

is property within the meaning of the due process of the law clause of the Fourteenth Amendment, and the owners of that property cannot be deprived of it by a decision of a State court any more than by legislative enactment."

The general trend of the company's arguments is to the effect that the decision of the State Supreme Court empowering the city to eject the company from Fort Street is a violation of the Fourteenth Amendment to the Constitution of the United States, which provides that no person or company shall be deprived of property without due process of law. The company also maintains that the act gives the city the right to impair the obligation of a contract, which is also in violation of the Federal Constitution.

Power Improvements of the British Columbia Electric Railway

The British Columbia Electric Railway, Ltd., Vancouver, B. C., is constructing a receiving station which will regulate the distribution of current to the company's territory on the southern mainland of British Columbia. The site for the building is on the boundary line of the city of Vancouver, where the company has a large tract of land. The total expenditure which will be made on the property is estimated at \$250,000. A main receiving station and a small substation, both of steel and reinforced concrete type, are being put up. They will be one story in height, with an additional story for the transformer galleries. Four incoming lines will deliver current to the receiving station at 60,000 volts. The electrical equipment will consist of four banks of three transformers, each with a total capacity of 36,000 kw, by which the current will be stepped down from 60,000 volts to 11,000 volts. The substation which will be erected in connection with the receiving station will be equipped with two motor-generator sets and a bank of 11,000-2200-volt transformers. The supply of current for railway purposes and for public and private lighting in the vicinity of the station will be regulated from this station.

At the present time the current from the company's generating station is sent to the Vancouver substation and other substations at high voltage. When the new substation is completed the Vancouver station and other stations now connected with the transmission lines will be used as substations, receiving their current at 11,000 volts from the Burnaby station. In connection with the new arrangement the British Columbia Electric Railway will reconstruct its transmission system from the power house on the North Arm of Burrard Inlet to Burnaby to carry current at 60,000 volts. As soon as the Burnaby receiving station has been completed the company will erect a similar station near Sapperton, on the outskirts of New Westminster. The equipment of this plant will be almost identical with the Burnaby station, and the plans call for an expenditure of about \$200,000. From the Sapperton station power will be sent to the company's substations in the South Fraser Valley, which cover the supply of the Fraser Valley interurban line and the demands of private parties for light and power in the district. Arrangement has been made whereby in case of accident to the transmission line current from either the Burnaby or Hastings station may be supplied to any point in the company's territory.

The company is now erecting in Vancouver a substation to cover the west end of the city, the residential and the apartment house center. This building will be 60 ft. x 68 ft., one story in height, with an additional story for the transmission gallery, and fireproof throughout. Structural steel with brick curtain walls and a concrete roof are planned. The estimated expenditure on the station will be in the neighborhood of \$100,000. Current will be fed to this substation at 11,000 volts, and transmission lines will be arranged from the Vancouver substation as well as the Burnaby receiving station to afford an alternate base of supply in case of accident to either line. The electrical equipment of the Vancouver substation will consist of two 1000-kw motor-generator sets, consisting of 11,000-volt motors and 600-volt generators, this equipment regulating the current for the electric railways in the section. The station will also be equipped with one bank of three transformers of 7500 kw capacity to regulate the private and street lighting of the district.

New Road Opened in Tennessee.—The Nashville-Gallatin Interurban Railway has been placed in operation between Nashville and Gallatin.

Reply Soon to Demands of Akron Council.—Charles Currie, general manager of the Northern Ohio Traction & Light Company, Akron, Ohio, stated recently that the company will reply shortly to the demand of the City Council of Akron for extension and improvements.

Ordinance with Service Requirement for Motormen Vetoed.—Mayor John J. Irving's veto of the ordinance requiring motormen and conductors to have at least fifteen days' experience on lines of the Binghamton (N. Y.) Railway before being allowed to operate cars has been sustained by the Council of Binghamton.

Cleveland Railway Removes Offices.—The Cleveland (Ohio) Railway has removed its offices from the Electric Building, Cleveland, to the seventh floor of the Leader-News Building on Superior Street. This is a new building which was erected by Dan R. Hanna, who controls both the Cleveland *Leader* and the Cleveland *News*.

Great Northern Railway Electrification Work.—According to statements recently made public the Great Northern Railway will begin the work of construction on the Chelan River power site by April 15. The power generated will be used by the company to operate the electrified line east of the Cascade Mountains to Spokane. Plans are being made to electrify the main line from Seattle to Spokane, but no details in regard to this work have been announced.

Maine Utility Bill Signed.—Governor Haines of Maine has signed the bill creating a public utility commission in that State and on March 28 made public his appointments to the commission, which is to consist of L. B. Deasy, Bar Harbor, chairman; W. B. Skelton, Lewiston, and Joseph Williamson, Jr., Augusta. Mr. Deasy and Mr. Skelton are Republicans and Mr. Williamson is a Democrat. All three are lawyers and have had considerable experience in corporation matters.

Proposed Line Between Battle Creek and Grand Rapids.—It is stated that the Michigan & Chicago Railroad, which proposes to construct an interurban electric railway between Battle Creek and Grand Rapids, Mich., has entered into negotiations with the Michigan Central Railroad looking to the electrification of a part of the Allegan division of the road and its operation in conjunction with the line which the Michigan-Chicago Railroad plans to build. H. H. Crowell, Grand Rapids, is president of the Michigan & Chicago Railroad.

Operation of Trailers Introduces New Problems.—The installation of trailers at Cleveland, Ohio, may affect the agreement between the Cleveland (Ohio) Railway and its employees. It has been necessary to have some of the motormen do part-time duty as conductors on the trailers. They object to this. It is said that under the agreement between the company and the men no change of duties can be made except on May 1 and then only when fifteen days' notice has been given by the party desiring the change. A committee has been appointed to formulate demands and the organization will vote on the question of reopening the agreement on May 1.

Great Demand for Linemen and Electricians in Devastated Districts.—Appeals have been sent out from the flood-stricken districts for all available linemen and electricians to aid in the work of making electrical repairs. There was a great deal of repair work to be done to electrical structures in a large area west of Chicago, owing to recent windstorms, and there is still more to be done in a still larger territory, generally east of Chicago, owing to the floods. As far as Duluth, Minn., the word was sent that "every man who can climb a telegraph pole and twist a wire is wanted at Dayton and other flooded cities in Ohio and Indiana." It is said that more than seventy-five men responded from Duluth alone.

Pleasing the Public.—The *Interborough Bulletin*, published in the interests of the employees of the Interborough Rapid Transit Company, New York, N. Y., contains in its March, 1913, issue two pages of letters from satisfied patrons of the company under the title "Pleasing the Public." These pages are illustrated with line cuts depicting the acts of courtesy and honesty on the part of the employees of the company which prompted the sending of