

passenger agent of the Utica & Mohawk Valley Electric Railway, is chairman will report on carrying musical instruments on cars, and the committee of which George L. Radcliffe, superintendent of the Schenectady Railway, is chairman will report on signaling interurban cars at way stations. The subject for general discussion is "Current Legislation." Hotel accommodations may be secured in advance through E. F. Pack, general manager, Schenectady Railway.

Dayton Street Railway Placed in Operation.—The Dayton Street Railway, which has been under construction since early in 1908, was placed in operation on Feb. 25. The system comprises 14 miles of standard gage track, all within the city limits. The company purchases power.

Proposal for Moving Platform Lines in New York.—The Continuous Transit Securities Company, New York, has asked the Public Service Commission of the First District of New York to invite proposals for the construction of eight moving-platform rapid-transit routes. Three of the proposed routes contemplate crosstown subways in Fourteenth Street, Twenty-third Street and Thirty-fourth Street. One of the routes proposed would be operated in a subway running from Union Square under Broadway to Times Square, thus connecting the Fourteenth Street and Times Square stations of the present subway. This moving-platform subway would also connect at Thirty-third Street and Sixth Avenue with the Hudson & Manhattan Railroad and the new Pennsylvania Railroad terminal. The other four proposed moving-platform routes would traverse the four bridges over the East River on elevated structures.

Favors Additional Expenditure for New York Bridge Loop.—The Public Service Commission of the First District of New York has sent to the Board of Estimate of New York a reply to the resolution recently passed by that body calling upon the commission to explain why no plans for the operation of the subway loop line between the Manhattan ends of the East River bridges have been made, although the construction of the loop is being pushed. The communication says that no effort has been made by the commission to arrange for the operation of the loop for the reason that while the Brooklyn part of the loop is being delayed by the city the commission cannot expect to get bids except from the Interborough Rapid Transit Company. The commission suggests that in order to provide direct communication between the Manhattan loop and Brooklyn it would be advisable to begin at once the construction of the proposed subway under the Flatbush Avenue extension, which is part of the proposed Fourth Avenue subway in Brooklyn. The commission is willing to agree to this compromise, and if the Board of Estimate will appropriate the money for the extension the commission will at once proceed to act upon this suggestion.

The Institute Dinner.—Everything points to a very successful anniversary dinner of the American Institute of Electrical Engineers at the Hotel Astor, New York City, on March 11. All the preparations have now been carefully made, and the number of applications for seats is very large. The dinner will be conducted by President Ferguson, who will act as toastmaster. Prof. Elihu Thomson will speak for the charter members, Frank J. Sprague, for the past presidents. Dr. A. C. Humphreys, president of Stevens Institute of Technology, will speak on electrical engineering and education, and John Bogart, formerly State Engineer, and secretary in 1884 of the American Society of Civil Engineers, will bring the greetings and congratulations of sister societies, several of which will be represented by their officials. An interesting feature of the dinner will be the participation also of a number of branches and sections. The dinner committee requests that applications for tickets and seats be filed at once. The cost of the dinner is \$5, including one wine and cigars and cigarettes, music, etc. The dinner will be given in the large ballroom, the small ballroom adjoining being reserved as an annex if necessary.

Electrification of Chicago, Milwaukee & St. Paul Railroad in Far West.—Plans for equipping the Chicago, Milwaukee & Puget Sound Railroad, the extension of the Chicago, Milwaukee & St. Paul Railroad west of Mobridge, S. D., with electricity have been announced by C. B. Pride, hydraulic engineer in charge, with headquarters in Spokane, Wash. Sites for power plants have been purchased on the St. Joe River in Idaho and on the Missoula River in Western Montana. The Idaho division of the Chicago, Milwaukee & Puget Sound Railroad extends from St. Regis, Mont., to St. Joe, Idaho, a distance of 106 miles over the Bitter Root Mountains. The initial capacity of the two plants to be constructed this summer will be 30,000 hp. Other

sites for plants have been located and will be purchased and developed if the future demands it. Bids for the construction of the dams and power houses have been received from Porter Brothers & Welch, Spokane, Wash.; the Westlake Construction Company, Seattle, Wash.; the Bates & Rogers Construction Company, Spokane, Wash.; the Puget Sound Bridge & Dredging Company, Seattle, Wash., and the MacArthur Brothers Company, New York. Bids for furnishing water-wheels have been received from the I. P. Morris Company, the S. Morgan Smith Company, the Dayton Globe Iron Works, the Platt Iron Works and the Allis-Chalmers Company. For furnishing structural steel and iron for the two plants, bids have been received from the Minneapolis Steel & Machinery Company, the Allis-Chalmers Company, the Union Iron Works, Spokane; the Valley Iron Works Manufacturing Company, Appleton, Wis.; the Wright & Bell Company, Spokane, and the Hallidie Machinery Company, Spokane. It is expected that the awards will be announced very soon.

Banquet of Employees of the Philadelphia Rapid Transit Company.—The Engineering Banquet Association of the Philadelphia Rapid Transit Company held its fourth annual banquet at the Majestic Hotel, Philadelphia, on Feb. 13, 1909. The guests were Charles O. Kruger, second vice-president and general manager of the company; Alex. Renick, third vice-president of the company, and Wm. S. Twining, chief engineer of the company. The toastmaster was F. W. Johnson, assistant general claim agent. Speeches were delivered by F. H. Lincoln, assistant general manager; H. R. Goshorn, general claim agent; J. Heywood, superintendent lines and cables; J. H. Andrews, roadway department; Thomas Janviers, civil engineer of the roadway department, and F. W. Johnson, assistant general claim agent. The Engineering Banquet Association was organized in 1905, with 34 members. William H. Kruger, who has since died, was elected president. When the association was first organized, membership in it was confined chiefly to the employees of the roadway department, but the privileges of the association were gradually extended to include members of the various departments of the engineering force. During the last two years, through the efforts of President MacCollin and the other officers, the membership has reached 175, comprising practically all the heads of the various departments of the company and their assistants and employees. The purpose of the organization is to bring the employees of the company into closer touch with each other and to promote sociability. On Feb. 26 the association held its annual business meeting. A. E. MacCollin and C. A. Ritter were re-elected president and secretary, respectively, and C. W. Harvey was elected treasurer.

LEGISLATION AFFECTING ELECTRIC RAILWAYS

Connecticut.—In the ELECTRIC RAILWAY JOURNAL of Jan. 16, 1909, mention was made of the report presented to the Legislature by the special committee on public service corporations appointed by the General Assembly of 1907, in which it was recommended that a public service commission be created. Governor Lilley, of Connecticut, also made reference to this matter in his message to the Legislature. Now the Governor has sent a special message to the General Assembly asking that it give early attention to the bill to establish such a commission. The Governor has renominated O. R. Fyler, Torrington, and A. F. Gates, Hartford, as members of the Railroad Commission, their appointment to date from July 1, 1909, for four years.

Indiana.—A number of bills were advanced last week and several with little or no merit were killed. The only bill signed by the Governor gives the owners of toll roads the right to permit interurban railways to use the roads. The bill to permit the interchange of traffic between interurban and steam roads and the bill to enable electric railways to lease lines in operation and make operating arrangements with them were passed to engrossment. No effort has been made to advance the bill originating with the Railroad Commission which provides for the separation of grades at highway crossings. This measure is opposed by the interurban interests as it would impose an undue proportion of the expense of separation upon them. The bill requiring automobilists and drivers of vehicles to stop before attempting to cross a steam or interurban railway is being opposed by automobilists, who contend that it would be more dangerous to stop and possibly re crank the machine than to proceed slowly upon approaching a crossing. Neither of these bills seems likely to pass. The bill permitting a charge of 10 cents extra to passengers who put conductors to the trouble of selling them a ticket after they have boarded a car has passed both houses and will probably be signed by the Governor. An attempt was