

NEW YORK CENTRAL TO EXTEND ITS SERVICE

The New York & Harlem Railroad has announced that it will extend its electric service to that city by Feb. 17. The entire Mount Vernon freight yard is being moved back to give room for a 1000-ft. platform and a yard for the storage of the electric trains. In reaching out to Mount Vernon the New York Central will go a little beyond its first electric zone. Its next step will be to continue the electric system to White Plains, but this cannot be done until several important grade crossings are eliminated. It is announced that as soon as the electric service is extended to Mount Vernon two additional expresses between that city and the Grand Central station will be added, for the convenience of the Mount Vernon commuters.

THE T-RAIL AGAIN IN COLUMBUS

The Indiana, Columbus & Eastern Traction Company announces that when it gets ready it will lay T-rails in Columbus, Ohio, regardless of the attitude of the city authorities, who favor the grooved rail. The law firm of Pomerene & Pomerene, of Columbus, attorneys for the traction company, says the company has the right to lay T-rails in the city under its franchise. The franchise provides that any rail of an approved standard type may be laid, and the company claims the 90-pound "T" laid with the special block paving is an approved standard type and meets the requirements of the franchise.

The controversy over the T-rail in Columbus came up some weeks ago, when the city authorities attempted to compel the company to replace its T-rails on an unimproved street of the city with grooved rails, preparatory to improving the street. The company declines to remove its T-rails, but does agree to replace them with heavier T-rails and put in the special paving, which it is claimed answers all the purposes of a grooved rail. The situation is in a state of deadlock at present, as neither the city nor the company will concede anything further than has already been conceded. It is expected the city will make the first move by trying, through the courts, to compel the company to lay grooved rails on this street, when it is ready to improve it. The city expects to improve a number of streets during the coming summer, and has notified the traction companies operating over them to put down the grooved rails in preparation for the paving. The Columbus, Urbana & Western Traction Company has agreed to lay grooved rails on Water Street, between Gay and Spring Streets, and on Spring Street west of Dennison Avenue, and has ordered the rails and will commence work as soon as the material arrives.

ANNUAL MEETINGS OF BROOKLYN SUBSIDIARY COMPANIES

The annual meetings of stockholders of the subsidiary companies of the Brooklyn Rapid Transit Company, held last week, resulted in additions to several of the boards of directors and in changes in two instances. Nine directors were added to the board of the Brooklyn Heights Railroad Company. The re-elected members are: J. G. Jenkins, D. H. Valentine, H. C. Du Val and Eugene N. Foss. The new directors are: A. N. Brady, E. W. Winter, T. S. Williams, A. R. Flower, H. H. Porter, E. H. Harriman, W. G. Oakman, Norman B. Ream and Henry Seibert.

The following were added to the board of the Brooklyn, Queens & Suburban Railroad Company: D. H. Valentine, Henry Seibert, J. G. Jenkins, H. C. Du Val and Bernard Gallagher. The re-elected directors are: A. N. Brady, E. W. Winter, T. S. Williams and J. F. Calderwood.

C. D. Meneely was substituted in place of J. T. Nelson on the board of the Sea Beach Railway Company. Otherwise the board remains the same as last year. G. D. Yeomans took the place of E. H. Harriman in the board of the Coney Island & Gravesend Railway Company. No changes or additions were made in the boards of the Nassau Electric Railroad, the Brooklyn Union Elevated, the Transit Development Company, the American Railway Traffic Company and the South Brooklyn Railway Company.

REPORT ON BRIDGES FOR HUDSON PROPOSES PROVISION FOR SPECIAL ELECTRIC LINES

The New York Interstate Bridge Commission, in its report to the New York Legislature, made public Thursday, Feb. 7, expresses the opinion that three bridges properly situated will best establish the desired direct communication between New York City and New Jersey. One of these, it thinks, should be somewhere between Fourteenth and Seventy-Second Streets, and the two others should span the Kills which flow between Staten Island and New Jersey. These bridges should be considered strictly as public highways and as works of public improvement, and the expense should be borne either by the States of New York and New Jersey or by the State of New Jersey and the City of New York in just proportion. The cost of construction of the Manhattan Bridge proper and the anchorages would not be less than \$25,000,000, and might easily run to \$35,000,000, says the Commission. It recommends that in view of the large space needed for terminals if they were to include trans-continental trunk lines and passenger and freight traffic, the bridge should be primarily for vehicles, foot passengers and trolley lines, rather than for trunk lines. The trolley lines should include, however, a special union line crossing and connecting with all the trunk lines in New Jersey. There should be provision for a union passenger station to Manhattan for such special union trolley line, where tickets could be sold and baggage checked for points on the trunk lines with which this trolley line would connect.

ANOTHER ACCIDENT FAKIR RUN DOWN IN PHILADELPHIA

The Philadelphia Rapid Transit Company is having more trouble with accident fakirs, despite the punishment meted out not so long ago to this class of criminals. Carl O. F. Nordlander, of New York, is the man apprehended this time. He was arrested in the company's office in the Land Title Building while trying to settle a \$30,000 claim for \$1,000, and was taken before Magistrate Beaton and held in \$2,500 bail on a charge of conspiracy to defraud. Incidentally, the representative of the company who was responsible for the arrest, declared that the claim adjusters who were acting for Nordlander in his effort to get \$30,000 damages had left town.

According to a representative of the company Nordlander has worked at various times as an insurance and real estate collector, but neither of these pursuits proved very profitable, and one June 27, 1902, he made \$10, and again on December 11 last he made \$100 in the form of damages from a Brooklyn company by falling from trolley cars. The effect of these accidents was heightened, according to Nordlander's own admission, by a sort of self-mesmeric power, which enabled him to appear unconscious.

On Jan. 4 Nordlander came to Philadelphia, spent the day looking over the city and the next day, while riding in a Market Street trolley car, was thrown to the floor by the car's sudden stopping at Twentieth Street.

Mrs. Margaret Olwell, whom the company's representatives say was a runner for the law firm that took up Nordlander's case, happened to be on the car, and the case was placed in their hands. Nordlander was first taken to the Olwell house, at No. 20 Sichel Street, and later to a house at 123 North Dearborn Street. There Nordlander's clothes were taken from him and he was locked up in a room so he couldn't escape. In the meanwhile he had signed a power of attorney agreeing that the law firm should act as his agents and that they should get one-half of the damages recovered. On Feb. 4, says the company's representatives, the lawyers disappeared from the city, and Nordlander made for the company's office. Mrs. Olwell had filed a claim, through attorneys, for damages, alleged to have been sustained at the same time Nordlander claimed to have been injured. In investigating her case the company's representative learned that she had settled a similar claim in August last. This led to an investigation of Nordlander's case, and when he called at the company's office he was allowed to draw up the papers for his acceptance of \$1,000. He was then arrested.