

at the Hotel Astor on the evening of Aug. 1 after a special train carrying the guests of the Public Service Commission had made the circuit of the Fourth Avenue and Seventh Avenue lines from Grand Central Station to Times Square with Mayor John F. Hylan acting as motorman. The rapid transit situation in the city was covered from various angles in addresses by Charles B. Hubbell, chairman of the Public Service Commission for the First District; Mayor Hylan; Oscar S. Straus and William R. Willcox, ex-chairmen of the commission; George McAneny, former president of the Board of Aldermen; Theodore P. Shonts, president of the Interborough Rapid Transit Company, and A. E. Marling, president of the New York Chamber of Commerce.

### Milwaukee Electrification Proceeding

The electrification of the lines of the Chicago, Milwaukee & St. Paul Railway, between Othello, Seattle and Tacoma, is proceeding so rapidly that service may be expected within less than one year, according to C. A. Goodnow, Chicago, vice-president in charge, who recently returned to Seattle.

The eight substations are nearing completion, and by Aug. 15 will be ready for the electrical apparatus. The stations will cost approximately \$200,000. The trolley, transmission and other copper wires needed will be drawn at a new wire mill which has been constructed by the Anaconda Copper Mining Company at Great Falls. Stringing of wires will begin on Aug. 11 at Hyak, just east of the summit of the Cascade Mountains, and at Rockdale, just west of the summit.

It is expected the locomotives will be delivered during the spring of 1919. They will be tried out in the electric zone in Montana before being brought to the coast.

### Wants Provision for War Workers

Two government officials appeared before the Council and citizens' advisory committee on street railways at Cincinnati, Ohio, during the week ended July 27 to urge that in the proposed revised franchise to the Cincinnati Traction Company, provision be made for ample facilities for accommodating munition workers, even at the expense of an increase in the rate of fare. They were Charles L. Harrison, district chief of the United States Ordnance Department, and Capt. T. F. Geraghty, of the Ordnance Department. They declared that good street railway facilities are necessary to keep production of munitions up to the standard.

The committee assured the officials that the revised ordinance would make it possible for the company to pay its men higher wages and thus insure the employment of a sufficient number to operate the cars. Company officials had complained of difficulty in securing men under present conditions.

## News Notes

**Wage Request Met.**—The Montreal (Que.) Tramways has acceded to the request of its employees for higher wages. For a time it appeared as if the wage negotiations might fail.

**Increase in Wages in Easton.**—The conductors and motormen in the employ of the Northampton, Easton & Washington Traction Company, Easton, Pa., have received an increase in wages, amounting to 2 cents an hour. Under the new schedule the first-year men will receive 30 cents an hour. The five-year and over men will receive 36 cents an hour.

**Wage Increase for Municipal Employees.**—Employees of the municipal railway in Tacoma, Wash., have been conceded by the Tacoma Railway & Power Company, which operates the line, ten hours' pay for eight hours' work. Before the recent raise in wages, the employees working split shifts were allowed ten hours' pay for six or seven hours' work.

**Week-End Industrial Conference.**—A conference whose theme will be "Human Relation and Betterment in Industry and Transportation During the War" will be held at Silver Bay on Lake George, N. Y., Aug. 9 to 11. H. H. Westinghouse is chairman of the promotion committee. Horace E. Andrews, president of the New York State Railways, will preside at the meeting on the evening of Aug. 9.

**Service-at-Cost Agitation.**—A movement is on foot in the Twin Cities for a joint cost-of-service franchise for the Twin City Lines. The Mayors of Minneapolis and St. Paul and other officials do not seem to be very favorably disposed toward the Twin City Rapid Transit Company's request for a 6-cent fare and the whole matter is to be threshed out at conferences with the railway officials. The first joint municipal official conference has taken place.

**No M. O. Planks in New York.**—The New York Democratic State Convention rejected the Hearst plank declaring for public ownership of public utilities and recited merely that cities "ought" to have the right to enter upon public ownership if they desired. The Republican Convention was silent on the subject. Col. Theodore Roosevelt, who addressed the Republicans, declared it would be very unwise to disturb the present control of public utility properties.

**Men Ratify Wage Agreement.**—At a conference held recently at the office of H. S. Newton, manager, at Parkersburg, W. Va., between officials and representatives of the employees

of the Monongahela Valley Traction Company the contract concerning the recent 20 per cent increase in wages allowed employees of the local division was signed by the men representing the employees with only a few minor changes. The contract has now been sent to Fairmont for the signature of the company officials, when it will become effective.

**Seattle Inquiry Under Way.**—The Public Utilities Department of Seattle, Wash., has begun an investigation of the books of the Puget Sound Traction, Light & Power Company to obtain data with which to determine the amount of increased earnings to which the company is entitled in the proposed plan of bettering railway service. Superintendent of Public Utilities Murphine will supervise the work, which will be done by employees of the city comptroller's office, aided by employees of Mr. Murphine's office. It is expected that two weeks' time will be required to complete the work. The plan under which this inquiry is being conducted was referred to at length in the *ELECTRIC RAILWAY JOURNAL* for July 27, page 166.

**Butte Electricians at Fault.**—The arbitrators appointed to adjudicate the differences between the Butte (Mont.) Electric Railway and the International Brotherhood of Electrical Workers, have found, that if the company violated the contract between it and the union in permitting a subforeman to remove and replace burned out coils at the Florence Street substation it was at most a technical violation. The arbitrators further found that the union in imposing a fine of \$100 without prior notice to the company failed to conform to the provisions of its contract requiring that any difference arising over the interpretation or application of any part of the contract be referred to arbitration. The electrical workers shut off power and tied up the railway. Motormen and conductors had no grievance.

**Storm Interrupts Service at Dallas.**—Service on the Dallas-Fort Worth interurban line, operated by the Northern Texas Traction Company, was interrupted for twenty-five hours and considerable damage was done recently to the poles and lines of the company by a storm that passed between Dallas and Fort Worth. Nearly 2 miles of wire were blown down by the storm, and the high-tension line which supplies current from the power station at Handley for operating the cars of the Dallas Railway in Oak Cliff was broken. On this account, the Dallas Railway found its service badly crippled, as it had to cut its power from the lines east of the Trinity River over so as to supply part of this current for the Oak Cliff lines. This curtailed service on all lines in the city. Ordinarily there are about eighty cars in operation on the Oak Cliff lines, but during the period in which the damage was being repaired only thirty-six cars could be operated.