

Action Unlikely in Connecticut Mail Case

The post-office department will continue its experiment with automobiles in transporting mail in Connecticut for an indefinite period, according to information given out at the office of the Second Assistant Postmaster-General at Washington, in relation to the refusal of the Connecticut Company to continue the service. The post-office authorities will make no effort to have the company re-establish its mail service, even though the government claims that the contract with the company had not expired. As previously stated in the *ELECTRIC RAILWAY JOURNAL* the company asked to be relieved of side and terminal service at fifty-four stations, and also wanted the number of mail pouches to be carried on any one trip limited to six. The post-office department offered an increase in pay and to relieve the company of side and terminal service at thirty points, but was unwilling to yield on the number of pouches to be carried, in as much as such a course would probably mean a delay in delivery. The company therefore discontinued the service.

New Power Station for New Jersey System

Public Service Corporation of New Jersey, Newark, has preliminary work under way for the construction of a large power station at Point-no-Point on the Passaic River. The site, which is located about 2000 ft. north of the Plank Road, has an area of 16 acres and the plant will be known as the Essex Station as it is intended to take care of the business in the county whose name it will bear. The ultimate capacity of the plant will, according to the present plans, be 150,000 kw. It is not intended, however, to build the plant to capacity at once but something like \$2,000,000 will be spent within a year and the station will be so designed that it can be enlarged to meet the demands of future growth.

Much has already been done in the way of preparing the ground and securing data to pave the way for the awarding of contracts. As the land was practically inaccessible for business purposes the company built a road, about 2000 ft. long, from Blanchard Street to the property. This was constructed of broken stone and cinders, on a foundation of old poles and railway ties laid crosswise on the meadows mud, and the whole forming a highway capable of supporting heavy trucking. A spur of the Manufacturers Branch Railroad has also been laid across the site to what will be the turbine room. Twenty-seven test piles, ranging in length from thirty-five to fifty-five feet have been driven to determine the resistance of the soil and water borings were made to provide data upon which to base specifications for foundation and dock contracts. The tests have shown a depth of 9 ft. of marsh mud, underneath which were 2 ft. of mud, 12 ft. of sand, 2 ft. of gravel, 14 ft. of red sand, 4 ft. of clay and 2 ft. of rock for a total depth of 45 ft.

Proposals have been invited for the building of a dock which will have a total length of 682 ft. and extend from the pier head line back to the present high water mark, a distance of about 65 ft. Contractors have been asked to submit alternate figures for three different types of docks, concrete, timber crib and a combination of concrete and timber crib. The top of the dock is to be 30 ft. above the bottom of the government channel and the solid portion of the structure will be 16 ft. wide. Behind that the space will be filled with material dredged from the river as the company will provide itself with a depth of 10 ft. at its proposed dock with the depth sloping to the present 20-ft. channel in the river. The top of the dock will be 18 in. above the highest flood tide mark of which there is any record and the foundation of the station will be as high to preclude probability of trouble from high water.

Intakes for condensing water will be built through the dock and the latter will be arranged to accommodate the coal handling machinery. Incidentally the company will have the water route and two railroads to carry its coal supplies and there will be coal storage facilities sufficient to take care of all the company's power stations in the northern part of the State, if necessary or desirable.

It is proposed to build the station on a line with the outermost point of the present land, that is to construct it

on foundations laid between the existing high and low water marks. In its finished state the building will be 366 x 285 ft. but the intention is to get along with a structure 366 x 154 ft. until such time as an addition will be necessary. There will be a turbine room, a boiler house and a switch house. Two turbines of 25,000 kw capacity each will be installed leaving room for a third and at the outset space will be provided for eight boilers although only four will be set up. It is expected that bids will be asked for the foundations early in August and that the plant will be in operation in the late summer or early fall of next year.

Mr. Mellen's Hopeless Tangle

Everybody's Magazine for July contains an illustrated interview by Garet Garrett with Charles S. Mellen, former president of the New York, New Haven & Hartford Railroad. Mr. Mellen states that the acquisition of the electric railways estranged public sentiment more than anything else the New Haven did. In this connection Mr. Mellen is quoted as follows:

"I was trying to secure control of the trolleys contiguous to the lines of the New Haven because I had the theory and belief that, first, all railroads were going sooner or later, especially in congested communities, to be operated by electricity. Then there was a great economy in the erection of large units in the way of power houses to furnish the electricity for both systems of transportation. It is my conviction that the beginning of government ownership of railroads is almost imminent in this country. But I said to myself: 'Though that is so near at hand, it will be many years before public sentiment will submit to government ownership of street railways.' Therefore I proceeded to tie the New Haven Railroad and its electric railways so tight that it would be very hard ever to untie them. I made street railway mortgages that were also a lien on a part of the New Haven Railroad, and then railroad mortgages that were also a lien on parts of street railway systems, saying to myself as I did it: 'Now when they come to New England with their schemes for government ownership of railroads they will look it over and lift up their hands in despair. They can't take the railroads without the trolleys, and the public will not stand for their taking both.' The result is that now the department of justice is in despair. It is a hopeless tangle, as I intended it should be."

St. Paul Electrification Progress

C. A. Goodnow, assistant to the president of the Chicago, Milwaukee & St. Paul Railway, made the following statement about electrification at Great Falls, Mont., recently:

"My first purpose on this visit to Great Falls is to get things started toward the electrification of our terminals in Great Falls in order that we may keep our word with the city that the work would be completed by Jan. 1, 1915. Electrification of the terminals will be under Mr. Beeuwkes, our electrical engineer in charge of electrifying our main line between Avery, Idaho, and Harlowton. The exact time of starting actual construction could hardly be fixed now because there are a mass of details that must be worked out.

"There has been some disappointment on our part in the fact that the construction of our passenger station at Great Falls has not gone forward as rapidly as we had hoped. The delay has been due to hindrances in getting the brick needed, but we hope now the work will be pushed with all possible speed until the station has been completed. Ballasting the line is going forward quite satisfactorily just now. New grades do not stand spring freshets well and there has been some trouble between Great Falls and Lewistown. However, we shall have no difficulty, we now believe, in getting the road ballasted and opened to scheduled service by Aug. 1.

"Concerning the electrification of the main line which is in charge of Mr. Beeuwkes, there is only the best report. The trolley poles and the transmission poles are arriving in plentiful quantity and are being set promptly, so we are certain not to be delayed from that source. As has been announced, the plans and specifications for the locomotives, and the equipment which will be needed in the substations

and in other ways in making the change to electric power are now in the hands of the manufacturers. Naturally, with assurance of being ready so far as the installation of the trolley and transmission lines by the time we have set, Jan. 1, we shall hope to get the equipment as nearly on time as the makers can deliver it, but until the bids have been opened it would hardly be wise to predict what the bidders will offer on the time for delivery. It is a safe prediction, it seems to me, to say the date of actual operation by electricity will not be delayed long, if at all, beyond Jan. 1, 1915."

Chicago Engineer Removed by Mayor Harrison

By a vote of forty-one to eighteen, with six Aldermen excused from voting, the Chicago City Council on June 29 concurred in Mayor Harrison's removal of George Weston as the city's representative on the board of supervising engineers. Mr. Weston still holds the position of chief engineer of the board.

The transportation committee of the City Council inquired on June 30 into the methods of procedure followed by the board of supervising engineers. Walter L. Fisher appeared as counsel for the board. Corporation Counsel Sexton conducted the inquiry for the committee. Both B. J. Arnold and Mr. Weston were examined. During the inquiry Mr. Sexton asked the board to produce the complete record of opinions furnished to the board by the Corporation Counsel. Both Mr. Fisher and Alderman Capitain were in favor of having the investigation disposed of as soon as possible. The members of the committee, however, determined to defer until fall all further consideration of the accounting charges against the board. Mr. Arnold and some of the other Aldermen also protested against the postponement of the launching of a new investigation before the pending charges had been disposed of. In this connection, Alderman Capitain said that he wanted to criticize the parties that submitted the order—the same parties that appealed to the Council for \$50,000 for a new audit.

At the suggestion of the Mayor the City Council has referred to the finance committee the Mayor's request for an appropriation of \$50,000 for a new audit of the street railway companies' books.

Chicago advices state that Mayor Harrison has decided to appoint Edward W. Bemis, public utility expert, as the city's representative on the board of supervising engineers to succeed Mr. Weston.

Toledo Citizens' Franchise Considered Informally

A meeting of the special franchise committee of the City Council of Toledo, Ohio, was held on the evening of June 30. The franchise submitted by the Toledo Citizens' Franchise Association was discussed. Mayor Carl H. Keller was in Columbus, City Solicitor Thurstin remained only a few minutes when he found that no official discussion was to take place.

J. R. Cowell, representing the Non-Partisan League, has announced that his organization will have a franchise proposal ready for submission soon. This proposal, it is understood, will be similar to the franchise of the Cleveland Railway. The Non-Partisan League is operating on the idea that municipal ownership will be the ultimate end, but that the city is not yet ready to take over the properties of the Toledo Railways & Light Company. The franchise committee has informed Mr. Cowell that it will be glad to consider any proposition that is likely to hasten a settlement of the franchise question.

Frank L. Mulholland, of the Citizens' Franchise Association, requested the committee to fix upon an early date for a meeting to take up the negotiations on the proposed franchise. It was decided to hold a joint conference of the franchise committee of the City Council and the Citizens' Franchise Association on July 2.

The impression prevails that if the franchise committee does not recommend some action to Council within a short time steps will be taken to initiate the proposal of the Citizens' Franchise Association and get it before the voters. Councilman F. M. Dotson is quoted as saying that negotiations with the company will be continued no matter what other movements are inaugurated.

The Municipal Ownership League filed petitions containing 8000 names with the City Auditor on June 30, asking that its proposal be submitted to the voters. This organization proposes to issue \$8,000,000 of bonds with the proceeds of which the city is to purchase the railway, lighting, power, gas and heating properties of the Toledo Railways & Light Company. The Municipal Ownership League favors the immediate acquisition of the railway properties by the city and is pledged strictly to support that plan.

It seems likely that there will soon be a three-cornered effort to settle the question under way, but it is believed the business men's proposition is so strongly supported that it will of necessity take preference over all others in the order in which they are taken up for consideration.

The company has done little the last two weeks toward a settlement. Mr. Doherty and the officials are waiting for developments from the efforts made by the Toledo Citizens' Franchise Association before taking further steps. It is the intention to afford every opportunity to the city to work out a satisfactory proposition, since the plan presented in behalf of the company did not meet the approval of the administration. The company, however, looks to the city to follow out the mutual understanding arrived at when the company suspended its order to collect the old rate of fare and proceed in earnest to reach a settlement.

Henry L. Doherty has been in New York for a week. This is the first time he has been absent from Toledo in more than three months. He was expected to return on July 1.

Even if the city should vote in favor of municipal ownership, following the petition filed with the auditor, Councilman Dotson explained that it will be necessary to extend the present franchise. Several years would be required, he said, to take over the properties.

Westinghouse Strike Situation

A company of the State Constabulary of Pennsylvania went to East Pittsburgh on June 29 for the purpose of assisting in the maintenance of order in the district affected by the strike of employees of the Westinghouse Electric & Manufacturing Company. The State Constabulary were sent at the request of Sheriff Richards, of Allegheny County, made after a demonstration by strikers which threatened disorder.

Employees of the Union Switch & Signal Company who walked out on June 12 have returned to work. Col. H. G. Prout, president of this company, in announcing that all the men had returned to work, said:

"This walkout was an Industrial Workers of the World effort thinly disguised, and the men went out without presenting any grievances, demands or requests. No concessions whatever have been made by the company."

I. C. C. Report Concerning New Haven Railroad.—It is reported that the findings of the Interstate Commerce Commission in response to the resolution of the Senate authorizing its recent investigation of the New York, New Haven & Hartford Railroad will be submitted to the Senate within the next two weeks.

Striking Employees of Kansas Road Return to Work.—Five former employees of the Union Traction Company, Coffeyville, Kan., who went out on a strike on March 31, have applied for reinstatement. The company accepted their applications as individuals, declining to recognize the union. Other men are expected to return shortly.

Extension of Time Granted.—The Public Service Commission of the First District of New York has granted the Hudson & Manhattan Railroad an extension of time from June 28 to Oct. 1, 1914, within which to begin the construction of the extension of its system from Thirty-third Street and Sixth Avenue, New York, to the Grand Central Station at Vanderbilt Avenue and Forty-second Street.

Proposed Radical Action in Pittsburgh Not Approved.—Councilman G. A. Dillinger, of Pittsburgh, on June 16 presented a resolution in the City Council, instructing the city law department to take steps to force the Pittsburgh Railways into the hands of a receiver. Several days previously the Mayor and the Council had agreed to let the law depart-