

News of Electric Railways

Traffic and Transportation

Financial and Corporate

Personal Mention

Construction News

Mr. Goodnow at Seattle

Electrification of St. Paul Lines Between Seattle and Othello to Be Directed by Him from That City

C. A. Goodnow, Chicago, assistant to the president of the Chicago, Milwaukee & St. Paul Railway, who supervised the work of electrifying the company's line in Montana and Idaho, recently opened permanent headquarters in the passenger station in Seattle. The Milwaukee will spend \$6,000,000 in the work of electrifying the line between Othello and Seattle, work to be completed by Jan. 1, 1919. Between 400 and 500 men will be employed constantly in the work. Engineers who have been in charge of the electrification between Harlowtown, Mont., and Avery, Idaho, arrived in Seattle recently. According to present plans, eight substations will be built. They will cost with their machinery approximately \$175,000. The stations will be located at Taunton, Doris, Kittitas, Hyak, at the east portal of the Snoqualmie tunnel, at Cedar Falls, Black River Junction and the Tacoma shops.

TERMINAL AND POWER ARRANGEMENTS

At Seattle it is proposed to electrify the passenger tracks of the company as far as the Stacey Street freight house. At Tacoma the line will be electrified to the passenger station and the yards on the tideflats. Electric current, which has already been contracted for with the Inter-Mountain Power Company, will be delivered on the east from the Washington Water Power Company's plant at Long Lake, 15 miles west of Spokane on the Spokane River, and brought to the substation at Taunton. On the west the electric current will be brought from the Snoqualmie Falls plant of the Puget Sound Traction, Light & Power Company and delivered at Cedar Falls. The Inter-Mountain Power Company, in order to connect the Long Lake and the Snoqualmie Falls power will build transmission lines aggregating 170 miles. There will be delivered at Taunton and Cedar Falls 7500 hp. each, and as the business of the railway increases the contract for this power will ultimately provide for an aggregate of 25,000 hp. Requisitions for the material have been placed with G. F. Wilder, Western purchasing agent of the Milwaukee at Seattle, and contracts for transmission, trolley and other power facilities will be let shortly. Substations of the bungalow type, with attractive grounds, will be built under the directions of R. Beeuwkes, electrical engineer; W. B. Walker, superintendent of construction, and R. E. Wade, assistant electrical engineer.

Mr. Cross Succeeds Mr. House

Thomas A. Cross, who has been vice-president and general manager of the United Railways & Electric Company, Baltimore, Md., on April 12 was elected president of the company and also chairman of the board. He succeeds William A. House in both positions and also succeeds Mr. House as a director. At the same time James R. Pratt, who has been assistant general manager of the company, was elected second vice-president and general manager. H. B. Flowers was appointed assistant general manager to succeed Mr. Pratt. Mr. Flowers was formerly assistant to the superintendent of transportation. William Early was re-elected secretary, John T. Tingle was re-elected assistant secretary, J. T. Staub was re-elected treasurer and N. E. Stubbs was re-elected auditor. Joseph C. France was reappointed general counsel. J. Pembroke Thom was appointed general attorney. Mr. Thom previously held this position. The executive committee consists of Alexander Brown, B. Howell Griswold, Jr., George C. Jenkins, M. Ernest Jenkins and J. H. Aldred. M. Ernest Jenkins succeeded Mr. House as a member of this committee some months ago.

Muskegon Detractor Answered

President of Local Utility Replies to Attack by the City Attorney

John Q. Ross, president of the Muskegon Traction & Lighting Company, Muskegon, Mich., replied recently in a public address to the statements made about the company by City Attorney Sessions in his attack upon the company in connection with the controversy between the company and the city over conditions of the company's street railway franchise, which has until 1931 to run. Officials of the company have previously announced their willingness to enter into negotiations for a new grant, but only on condition that the validity of the present rights of the company to operate be not contested by the city in court. Mr. Ross said in part:

NOT ALL MILK AND HONEY

"It may be well for the people of Muskegon to remember that the first company owning the street railway failed because its income was not sufficient to maintain it and the property was sold at foreclosure. The second company lost money, and when it was sold to the present company the men who had their money in it received a little more than half of the money invested without having had interest on it while so invested.

"Upon the organization of the present company the common stock of the company was used to raise funds to purchase the street railway, the electric light property and the gas plant. After these companies had been purchased the bond issue of \$600,000 was made. You will see from this that the city attorney had not been correctly informed, as his statement that the bonds had been issued to pay for the property does not present the facts.

"In view of these facts, many of them matters of common knowledge to people who lived here at that time, there could be no reliable information obtained by the city attorney which would justify him in failing to give credit to the figures in the investment account of the company as shown in the statement from which he quoted. Neither fact nor fancy justified him in stating that the company earned the equivalent of more than 11 per cent on the original investment.

"This year as a result of the high cost of material it is safe to say that the company will not earn sufficient to pay a dividend to its stockholders, even though most lines of business are unusually prosperous. The stockholders have had to support the property by continually investing additional money in it. The city is fortunate that the majority of the stock is owned by a company which could and did advance money to make up for its lack of earnings for the many lean years it has had. Under the circumstances the company is entitled to at least a fair statement even though the political exigencies of the time seem to demand the taking of action not warranted by the facts."

CITY SEEKS INJUNCTION

The bill for an injunction to restrain the company from using the city's streets for its street railway has been filed in the Circuit Court by City Attorney Sessions. The bill is signed by Mayor Arnt Ellifson. It describes in detail the various ordinances under which the company is operating and relates the negotiations between the city and the company for the Brunswick extension and other improvements. The Mayor has stated that if the city succeeds in securing the injunction it does not intend to exercise this power to stop traffic in Muskegon, but will employ it to force the company to build the Brunswick spur and equip its cars with air brakes and fenders.