

ance being increased as was suggested to the Council by the company.

The operating report for February, made to the board of directors on March 25, showed that the income for the month was \$720,972, or \$109,670 more than that for the same month last year. The increase in the number of fares collected was 3,655,683. The interest fund received \$58,712, making it now \$653,496. It is believed that the March report will result in an increase in the interest fund to \$700,000, where the fare would be reduced automatically by dropping the transfer charge. This reduction in fare would not follow, however, if an amount be taken from the fund to reduce the deficits.

East Cleveland will shortly advertise for bids for a new street railway line on Noble Road, between Euclid Avenue and Mayfield Road.

Fielder Sanders, street railway commissioner, has arranged to check the East Cleveland business of the Cleveland Railway to see whether the company is losing money at the 3-cent fare to that city. The claim has been made that there is a great deal of short-haul business within the limits of East Cleveland, on which there is a profit.

The injunction suit brought by East Cleveland to compel the Cleveland Railway to pave between its tracks on Euclid Avenue in that city has been dismissed in Common Pleas Court. The court said that the suit was premature and that the officials of that town should have waited until the paving work was begun and then, if the company did not do its part, bring suit to compel it to do so.

Vote on Municipal Ownership in Massachusetts.—The committee on street railways of the Massachusetts Legislature voted on March 23 to report a bill for a referendum vote next November on the question of state ownership of street railways.

Service Into Mexico Stopped.—The street cars of the El Paso & Juarez Traction Company, controlled by the El Paso (Tex.) Electric Company and operated between El Paso, Tex., and Juarez, Mex., have been ordered stopped in Juarez on the recommendation of the military authorities.

Annual English Tramway Congress.—It has been decided to hold a one-day congress of the Tramway & Light Railway's Association in London, England, on June 30. The papers and lecture will be presented at 2.30 p. m. An informal dinner will be held at 7.30 p. m. There will be no official guests at this congress and no musical entertainment will be provided.

Two Hundred and Ten Permanent Men Replace Wilkes-Barre Strikers.—At the present time the Wilkes-Barre (Pa.) Railway has 210 permanent employees in the place of the men who went on strike some time ago. These new employees are all residents of the vicinity. All of them have been broken in and they are courteous, efficient and courageous employees. The riding is increasing despite the occasional outbreaks of lawlessness and the attempts of strikers to intimidate the people. The temporary injunction secured by the company against its former employees is still in force, and within a week or so it is expected that there will be an argument on the matter of making that injunction permanent.

Bridge Collapse at Johnstown.—The steel bridge spanning the Conemaugh River at Maple Avenue, Johnstown, Pa., collapsed on March 21 at 5.30 p. m., under the combined weight of six trolley cars and a crowd of about 500 workmen from the local plant of the Atlantic Refining Company. Over a score were injured, none seriously. According to reports the failure was gradual. The bridge dropped suddenly a foot or more and then fell to the bottom of the river, a distance of 12 to 15 ft. The depth of the water at this point was not over 3 ft. at the time. The cars remained upright and the trusses, though bent out of line, did not fall on the cars or pedestrians. The cars were standing close together, and when the bridge went down were wedged into the shape of a broad V, the position in which the bridge remained after it fell.

Extension Order of Missouri Commission Upheld.—The St. Louis Circuit Court has refused to grant the petition of the United Railways to set aside an order made by the Public Service Commission directing the company to apply

to the Board of Aldermen and the Mayor for permits to construct certain extensions. The action of the court upholds the Public Service Commission's order made last May. This order specified that the permits be obtained within a month. The company obtained a suspension to enable it to apply to court for cancellation of the order. The extensions included some downtown loops and a switch on Lindell Avenue between Grand Avenue and Olive Street for a loop to be used during rush hours.

Special Agent Appointed to Investigate South American Markets.—Stanley H. Rose, commercial agent in charge of the New York office of the Bureau of Foreign and Domestic Commerce, announces that Philip S. Smith has been appointed special agent of the bureau to investigate and report on the present conditions as well as the future prospects in the South American market for electrical goods of all character. Mr. Smith proposes to be at Room 409 in the Custom House in New York from April 24 to April 27 and will be very glad to meet American manufacturers and exporters of electrical apparatus and supplies. Appointments may be made with Mr. Smith, by addressing Stanley H. Rose, commercial agent in charge, Bureau of Foreign and Domestic Commerce, 409 Custom House, New York.

Short Strike in Mexico City.—A newspaper dispatch from Mexico City, Mex., dated March 28 stated that energetic measures taken by General Pablo Gonzalez promptly stopped a threatened general strike of employees and laborers of the Mexico City Tramway. The demonstration that threatened to suspend traffic was instigated by agitators of the Mexican branch of the Industrial Workers of the World. The laborers at the electric plant of the company went on strike, demanding a 60 per cent wage increase. These strikers urged the conductors and motormen to join them, and many of the latter, fearing difficulties, returned their cars to the barns. General Gonzalez dispatched troops and gendarmes to protect the electric plants and to force the strikers to resume work, promising an increase in pay in the near future. The agitators were arrested and traffic was resumed later.

"Dawn of the Electrical Era in Railroading."—Under the caption "Dawn of the Electrical Era in Railroading" the Chicago, Milwaukee & St. Paul Railway is running in the principal daily newspapers of the United States an advertisement 8½ in. wide by 11 in. high which it concludes as follows: "Electrification, added to its other advantages, makes the 'St. Paul' more than ever the road of efficiency, comfort and charm. Remember this fact when planning your next trip to the Pacific Northwest." The paragraph headings are as follows: "440 Miles Electrified," "Giant Locomotives," "Power From Mountain Streams," "Regenerative Braking" and "Increased Efficiency." The company says that it "has inaugurated this great epoch by accomplishing the longest extent of main line electrification in the world, through a region demanding the utmost of energy and efficiency in locomotives." A striking line cut shows one of the electric locomotives hauling a train over the mountains. In the company's passenger office in Chicago a handsome plaque is on exhibition, announcing the inauguration of the service.

President Wilson Urges Action About Transportation.—President Wilson wrote to the Democratic leader of the House, Mr. Kitchin, on March 28, urging consideration of the shipping bill and the resolution for the investigation of conditions of railway transportation and legislation. The letter to Mr. Kitchin follows in part: "I write to express the hope that the Senate joint resolution No. 60 for the investigation of the condition of transportation by railway, may find an early opening in the business of the House for its consideration. The railways of the country are becoming more and more the key to its successful industry, and it seems to me of capital importance that we should lay a new groundwork of actual facts for the necessary future regulation. I know that we all want to be fair to the railroads, and the proposed investigation is the first step toward the fulfillment of that desire. I hope that this important matter can be disposed of without putting anything in the spokes of the wheels that we are now trying to make go around in the matter of legislation."