

legality of the lease of the property to the Municipal Traction Company.

On July 28 the Municipal Traction Company will begin to issue free universal transfers. No authentic information has been given to the public as to what plans are favored. Conditions indicate a deficit for June, but the amount is a matter of conjecture. With this before them the members of the board hesitate in inaugurating a system that will reduce the income more than \$1,000 a day. On the other hand, they do not want to prevent Mayor Johnson from carrying out his promise of a 3-cent fare and universal transfers.

Councilman E. B. Haserodt is the author of a resolution to reduce the fare to 2½ cents and have all lines end at the Public Square. He stated that the company's normal annual profit, operating at 3-cent fare, is \$300,000 and that as only 15 per cent of the people use transfers the profits should be shared with those who do not use the transfers.

All stops on Euclid Avenue have been numbered. The figures have been hung upon the trolley poles from arms of strap iron, and white bands are painted around the poles above the numbers. Many stops have been abandoned in the city and in East Cleveland. As a result of complaints regarding these and other changes, the Council recently adopted a resolution instructing the company to report all proposed changes to that body.

Arrangements have been completed for convenient collection of fares at Euclid Beach Park. The space where people board the cars has been enclosed and three turnstiles have been placed in position. When passengers enter the cars they hand the conductors their fare as they pass through the stiles. In case they wish to transfer at 105th Street they pay the conductor a penny additional on the car and receive a transfer. The fare from the West Side to Euclid Beach has been reduced from 9 to 6 cents. Under the old management it was 5 cents or a ticket, the same as from any other portion of the city.

Affairs in New York

The Interborough Rapid Transit Company will comply with the order of the Public Service Commission of the First District of New York to install two trial trains made up of side-door cars. They will be running by October 15 and will be composed of eight cars each, of which two in each train will be motor cars. They will be run during the rush hours.

The Public Service Commission of the First District of New York has approved the modification of the lease of the Central Crosstown Railroad, to which that concern and the receivers for the Metropolitan Street Railway have agreed. By the terms of the new lease, which is to last for one year, the receivers will pay the interest on outstanding bonds of the Central Crosstown Railroad, amounting to \$114,600 yearly, as rental, but will be relieved from payment of \$90,000 a year interest on the outstanding stock.

Gen. Benjamin F. Tracy, ex-Secretary of the Navy, has been appointed referee to determine the debt limit of the city. He is directed by Justice Blanchard, of the Supreme Court, to take proof and report in detail what, in his opinion, were the amounts in which the city was indebted on June 30. The appointment was made in the suit brought by Jefferson M. Levy, acting indirectly for Controller Metz, to restrain the Board of Estimate and Apportionment from approving the contracts for the construction of the Fourth Avenue subway, Brooklyn, amounting to some \$15,000,000. Controller Metz declared that the city did not have the money or the borrowing power to certify these contracts.

Theodore P. Shonts, president of the Interborough-Metropolitan Company, denied on July 18 that hereafter August Belmont, chairman of the board of directors of both the Interborough Rapid Transit Company and the Interborough-Metropolitan Company, would no longer be active in the affairs of these companies and that Thomas F. Ryan was likely to succeed him in these positions. These rumors followed the appointment of David W. Ross and Frank Hedley as vice-presidents of the Interborough Rapid Transit Company and the sailing for Europe of E. P. Bryan, president of the company, as noted in the *ELECTRIC RAILWAY JOURNAL* for July 11. Mr. Shonts says that the changes in the personnel of the company have been contemplated for some time, and are made for the purpose of avoiding the duplication of the work. Under the old organization August Belmont was president of the Interborough Rapid Transit Company, Mr. Bryan, vice-president and general manager, and Frank Hedley, superintendent. This, substantially, was the organization in the days of construction and initial operation. Following the Interborough-Metropolitan merger, Mr. Belmont took the chairmanship of the finance committee, Mr. Bryan became president, and Mr. Hedley gen-

eral manager of the Interborough Rapid Transit Company. When Mr. Shonts assumed the presidency of the Interborough-Metropolitan Company the position of chairman of the executive committee of the Interborough Rapid Transit Company was created so that he might obtain direct authority in the Interborough Rapid Transit Company's affairs. This left the executive management of the company with Mr. Shonts, the financial management with Mr. Belmont, and the operating management divided between Mr. Bryan and Mr. Hedley. It is said that it is probable that Mr. Bryan's formal resignation will not be handed to the company for several months. George W. Wickersham, who has been general counsel for the company, has resigned, but his successor has not yet been chosen. A. A. Gardner is retained as general solicitor, and his office has been moved to 115 Broadway, where the Interborough-Metropolitan Company's offices are, and it is said that in the future all the legal business of the company will be handled by its own department.

Southern Pacific Electrification Work Begun.—Work has been begun on the electrification of the ferry lines of the Southern Pacific Railroad at Alameda, Cal.

Pay-as-You-Enter Service Begun in Kansas City.—The new service with pay-as-you-enter cars on the Troost Avenue line of the Kansas City Railway & Light Company, Kansas City, Mo., was begun on July 13.

New Texas Line Opened.—The Texas Traction Company, Dallas, Tex., has placed its line in operation. It extends from Dallas to Sherman, a distance of more than 60 miles, and by its connection with the lines of the Northern Texas Traction Company at Dallas and the Denison & Sherman Railway in Sherman affords a through line 100 miles long.

Pittsburg & Lake Erie Railroad to Electrify Line Out of Pittsburg.—Plans are being prepared by the Pittsburg & Lake Erie Railroad for electrifying its local service in the Beaver Valley. The electric trains will use the regular passenger tracks and, as now contemplated, will stop only at Coraopolis, Monaca, Beaver, Beaver Falls and College.

Ohio State Board of Appraisers of Interurban Railways.—On July 15 the members of the State Board of Appraisers and Assessors of Interurban Railways of Ohio met and organized at Columbus under the statute creating the board, by selecting State Auditor Guilbert as chairman and George Taylor, chief clerk in the auditor's office, as secretary. The board is made up of the State Auditor, State Treasurer and Attorney General.

Girder Rails Ordered for Columbus, Ohio.—The Director of Public Safety of Columbus, Ohio, has adopted a resolution requiring that girder rails be laid on Mohawk Street, between Livingston Avenue and Frankfort Street, and on Fourth Street, between Southwood and Innis Avenues. The streets are now being paved, and this action is taken in accordance with the policy that has been adopted by the city in regard to the type of rail to be used within the city.

Wreck on New York, New Haven & Hartford in Electric Zone.—The White Mountain Express of the New York, New Haven & Hartford Railroad, which left the Grand Central Station at 8:40 on July 16, was wrecked at Greenwich, Conn. The second and third coaches left the tracks, because of a spreading rail, and struck the ties on the bridge over Greenwich Street. The train was drawn by two electric locomotives, but they are in no way held to be responsible for the accident. One person was killed and 26 were injured.

New Tramways Opened in Vera Cruz, Mex.—The Vera Cruz Electric Light, Power & Traction Company, Limited, placed in operation on July 5 its new electric railway in Vera Cruz. S. Pearson & Son, London, Eng., are interested in the property. A feature of the plant is that the generators are operated by six 4-cycle Diesel oil engines supplied with oil from the oil fields of the Pierson firm in Vera Cruz. Three-phase current at 60 cycles and 2300 volts is generated for transmission to the substations. Part of the station is set apart for a storage-battery installation with a capacity of 1000 amp-hours.

Memphis Tax Case Settled.—The Tennessee State Board of Equalization reached a decision on July 16 in the Memphis Street Railway back tax case. Under the decision of the board the company's assessment for 1902 was raised \$200,000, for 1903 it was raised \$500,000, and for 1904 it was raised \$500,000. The case was originally brought by the State revenue agent for West Tennessee, before the trustee of Shelby County, in an effort to back assess the properties of the Memphis Street Railway for the three years indicated. The trustee rendered a decision against the company and in favor of the State, whereupon the defendant company appealed to the State Board of Equalization.