

AMERICAN STREET RAILWAY ASSOCIATION.

The fourteenth annual convention of the American Street Railway Association was held in Montreal from 15th to 19th October, there being about 800 delegates and supply men in attendance.

Among the Canadian delegates and others in attendance were the following: T. C. Lazier, manager Belleville, Ont., Traction Co.; B. E. Charlton, president, and W. W. Dean, electrician, Hamilton Street Railway Co.; John Patterson, Hamilton Radial Electric Railway Co.; F. Nicholls, president Brantford Street Railway Co.; J. M. Campbell, Kingston, Portsmouth and Cataraqui Railway Co.; Chas. E. A. Carr, manager London Street Railway Co.; G. C. Cunningham, general manager, E. Lusher, secretary-treasurer, J. F. Hill, comptroller, D. McDonald, superintendent, Montreal Street Railway Co.; Louis Beaubien, president, Henry Holgate, manager, J. R. Roy, engineer, A. J. Corriveau, director, Montreal Park and Island Railway Co.; Ross Mackenzie, manager, W. Phillips, electrician, Niagara Falls Park and River Railway; J. W. McRae, president, W. Y. Soper, vice-president, T. Ahearn, managing director, J. D. Fraser, secretary-treasurer, J. L. Hutchison, superintendent, Ottawa Electric Railway Co.; W. W. Wylie, superintendent Ottawa Car Co.; Ed. A. Evans, Quebec, Montmorency & Charlevoix Railway Co.; H. Brown, St. John, N.B., Railway Co.; James Gunn, superintendent, J. M. Smith, comptroller, M. Powers, car supt. Toronto Street Railway Company; Charles Morton, Toronto Suburban Railway Co.; George H. Penty, Victoria, B.C. Electric Railway Co.; M. Coventry, president, Sand-

year being \$276,031,000, and the total profits \$322,000,000. The latter have a capital of \$1,300,000,000, with gross receipts of about \$130,000,000 and profits of \$43,000,000. Among the new branches of business to be cultivated he indicated freight and mail, the delivery of parcels from stores through a system of express, the handling of building material to suburban localities, of milk from near by country districts, and the operation of funeral cars to cemeteries. As to the relation of electric to steam railways, he thought it probable that the former would force an amalgamation of the two systems whereby passengers would be transferred from lines connecting distant points to the suburban systems, carrying the passengers to their destination.

The treasurer's report showed that receipts for the year were \$7,554, and expenses \$7,240.

The first paper was by E. J. Wessels, of New York, on "Air Brakes," which he strongly advocated to replace hand brakes. The street-car air brake has much to contend with. First, the unfamiliarity of the average motorman with the proper use of air is greatly against it. Secondly, the compressor is begrudged space on the car axle. Thirdly, there is the neglect of proper inspection. Fourthly, there is insufficient lubrication. A year ago air brakes were not found on many roads, but where used they had given satisfactory results. They were a great saving in wheels. Mechanical brakes were a failure, and he found that in a tour through Europe compressed air was preferred to steam or any other kind.

In the discussion which followed, Mr. Scullin, of St. Louis,



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wich and Windsor Street Railway Co.; F. W. Atkinson, Bell Telephone Co., Montreal; W. Bellingham, Montreal; K. W. Blackwell, Montreal; W. D. Black, Montreal; W. E. Christie, G. S. Davison, Ottawa; A. W. Dingman, Toronto; Geo. Darling, of Darling Bros., Montreal; A. E. Donville, St. Thomas; F. Fox, E. A. Hewitt and F. J. Green, the Bushnell Co., Montreal; Geo. Hunt, St. Lawrence Machinery Co., Montreal; H. R. Leyden, Montreal; Alex. Macpherson, Montreal; W. T. Bonner and A. McDonnell, Babcock & Wilcox Co., Montreal; Jas. Carroll and Frank Mead, E. F. Phillips Electric Works, Montreal; D. W. McLaren, J. C. McLaren Belting Co., Montreal; A. Roy MacDonald, Montreal; E. S. Piper, Toronto; W. G. Slack, Bell Telephone Co., Montreal; Fred. Thompson, Montreal; C. E. L. Porteous, Toronto.

The chair was occupied by Joel Hurt, of Atlanta, the president, and the proceedings were opened by an address of welcome from Mayor Villeneuve, to which the president replied in appreciative terms.

President Hurt, in his annual address, spoke of the growing importance of the street railway, and the increasing number of men of scientific attainments who were devoting themselves to it. He said there were now in the United States about 179,300 miles of steam railways and 13,500 miles of street railways. The former had a total capital of \$11,000,000,000, the passenger traffic receipts last

said that two years ago they tried two kinds of vacuum brakes, neither of which were a success. In running through suburban parts it worked all right, but in crowded sections, where many stops had to be made, they could not keep up the pressure, the reservoir getting exhausted. Then, also, the brakes failed to work through the wires coming in contact with the piping of the brakes wearing away the insulation and short circuiting, and burning holes through the pipe.

Mr. McCulloch, representing another line in St. Louis, said about two years ago they equipped a car, and it worked so well that they afterwards fitted out a dozen cars with air brakes, but then the bills for repairs began to come in, and became so heavy that they had to be all taken off.

In the afternoon the mayor gave a reception to the members at the city hall, where, after his worship made an address on the benefits of electric over the old horse-car railways, refreshments were served, and afterwards speeches were made by Ald. Stevenson, Nolan and Prefontaine.

On the 16th, after a general discussion on the "Labor Question," a paper was presented by Mr. Baumhoff, of St. Louis, on "Transfers." During the session several gentlemen representing the Dublin Tramways Co. arrived and were invited to seats on the platform.

The report of the executive committee was presented, with