

PLANS FOR THE COLUMBUS CONVENTION

A meeting was held in Columbus, May 14-15, of representatives of the American Street & Interurban Railway Association, the American Street & Interurban Railway Manufacturers' Association, and the Columbus Board of Trade, to discuss the preliminary arrangements for holding conventions of the four street railway associations in Columbus next October. There were present from the American Street & Interurban Railway Association, President Ely, Secretary Swenson, Richard McCulloch, of St. Louis; John J. Stanley, Cleveland; F. N. Brooks, of Detroit, and Theodore Stebbins, of Columbus, and the following representatives of the street railway companies in Columbus: Columbus Railway & Light Company, President R. E. Sheldon, Vice-President and General Manager E. K. Stewart, Secretary and Auditor P. V. Burington, Assistant General Superintendent L. G. White; Scioto Valley Traction Company, President Frank A. Davis, Vice-President E. R. Sharpe, Counsel H. N. Daugherty; Columbus, New Albany & Johnstown Railway Company, President D. J. Ryan; Columbus, London & Springfield Railway Company, General Manager J. L. Adams. Those representing the American Street & Interurban Railway Manufacturers' Association were: James H. McGraw, of New York; Charles C. Pierce, of Boston; E. H. Baker, of New York; J. R. Ellicott, of New York; C. A. Tupper, of Milwaukee; C. K. King, of Mansfield, Ohio; D. B. Dean, of Chicago, and Secretary Keegan. Those representing the Columbus Board of Trade were: President R. Grosvenor Hutchins, Secretary John Y. Bassell and Henry C. Pirrung, chairman, and B. H. Harmon, secretary, of the Convention Committee of the

one of the private cars of the Columbus Railway & Light Company. The grounds are reached in about 15 minutes from the center of the city by the street railway line extending out High Street. The Ohio State Fair Grounds comprise 115



THE SCIOTO RIVER AT COLUMBUS

acres, and are undoubtedly the largest and finest in the country. They represent, with their buildings, an investment on the part of the State of about \$2,000,000, and heretofore have been used exclusively for the State agricultural fairs, which are held during the first part of September. Through the



VIEW OF COLUMBUS, LOOKING NORTH ON HIGH STREET TOWARD STATE FAIR GROUNDS

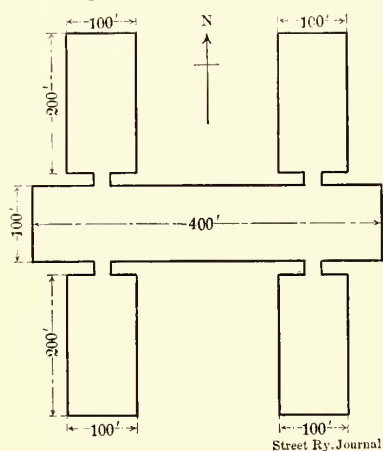
Board of Trade. The State Board of Agriculture, which extended the use of the Fair Grounds, was represented by Messrs. Taylor, Calvert and Fleming. D. N. Kelly, president of the Iroquois Hotel Company, which controls a number of the principal hotels in the city, was also present.

The delegates first visited the State Fair Grounds, where it is proposed to hold the convention, and were taken there on

courtesy of the State Board of Agriculture, however, permission has been accorded to the Columbus Board of Trade to extend their use, without charge, to the American Street & Interurban Railway Association during its convention on Oct. 15-19.

For practically the first time in the history of the association, with the exception of Philadelphia, more exhibit space

is available than will be required. The spacious grounds are dotted with a large number and variety of buildings for exhibit purposes, but it has been decided to confine the exhibits at the convention to a substantial and handsome group of five brick buildings, which are near the entrance to the grounds, and which provide in the neighborhood of 120,000 sq. ft. All of this space will probably not be required. The central building



PLAN OF CONVENTION BUILDINGS
AT COLUMBUS

ing of the group, shown in the accompanying plan, is divided by walls into three rooms and the meetings of the main association will be held in one of these rooms, known as "West Central Hall." This hall is approximately 100 ft. x 150 ft. Several smaller halls adjoin this main hall and are well suited for the meetings of the Engineering, Accountants' and Claim Agents' associations. There is also a large number of still smaller rooms, suitable for committee use. It has also been thought advisable to establish a buffet on the grounds during the convention week for the convenience of those who do not wish to return to the city between the morning and afternoon sessions. The grounds are eminently suited for this purpose, as they possess several buildings with permanent kitchens and dining rooms, and arrangements will be made for having a first-class caterer on the grounds.

As the State Fair will be held about a month before the street railway convention, the grounds will be put in good

put the exhibits in condition, also to secure a switch into the grounds from either the Big Four Railroad or the Pennsylvania Railroad, both of which pass by the grounds, so that exhibits can be taken directly to the buildings. Satisfactory arrangements have also been made with the proprietors of four principal hotels in the city by which accommodations, which it is expected will be sufficient for the purposes of the associations, will be reserved for those attending the convention. If this number is not sufficient the hotel proprietors promise additional rooms, and have given every assurance that ample space will be provided. An agreement has been made that only regular rates will be charged. As Columbus is the capital of Ohio, it is exceptionally well provided with good hotel accommodations.

In the evening of May 14 the delegates present were entertained by Mr. Pirrung, of the Board of Trade, at a very handsome dinner at the Hotel Chittenden. Among the table decorations was a miniature electric train, which traveled around the table and was stopped by the toastmaster in front of each speaker as he was called upon for remarks. The menu was in the form of a strip of street railway tickets, similar to those issued by the Columbus Railway & Light Company.

PROGRAM OF THE CONVENTION

During the meetings of the convention committee, a meeting was also held of the Committee on Papers and Topics, of which two members, Messrs. McCulloch and Stebbins, were present with the secretary of the association. While the program cannot yet be announced in detail, it might be said that it is proposed at present to hold sessions of the Engineering and Accountants' associations on Monday, Tuesday and Wednesday; of the main association on Wednesday, Thursday and Friday, and of the Claim Agents' Association on Thursday and Friday of Convention Week. Meetings of all the associations will be held both morning and afternoon. The Wednesday morning session will probably be made a joint session of all five of the associations, including the Manufac-



VIEW OF STATE HOUSE AT COLUMBUS

shape at that time and the Board of Trade has agreed to see that the grounds are maintained in good condition at the time of the meeting, to make provision for heating the buildings if necessary, for lighting them and for supplying them with power. Telephone, telegraph and postal facilities will also be installed. The power for the buildings will be taken from the mains of the Columbus Railway & Lighting Company near the grounds, and will be 500-volt d. c. and 110-volt and 220-volt a. c. The Board of Trade has also agreed to see that no excessive charges are made to exhibitors by local teamsters, carpenters, sign painters and others who will be required to

turers' Association, with addresses by the five presidents, which will outline the progress made during the year in association work.

The Wednesday afternoon session of the main association will be devoted to reports of standing committees. At Thursday morning's session interurban railway topics will be considered and an excellent line of papers discussing interurban railway management and operation has been secured. Thursday afternoon's session will be devoted to subjects connected with employees, and several papers have been promised on welfare work, selection, instruction and discipline of em-

ployees and kindred topics. Friday morning's session will probably be executive in its character and Friday afternoon will be devoted to unfinished business and the reports of any



HIGH STREET, LOOKING SOUTH, COLUMBUS

committees, such as the Nominating Committee, which have been appointed during the session.

COLUMBUS AS A CONVENTION CITY

Columbus seems eminently suited for the purposes of the association as a convention city, and its choice is particularly appropriate at this time, as it possesses an up-to-date and well-equipped street railway system of its own, and is also the terminus of a large number of extensive interurban systems, among which are some of the longest and highest speed lines in the country. It is possible to travel from Columbus by electric car to all of the principal

cities in Ohio, such as Cleveland, Toledo, Dayton and Cincinnati, and the city is connected by several routes with the interurban electric railway systems of Indiana and Southern Michigan. Although in size the city is somewhat smaller than any which has been adopted as a convention city by the association in recent years, its hotel facilities are excellent and commodious, and its facilities for exhibits, as already outlined, are unexcelled. Moreover, the city has taken care of a number of conventions during past years and is used to carrying meetings of this character. It is the capital city of Ohio and has a population at present, on a basis of registered voters and school enumeration, of somewhat over 160,000, or nearly double the population in 1890.

It is reached by all of the principal trunk lines, eighteen steam railroads entering the city. A circle with a 500-mile radius and drawn with Columbus as a center would include a large number of the most thickly populated portions of this country, and would embrace within its outside limits such cities as New York, Toledo, Milwaukee, Dubuque, St. Louis, Memphis, Birmingham, Ala., Atlanta, Savannah, and Norfolk, Va. This location brings the city within a night's ride of a very large portion of the Eastern, Middle and Southern States.

TRAFFIC STATISTICS FOR NEW YORK CITY

The Board of Railroad Commissioners has just issued its quarterly report of statistics of passengers carried, car mileage, etc., for the street railway companies of New York City, covering the first three months of 1906. The principal figures are given below, with the percentage increase in the cash fares, transfers, and car miles run. As will be noticed, the increase is large, owing largely in the case of the surface roads to the fact that the very severe winter experienced during the first three months of 1905 reduced the traffic on these lines below the normal. On the other hand, the Subway figures cover a larger mileage than did those of 1905.

TABLE SHOWING TRAFFIC STATISTICS FOR ALL ROADS IN NEW YORK CITY FOR FIRST THREE MONTHS IN 1906

	Cash Fares	Increase	Transfers	Increase	Car Miles	Increase
New York City Railway.....	89,454,011	8,769,416	44,436,241	6,820,867	13,620,424	1,382,099
Interborough—Elevated	65,733,985	3,219,025	†	.....	15,253,524	1,147,729
Interborough—Subway	41,029,733	11,491,007	†	.....	8,469,144	1,498,505
Total Manhattan Borough.....	196,217,729	23,479,448	44,436,241	6,820,867	37,343,092	4,028,333
Brooklyn Rapid Transit.....	80,184,600	10,021,446	19,679,629	4,763,391	14,723,417	1,646,438
Coney Island & Brooklyn.....	6,520,794	323,111	1,335,259	11,201	1,406,494	87,833
Van Brunt Street & Erie Basin.....	418,310	21,285	31,730	*2,873	53,549	3,617
Total Brooklyn Borough.....	87,123,704	10,365,842	21,046,618	4,771,719	16,183,460	1,737,888
New York & Queens County.....	3,379,883	615,110	771,210	182,903	828,246	102,964
Long Island Electric.....	599,305	82,556	†	.....	184,495	21,199
Ocean Electric.....	95,022	35,667	†	.....	48,340	14,454
Total Queens Borough.....	4,074,210	733,333	771,210	182,903	1,061,081	138,617
Staten Island Midland.....	603,535	110,967	53,110	9,001	274,730	64,388
Richmond Light & Railroad.....	966,670	154,061	96,501	13,910	286,237	29,799
Total Richmond Borough.....	1,570,205	265,028	149,611	42,911	560,967	94,187
Union Railway.....	8,156,836	2,161,718	1,711,808	*970,955	1,762,625	516,847
Southern Boulevard.....	196,481	55,881	97,276	*24,574	86,991	6,562
Total Bronx Borough.....	8,353,317	2,217,599	1,809,084	*995,529	1,849,616	523,409
Total New York City.....	297,339,165	37,061,250	68,212,755	10,822,871	56,998,216	6,522,434
Percentage increase.....	12.4	.....	15.7	.....	11.5	.....

* Decrease. † No transfers reported.