

**THE NEW HAVEN WILL ELECTRIFY OUT OF BOSTON—  
SINGLE-PHASE A SUCCESS**

Vice-president Byrnes, of the New York, New Haven & Hartford Railroad, predicted Wednesday, April 8, that the suburban lines within a 20-mile radius of Boston would be electrified within five or six years if his company was permitted to control the Boston & Maine. He was speaking before the Boston Fruit and Produce Exchange. Mr. Byrnes said that this system had proved a success in New York, and would be introduced on the lines running into the South Station in Boston. He hoped that it would extend to the North Station as well, that depending on the action of the people of Massachusetts regarding the so-called merger. Another prediction made by Mr. Byrnes was that if the New Haven Company was forced to sell its Boston & Maine stock holdings, the control of that system would pass to interests outside of New England. Mr. Byrnes is quoted as follows:

"If this thing is allowed to go through, your suburban territory will be electrified and you will be able to come into Boston and pass from one depot to the other by means of a tunnel. It has been said that our electrical experiments in New York have not been a success. They have been a success, and we are going to adopt the same system on the New Haven suburban service here just as fast as it can be done. And we will do the same thing on the other side of the city if we are permitted. The thing that I want you to help us to do is not to control the Boston & Maine. I am willing to let that rest if I can have your confidence and your help in trying to build up Boston and Massachusetts."

**OHIO ELECTRIC RAILWAY SECURES PERMANENT  
INJUNCTION IN RAIL CASE**

The temporary injunction granted the Ohio Electric Railway, preventing the city of Columbus from tearing up the company's tracks in East Mound Street preparatory to improving the street, was practically made permanent last Monday in a decision rendered by Judge C. M. Rogers, of the Common Pleas Court of Franklin County. There is now no recourse for the city except to wait for a hearing of the case on its merits.

The trouble is the outgrowth of the grooved-rail fight in Columbus. Several months ago the City of Columbus decided that only grooved rails should be laid in the improved streets, and the City Council passed an ordinance providing that only such grooved rails as the Board of Public Service approves can be laid. The board at that time had approved but two types of rail, neither of which had been laid or tested anywhere in the United States. Since the approval of the rails the Ohio Electric Railway Company has steadfastly refused to abide by the order and relay any of its T-rail track with the prescribed rails, although notified repeatedly that the city wished to improve certain streets and that it should relay its track accordingly.

The controversy came to a head about two weeks ago, when, after a 30-day notice, the city proceeded to tear up the tracks of the company in East Mound Street. Before the company could get out an injunction several blocks of track had been pulled up and thrown over to one side of the street. The company was given permission to relay the track, and now it will probably institute a damage suit against the city for interrupting the company's traffic and destroying its property.

Judge Rogers in his decision did not attempt to pass on the merits of the case and refused to dissolve the injunction, on the ground that such action would result in a repetition of the acts of the city officials in destroying the tracks and interfering with the conduct of the company's business as well as with the public in the carriage of freight, passengers and United States mails. The staying of the city's hand until the question is finally determined will occasion comparatively little injury to the city.

In an open letter from the company to the citizens of Columbus, signed by W. Kesley Schoepf, president of the company, the claim is made that the tracks were exactly in accord with the franchise, and that blame for the delay is chargeable to City Solicitor Marshall, who should have resorted to the courts instead of tearing up the tracks. Misrepresentation and injustice on the part of the city are charged, and the company claims that it has been ready from the start to do its part in improvement.

**STRIKES AT CHESTER AND PENSACOLA**

Two rather serious strikes have been declared. One at Pensacola, Fla., and the other at Chester, Pa. In both cases the police have had to be called upon to protect the company's property, and at Pensacola the State militia had to be called out before cars could finally be operated. For nine days at Pensacola not a car was run out of the barns, but on April 14 the Pensacola Electric Company began to operate under the protection of the troops. It is reported that the cars will continue to be operated throughout the day under the protection of the troops, but for the present, at least, no attempt will be made to give service at night.

The cause of the trouble in Chester is said to have been a reduction of 10 per cent in wages of the employes of the Chester Traction Company. The company hired new men as soon as the strike was declared, and prepared immediately to operate its cars. The result was that the lawless element did everything in its power to impede traffic. Not succeeding in discouraging the new men resort was had to violence, and on April 14 the conditions became so bad that every saloon in the town was ordered closed by the police after 8 o'clock, and 100 additional men were sworn in to guard the company's property. The company has all the men it needs properly to man its cars, and at a conference between the Mayor and the managers of the company on April 14 it was decided to start cars from the barns Wednesday, April 15, under the protection of the police. If the police are unable to cope with the situation it has been decided to call on the State at once for aid. President John A. Rig, of the company, which is controlled by the Interstate Railway Company, is in charge of the affairs of the company.

**FT. WAYNE & SPRINGFIELD EARNINGS**

The Ft. Wayne & Springfield Railway Company, of Decatur, Ind., reports earnings as follows for the year:

First six months' gross revenue.....	\$19,734.79
Second six months' gross revenue.....	22,353.16
Total for the year.....	42,087.95
First six months' operating expenses.....	9,150.01
Second six months' operating expenses.....	10,744.15
Gross operating expenses for the year.....	19,894.16
First twelve months, total.....	42,087.95
First twelve months' operating expense.....	19,894.16
First twelve months, net.....	22,193.79
Fixed charges for the year.....	9,875.00

Total amount for dividend for the year.....\$12,318.79

In presenting the report this statement was made:

This report does not show the receipts of the express for November, December and January, which we cannot approximate.

The report shows a healthy increase in business. The company continued the three-hour service up to and including November, or until business commenced to decline on account of the season, yet the increased service shows an increase in the number of passengers hauled, evening up the winter months with the summer months, yet hardly in keeping with the increased gain of the operating end. Considering the change of time, which the company was compelled to adopt, and which interfered with the service of the company by confusing the traveling public, the results are quite satisfactory.

The freight business is in a healthy condition, but does not show a large revenue. With the average from Feb. 1, 1907, to Jan. 31, 1908, it will show a very fair increase. Tariff arrangements have been made with all the principal traction lines in Ohio and Indiana, making the company's burdens much lighter in affording shipping facilities for its patrons.

Summing up the year, the road commenced to operate in February, and experienced one of the worst spring seasons interurban roads have ever suffered as regards to wet weather. The company was ballasting the entire summer season, allowing only a three-hour service. Then came the financial stringency and finally the necessity for changing the time, brought about by the arbitrary ruling of the Board of Public Works of Ft. Wayne.