEMENT

The annual convention of your associations will be held in the city of Columbus, Ohio, the week of Oct. 15-20, 1906. The days upon which the different associations will hold their meetings have not yet been definitely decided upon, but this matter will be given attention at an early date.

The executive committee of the American Street & Interurban Railway Association considers that it is highly desirable to hold the next convention in one of the interurban railway centers of the Middle West. Special committees of the "American" Association and of the "Manufacturers'" Association were appointed to consider this matter and to decide upon the location of the 1906 convention. After a careful investigation, which included visits to various cities, Columbus was the unanimous choice of the committees. It affords most excellent facilities and is admirably located for the purposes of the association.

HOTELS

Columbus is the State Capital and has successfully taken care of many large conventions. It possesses four large, well-appointed hotels, as well as several first-class smaller ones, which collectively can guarantee about eleven hundred rooms, many of these with bath, if desired. The rates for one person, on the American plan, vary from \$2 upward, and on the European plan, from \$1 upward. Those who desire to do so can make reservations now by addressing B. N. Harmon, secretary convention committee, Columbus Board of Trade, Columbus, Ohio.

EXHIBIT OF THE MANUFACTURERS' ASSOCIATION

Most excellent facilities have been provided for the manufacturers' exhibition, which has become such a feature of the National Street Railway conventions. The exhibit halls are located on the State Fair Grounds, which are within 15 minutes' ride of the principal hotels. There are six adjoining brick exhibit halls; four buildings 110 ft. x 200 ft., and the other two 100 ft. x 150 ft. In addition, there are three covered sheds with brick pavements, 100 ft. wide by 400 ft. long. The Manufacturers' Association will have a larger and more comprehensive exhibit than ever in the past. The Big Four Railroad tracks will be run directly up to the buildings.

THE CONVENTION HALL

The assembly or convention hall is 80 ft. x 100 ft., comfortably seating from 600 to 800 people, and is in close proximity to the exhibition halls. If desired, one of the six buildings can be used for the convention hall, with a seating capacity of 1500 people. All of the buildings can be heated by natural gas and will be lighted by electricity. Sufficient power to operate exhibits will also be available, both 500-volt direct current and 110-220-volt, 60-cycle alternating current.

CONVENTION COMMITTEE

President Ely has appointed a convention committee which will have these general matters in charge, and a second announcement containing more specific details of the convention will be issued within a short time.

The Chicago & Southern Traction Company has issued a handsome folder. On the inside is shown a map of the system, with all the towns reached between Indianapolis and Chicago. The system is divided into three divisions, the main line from Chicago to this city, the Hammond and Joliet divisions. Cars are to be run every fifteen minutes between Chicago and Chicago Heights and every thirty minutes between Chicago and Kankakee. The company will serve a territory that is constantly growing, including the cities of Joliet, Kankakee, Hammond, Harvey, and Chicago Heights, the combined population of which is upwards of 300,000. Outside of these it is expected that half a million people will be served in other cities and towns along the line.