INDUSTRIAL NOTES.

The Popularity of Electric Cars.

IT is extremely interesting to note that a few evenings ago a mass meeting of citizens was held in Cleveland, O., to urge the extension of the electric-railway system in that city. When the East Cleveland Street Railway Company, about a year since, proposed to install an electric line of cars on Euclid Avenue and several other principal streets in that city, there was a general protest by the residents along the proposed route who had never seen any lines in electrical operation, and others, against the erection of poles and overhead lines. Objections to railway pole lines in cities where there have been no electric cars are natural, in view of the kinds of pole lines which are often installed by telegraph and telephone companies; but, as the intention of the East Cleveland Street Railway Company was to install iron poles, the objections were finally overruled, and the line was equipped with the overhead system, using iron poles, and operating sixteen Sprague electric cars. The route extended over some of the handsomest residential streets and principal business thoroughfares, and used the regular Sprague overhead system, with the small No. 6 silicon bronze trolley wire as a working conductor, carrying the main portion of the current on an insulated main wire at the side of the street. The success of the road has been marked from its very start. The residents have been given a method of transit more convenient and more rapid than they had ever before enjoyed, without any disfigurement of the streets by hideous elevated-railroad structures. The system rose rapidly in popularity with residents and property-owners as its advantages became recognized, and real estate along the route of the electric railway increased greatly in value, in a number of cases bringing double or triple its former price. With this change there was a very noticeable change in the tone of the Cleveland press, which rapidly changed from a spirit of opposition to the electrical method of rapid transit to a spirit of friendliness and approbation. The railway company have already increased their equipment, adding eight more to their original order of sixteen cars from the Sprague Company.

The meeting held the other evening was largely attended, and was for the purpose of urging the railway company to still further extension of their line, and to simplify their facilities of rapid transit. The meeting in Doan's Armory on Euclid Avenue, Cleveland, was presided over by Mr. W. E. Sherwood. After the announcement of the purposes of the meeting, which was received with great enthusiasm, a committee, consisting of Judge E. M. Heisly, Gen. Edward S. Meyer, and Mr. George H. Foster, were appointed to draw up a resolution.

The resolution which was presented by these gentlemen, and which was unanimously adopted, read as follows: "*Resolved*, That it is the sense of this meeting that the public convenience of the city of Cleveland requires and demands that the electric-motor system shall be extended to the Public Square, and, if necessary to that end for the East Cleveland Railroad, that it lay its tracks on Euclid Avenue from Case Avenue to the Public Square, if consent can be obtained; and the gentlemen present pledge themselves to do all in their power to obtain that consent for the company."

This action of the citizens of Cleveland is simply another example of the popularity of the electric system of street-car propulsion in every city where it has been adopted.

Electric Rapid Transit in Cleveland.

Among the cities which are rapidly coming to the front as leading in rapid-transit facilities by the application of electricity, there is none, perhaps, where the advantages of electric power for street-cars are more thoroughly recognized than in the city of Cleveland, O. Though it is only about nine months since the first electric cars were put into operation upon the streets of that city, the Cleveland public have become enthusiastic over this method of transit, and the number of electric cars in that city is rapidly extending.

Last week a new extension to the East Cleveland Electric Railway was opened in Cleveland on Prospect Street and Euclid Avenue, and the first car ran over the line with the president and secretary of the road, and electricians in charge, as freight. It is the intention of the East Cleveland Company to operate sixty motor-cars on this line with two minutes and a half headway, and all horses will be removed from the line as soon as the motor-cars are equipped with the Sprague motors which have been ordered.

It is said that the experiment will be tried of running these cars at the rate of about eleven miles an hour through the city; and it is not thought that the city council will object to this, since it is a well-known fact that electric cars operated at this speed are much safer to the general public than horse-cars run at only six miles an hour, as the electric cars can be stopped very much more quickly than cars propelled by animal power.

It is an interesting fact, in connection with this road, to note the popularity of the electric cars with the passengers and property-owners along the line. In Cleveland, at a public meeting recently, which was presided over by some of the most prominent citizens, resolutions were passed commenting on the successful operation of the Sprague electric road; and the East Cleveland Company was requested to extend the motor-line in several directions, in order to improve the transit facilities. These resolutions were adopted unanimously by the large number of citizens who were present.

The equipment of the East Cleveland Company includes, besides a number of the old type of Sprague motors, a number of cars equipped with the new style of motors, and the additions to the equipment will be all of this class of motor. Cleveland deserves a prominent place among the leading "electrical cities" on this continent.

A Pioneer Electric Line Re-organized.

One of the first electric street-railways in this country, the Washington Street, Asylum, and Park Railway of Binghamton, N.Y., has recently had its entire equipment changed, in order to meet the latest and most approved ideas of electric-railway science. The first equipment was installed about two years ago, and the changes which are being made illustrate the advances which have been accomplished in electric-railway science, and they show the difference between the ideas which were prevalent two years ago and those illustrated in the motor appliances of to-day.

The motor cab, which occupied the front of the car under the old style of electric railway, will be entirely dispensed with, and the motors will be placed underneath the cars, as in all the modern electric railways. The overhead overrunning trolley, and the method of carrying all the current over the track on a single conductor, have been abandoned for the latest Sprague methods in this case. The motive power also will be under the more complete control of the driver, and all degrees of speed in both directions are obtainable by movements of a single switch, so that the car can be propelled either backwards or forwards with equal ease and rapidity.

The cable-lines, which formerly it was found necessary to operate at either end of the road on account of the heavy grades at these points, will be things of the past, as the Sprague motors will be of sufficient power to propel the cars up these grades; and the trip from one end of the line to the other will be made without change.

It is interesting to note the increase of efficiency of the motors, as indicated by the statement which is made, that the management of the railway company has completed a contract for power at nearly one-half less than the amount called for by the previous contract.

The cars will each be equipped with Sprague improved motors of 15 horse-power each, with all the latest improvements and devices in use by the Sprague Company upon any of the roads equipped with their machines. These cars will each be able to tow one ordinary car. The re-organization and re-equipment of this road are applauded by the citizens and papers of Binghamton, who anticipate improved rapid-transit facilities on the new road.

How to take Money to Europe.

Messrs. E. J. Matthews & Co., 2 Wall Street, New York, the American agents of the Cheque Bank, Limited, of London, have issued a little pamphlet containing a list of tradespeople who will accept checks of the Cheque Bank as cash in payment of bills.