

Portland Election Favorable

Jitney Legislation Most Important Feature of Constructive Program Put Through on Monday

The city of Portland, Ore., went on record decisively for a broad constructive program and sound business administration at the election there on June 4. Commissioner George L. Baker was elected Mayor over Commissioner W. H. Daly, the municipal ownership, union labor, "jitney" and Socialistic candidate. The ordinance requiring a \$2,500 jitney bond was carried by 32,000 to 16,000. The charter amendment proposed by the jitney interests to permit free and unrestricted use of the streets by jitneys without franchise or bonds was defeated by practically the same vote as for the bond requirement.

The four so-called "Carver" jitney franchises calling for operation of regular motor-bus service with fixed routes, definite schedules, transfers, heavy bonds and other satisfactory regulations was carried by a heavy vote. These franchises will give the districts now without transportation facilities a service supplementary to, and not competitive with, the street railway lines. The defeat of Mr. Daly, together with the election of two substantial business men for city commissioners and the elimination of unregulated jitney service, which Mr. Daly, as commissioner, has made possible for the last two years, is taken to presage better times for Portland. The ordinance forbidding picketing was passed by a narrow margin.

Atlantic City Jitneys Lose

The jitney men of Atlantic City have continued an uphill fight against the City Commissioners and the Atlantic City & Shore Railway since they were compelled to cease operating on Atlantic Avenue some time ago. Vice-Chancellor Leaming, from whom S. Cameron Hinkle, counsel for the jitney association, obtained a rule to show cause why city authorities should not be restrained from enforcing ordinances excluding jitneys from Atlantic Avenue and raising the jitney license fee to \$50 per annum, refused an injunction and dismissed the proceedings. The court's action sustains the contention of Joseph B. Perskie, assistant city solicitor, that the proper recourse for the jitney men is to review the constitutionality of the ordinances before the Supreme Court.

Application has been made by the jitney men to the Supreme Court for a writ of mandamus compelling the City Commissioners to receive the petitions, containing more than 4000 signatures, which call for submission of the ordinances to the people under the referendum clause of the commission government act. The city contends that the ordinances were not drawn under commission plan authorization and consequently are not subject to the referendum test.

New Automobile Law

Recent Legislation in Connecticut Affects Operation of All Motor Vehicles

Connecticut's new automobile law, most of the provisions of which became effective on June 1, is expected to prove helpful in regulating more satisfactorily auto and jitney traffic since it embodies many changes in the old laws. All jitney owners in the future, in addition to paying the regular motor vehicle fees, must obtain a special license at a fee of \$2, and operators a special license at a fee of \$5. Cities and towns are given the right to regulate jitney routes and public stands. The interior of all jitneys must be lighted at night and no passengers will be allowed to ride on the running boards.

A new rule is established whereby every driver of a motor vehicle must give way at street intersections to any vehicle approaching from the right. This replaces the old rule giving north and south traffic the right of way. Applicants for licenses in the future will have to submit to a road test. A speed of 20 m. p. h. through thickly settled portions, if continued for a quarter of a mile, shall be evidence

of reckless driving and 25 miles an hour will be so considered on roads where the houses are less than 100 ft. apart.

All commercial vehicles are required to carry reflectors if their construction is such that a driver's view to the rear is obstructed, and a motor truck must make way for any vehicle approaching from the rear. The fees for trucks have been increased to \$100 for each ton above 8 tons.

The new law deals severely with drunken drivers, the minimum penalty for a first offense being the suspension for a year of all licenses and registrations of the convicted party, while a second offense will mean suspension for five years. An automobile owner arrested for drunkenness, even when not operating a car, may lose his license, as the new law requires that courts report all convictions for drunkenness of men who own or drive cars. The law also includes regulations for headlights and other provisions of a minor nature.

Near-Side Stop Adopted.—The Columbus (Ga.) Railroad has abandoned the far-side stop. The company believes that near-side stop operation involves less danger to the public at crossings.

Universal Transfers in Bellingham.—The Puget Sound Traction, Light & Power Company, Bellingham, Wash., has introduced the universal transfer system. The destination point is punched instead of the receiving line.

Seattle W. C. T. U. Opposes Smoking in Cars.—The City Council of Seattle has received a petition from the Federated Women's Christian Temperance Union, representing the eighteen local unions of the city, to prohibit smoking on all public conveyances.

Electric Heaters for Cars in Waco.—The City Commissioners of Waco, Tex., have ordered an ordinance to be drafted requiring the Texas Electric Railway, which owns and operates the street car lines in Waco, to heat its cars with electric heaters instead of oil stoves.

"Have You Forgotten Anything?"—The San Francisco-Oakland Terminal Railway, Oakland, Cal., has found it worth while to equip all of its cars with a small sign reading, "Have You Forgotten Anything?" The idea resulted from the large volume of business which the lost article department has been handling. A check will be made to see whether the sign effects any decrease in the articles left in cars and boats.

Holyoke Street Railway Seeks Increased Revenue.—L. D. Pellissier, president of the Holyoke (Mass.) Street Railway, has petitioned the Public Service Commission of Massachusetts to grant higher fares on the road or else to approve a rearrangement of fare zones in which passengers will be required to ride shorter distances than the present fares permit. A hearing will be held at the offices of the board in Boston on June 19.

Traffic Committee Appointed in New Orleans.—An investigation of transportation facilities in New Orleans, La., with a view to recommending remedies for street car congestion and to lay plans for improvement in the service is to be made by a committee named from members of civic and commercial bodies of the city. A representative of the city government and one for the New Orleans Railway & Light Company will be on the committee, which will report within a few weeks.

New Transfers Used at Syracuse.—The New York State Railways, Syracuse Lines, began on June 1 the use of a new style of transfer. Heretofore a different transfer was used for the morning and afternoon of each day of the month, which meant that sixty-two forms were necessary for each line. The new style is designed so that only one form need be carried in stock for each line. The station master will punch the month and the day of the month as before and the conductor will indicate the time of issue and the receiving line.

C., M. & St. P. Issues Descriptive Booklet.—A small illustrated booklet descriptive of the electrified divisions of the Chicago, Milwaukee & St. Paul Railroad has just been published. Much interesting information of a technical nature is contained therein, so presented as to be of value to the layman. The facts relative to the work of the powerful

locomotives and comforts of the service on the two trains, "The Olympian" and "The Columbian," are among those given to show that this electrification marks "the dawn of the electrical era in railroading."

Information Booklet for Milwaukee.—A handy little booklet has been issued by The Milwaukee Electric Railway & Light Company, Milwaukee, Wis., entitled "A Street Railway of Milwaukee." It gives the location of parks, public buildings, depots, hotels, theaters, principal industries and other information in regard to the city. A map of the city street carlines is attached, with a key to street numbers arranged to indicate the shortest way of reaching any part of the city. The booklet is being distributed through hotels, business associations and other agencies and will no doubt fill a long-felt want.

Serious Accident at Kenosha.—What probably would have been a fatal accident on the Chicago, North Shore & Milwaukee Railroad, Highwood, Ill., on May 15, was avoided when one of the cars was derailed by a towerman on the Kenosha & Rockford Division of the Chicago & Northwestern Railway to prevent a collision with one of the steam trains. The accident occurred at the crossing of the two tracks near Prairie Avenue, Kenosha, Wis. The car tipped over on its side as it plunged into the ditch, and several of the thirty-two passengers aboard, together with its crew, were injured.

H. & F. Fares Increase.—In accordance with the new tariff filed with the Maryland Public Service Commission by the Hagerstown & Frederick Railway, Frederick, as reported in the *ELECTRIC RAILWAY JOURNAL* recently, the change in rates of fare became effective on May 30. The changes do not affect the fares in the local city lines in Hagerstown and Frederick except for the discontinuance of ticket books, the use of which represented only about one-quarter of the total fares collected. On the interurban lines the cash fare will be increased from 5 cents to 6 cents per zone and ticket books containing eighteen coupons will be sold for \$1. No increase was made in commuters' rates.

Boise Valley Wants One-Man Cars.—The Boise Valley Traction Company, Boise, Idaho, has asked permission of the Public Utilities Commission of that State to operate one-man cars, claiming that a saving of \$8,800 can be effected annually. It is proposed to remodel for one-man car operation the cars now being used on the city lines. In the application that was filed the company asked the commission to set a date for a hearing when the city authorities and others interested in the proposed change could be heard. A bill was introduced in the lower house of the Idaho Legislature at the last session which forbade street railway companies to operate cars with less than two men. The measure was not passed.

Jitneys Barred From Busy Corner.—The Selectmen of Greenfield, Mass., have made the following traffic rule as a measure of relief from the congestion of automobiles and jitneys at the corner of Main and Federal Streets: "No owner or driver of a vehicle engaged in carrying passengers from whom fare is collected shall stop or stand on Main, Federal, Clay Hill or High Streets, except for the purpose of receiving or discharging passengers, and then only at such places as may be designated by the Board of Selectmen and for such time as may be sufficient to enable the passengers to get off or on such vehicle." The Selectmen will designate the places at which jitneys may receive or discharge passengers.

Companies Ask to Discontinue Tickets.—Two petitions for the discontinuance of ticket books on the street railways centering in New Bedford, Mass., have been filed with the Public Service Commission of that State. The first asks for the discontinuance of a twenty-ride book which is sold at \$1 on the New Bedford & Onset Street Railway. It is said that passengers riding from New Bedford to Onset have taken unfair advantage of the use of these tickets to obviate the necessity of paying a cash fare in each zone. The second petition, made by the Union Street Railway, asks for authority to discontinue the fifty-ride monthly ticket books which are sold for \$8 for use between New Bedford and Fall River. The cash fare between the two cities is 20 cents.

Ferry Service to Relieve Seattle Congestion.—The Seattle Port Commission is negotiating with the Puget Sound Traction, Light & Power Company for an exchange of transfers, to provide ferry service between the foot of Marion Street and Harbor Island and the west side of the west waterway. The proposition presented by the commission was for the traction company to receive 3 cents out of each 5 cents. No agreement has yet been reached. The object of the proposed ferry is to relieve the congestion in traffic on West Spokane Avenue, where 15,000 men employed in the shipyards and manufacturing plants on Harbor Island must be transported. The commission will make the same proposal to the City Council or to the public utilities department for transfer privileges with the city's Lake Burien line.

Play Safely with the New Man.—As a safety-first suggestion W. H. Parr, an employee of the Louisville (Ky.) Railway, recently submitted the following: "Remember the new man. So many employees are at work in our shop that every man must be careful in his work at all times. The carhouse foreman cannot do it all. The inspector cannot do it all. Careful work is the surest safeguard. Just be careful and remember the new man. You know the unsafe places and the unsafe ways, but he does not. Your first duty to the company is to prevent accidents. A few words of advice in time may save some one from a painful injury. Do your share. We are all paid to observe the rules. Is there any excuse for not obeying them? Carelessness is one crime where punishment is quick and sure. So it is up to you first, last and always."

Pacific Electric Lowers Fare.—Upon the request of the Railroad Commission of California, the city of Pasadena has dismissed its suit to require the Pacific Electric Railway to lower its fare from 10 cents to 5 cents for points along the East Orange Grove Avenue line between the old and new city limits of Pasadena. The company agreed to the change in its fares after it had received assurance from the commission that the act would not establish a precedent and force the acknowledgment that the addition of territory necessitates extending the 5-cent fare to that territory. It stated that lowering the rate in this case would make no appreciable difference in revenues because most of the people in the new territory had walked to the 5-cent fare limit and because there is little likelihood of an extension of the line on account of the nature of the territory served.

Automobile Traffic Puzzles Louisville.—Officials of the Automobile Club of Louisville, Ky., have become aroused by the failure of the city officials to enforce the traffic laws and are taking the initiative in the matter. An invitation to the club from the Board of Public Safety to assist in framing revised regulations has been received with interest and representatives of the club are resuming the study of traffic regulations. Except in the center of the city when the traffic police are on duty there is a general disregard for the provision that requires automobiles and other vehicles trailing street cars to stop when the cars stop to take on or let off passengers. Glaring headlights are used without molestation. Cars are parked freely on the forbidden side of the streets, while slowly-moving vehicles disregard the provision requiring them to hug the curb and invariably ride the rails.

Consolidated Will Not Ask Increase.—The Worcester (Mass.) Consolidated Street Railway, according to a statement given out by General Manager Page, will not ask the Public Service Commission for authority to increase its fare to 6 cents in accordance with the general movement for more revenue. He said that in Springfield, where it has been decided to ask for the 1-cent increase, the transportation conditions are quite different. Mr. Page expressed the attitude of the company as follows: "I have confidence that we have seen the worst of the high cost of living and of materials. The investigation of conditions being conducted by the federal government will, I expect and hope, bring relief from the burden to the public. The Consolidated officials are sitting tight on the lid, keeping down expenses as much as possible, and hope to be able to continue giving the public satisfactory service until the turn for the better comes in business conditions and we can go into the market for improved equipment."