

## PUBLIC SERVICE EARNINGS—PAY-AS-YOU-ENTER CARS SOON

The board of directors of the Public Service Corporation last week declared a 1 per cent dividend for the quarter ended March 31. Reports received from the traffic department show an increase of about 7 per cent in passenger traffic for January and February over the corresponding months of last year. The total car mileage during these two months aggregate 6,377,704 miles, as against 5,792,821 for the same period of last year, making an increase of 584,883 miles or a net daily increase of 9748. It was also reported that the passenger traffic showed an increase of 2,500,000 passengers over the same period of last year. R. E. Danforth, general manager of the transportation department, explained that this increase in the number of passengers carried represented a large percentage of non-revenue traffic, including transfer fares and employees. He could not state definitely when pay-as-you-enter cars would be in operation, but thought the Broad Street line would be equipped by April 15. He explained that it would take at least fifty cars to equip this line, while at present only twenty-six cars have been received. Of the cars now on hand only ten are ready. After the Broad Street line, Mr. Danforth said, other lines will be equipped. It is expected that by June 1 the 150 cars ordered will be in service. If the pay-as-you-enter cars prove successful it is said the company will order 600 of them. While the McAdoo tunnels have been responsible for a large increase in traffic on the Hoboken lines, the increase is said to represent a divergence of from 5,000 to 6,000 passengers a day from the Jersey City lines to those at Hoboken.

## RAIL CONTROVERSY IN COLUMBUS RESULTS IN SERIOUS CONFLICT

Early last Wednesday morning the city officials at Columbus, Ohio, tore up a large section of the track of the Ohio Electric Railway Company on Mound Street, in an effort to force the company to lay grooved rails, upon which the city has been insisting for some time. About one hundred workmen were ordered to the scene at 6 o'clock in the morning and by 9 o'clock about three hundred feet of track had been torn out. Shortly before noon a temporary restraining order was secured from Judge Charles M. Rogers to prevent the city from interfering with the rclaying of the tracks and in the afternoon 300 men were put to work, with the result that traffic was resumed in the evening. City Solicitor George S. Marshall, City Engineer Mactzel and members of the board of public service were in immediate charge of the work of tearing out the tracks.

Mr. Marshall states that he took this action in order to force the matter into the courts, as the company had been notified that this street would be improved with a pavement and that the T-rails should be replaced by grooved, in accordance with an ordinance passed by the City Council on June 10 of last year. The general ordinance granting the company a franchise on this street also provided that it shall pave between its tracks and one foot on the outside with the same material used by the city in its pavement.

Mr. Marshall had prepared a suit to be filed, asking that the company be enjoined from interfering with the improvements of the street, but Judge Rogers decided that the company should be given the right to continue operations pending a court decision on the question of rails. The petition of the railway company states that it laid T-rails at a cost \$25,000, that they are in good condition and suited to the needs of interurban cars and that to lay grooved rails would mean an additional expense of \$75,000 which the company feels is needless.

Vice-President and General Manager Crawford of the Ohio Electric Railway Company states that the action of the city officials in tearing up the tracks is an outrage. He says the company's position has been continuously misrepresented to the people of the city. If there has been a delay in the improvement of the streets, he says the City Solicitor is responsible. Mr. Crawford states that the company's franchise requires that when the city improves the street, it shall improve the part between the rails and a foot outside at the same time and in the same manner. The city officials had been advised that the company was ready to carry this out to the letter. While the city made a contract to pave its part of the street long ago, work has never been commenced and no material of any

kind is on the ground for the purpose. As to the type of rail, Mr. Crawford says that the company denies the right of the city to require it to tear up its existing tracks and replace them with an entirely different method of construction. This, he says, is a legal question to be decided by the courts and that the company has been willing to co-operate with the City Solicitor in bringing a test suit that would quickly settle it. Both in writing and orally this proposition was made nearly a year ago, but this official is said to have refused.

## CITY OF WINNIPEG BUYS ELECTRIC RAILWAY & LIGHT PROPERTIES

Arrangements were made March 30 for the purchase by the city of Winnipeg of the entire holdings of the Winnipeg Electric Company, estimated to be worth in the neighborhood of \$15,000,000. For some weeks negotiations have been in progress, but it was not until March 30 that the company decided to dispose of the property, Winnipeg buying at the closing prices in Toronto on even date. The company also has a franchise for supplying gas. The street railway franchise was an exclusive one. The city already owns the waterworks, stone quarries and an asphalt plant. The provincial government owns the telephone system.

## MacGOVERN, ARCHER & COMPANY

A new firm, under the name of MacGovern, Archer & Company, succeeding Rossiter, MacGovern & Company, has been organized in New York. It will continue the buying and selling of electrical and steam machinery, as carried on for the past 12 years by its predecessor.

Mr. MacGovern needs no introduction in the railway and lighting field. He entered electrical work when barely twenty-three years of age, and at once organized the firm of Rossiter, MacGovern & Company. At that time the business of buying and selling electrical machinery was in its infancy. Mr. MacGovern was quick to see the possibilities offered by reason of the number of consolidations that were being effected in both the street railway and the lighting field, which were displacing a large amount of first-class machinery. The result was that he rapidly built up the business of Rossiter, MacGovern & Company to large proportions. Two years ago the firm of Rossiter, MacGovern & Company was reorganized, and new interests taken in with a view of extending operations into the contracting and construction field. This branch of the business unfortunately was not successful, and it was deemed best for all the parties interested to apply for a receivership. Mr. Archer, who is associated with Mr. MacGovern, is well known in the street railway and lighting circles, having been with Rossiter, MacGovern & Company as sales manager for about six years.

The new firm will adhere strictly to the handling of high-grade electrical and steam machinery. Mr. MacGovern's friends will undoubtedly wish the new firm every success, and those who are best acquainted with his capabilities have no doubt but that it will be of an emphatic character.

## STREET RAILWAY PATENTS

[This department is conducted by Rosenbaum & Stockbridge, patent attorneys, 140 Nassau Street, New York.]

UNITED STATES PATENTS ISSUED MARCH 17, 1908.

881,938. Block Signal; Don D. Miles, Jr., Aurora, Ill. App. filed Nov. 10, 1906. A block system for surface roads having an overhead trolley. Includes a special form of contact shoe suspended above the trolley wire between a pair of adjacent hangers and which closes a plurality of circuits in predetermined order.

881,949. Truck Bolster Hanger; William G. Price, New Castle, Pa. App. filed Aug. 20, 1906. The pivotal joints of the bolster hangers comprise pins and eyes constructed to contract on a line only, the eyes being wider than the pins, thereby producing a rocking movement one on the other.

882,024. Switch Stand; Fred W. Snow, Hillburn, and William C. Kidd, Suffern, New York, N. Y. App. filed Dec. 20, 1907. Means to control the automatic throwing of the switch, manually operated means to throw the switch normally in engagement with the automatic means, and means to disengage