

## Puget Sound Will Use Electricity from Spokane

Electric energy from Spokane is now penetrating every part of the vast electric distributing system of the Stone & Webster interests from Tacoma on the south to Everett and Bellingham on the north. The Washington Power Company transmits the energy to the Coast by means of the transmission lines of the Intermountain Power Company. The latter company carries the power from Long Lake to Taunton on the Milwaukee, where it is retransmitted to Cedar Falls and then to Snoqualmie, where it is fed into the whole Puget Sound electric distributing system.

The Intermountain Power Company is the company which buys power from various power companies and sells it to the Chicago, Milwaukee & St. Paul Railroad, the Stone & Webster interests and other customers. From Taunton, the eastern terminus of the Milwaukee's Puget Sound electrification, current is carried into the Puget Sound country over the transmission lines of the Milwaukee Railroad.

The Puget Sound unit of electrification of the Chicago, Milwaukee & St. Paul Railroad between Taunton and Seattle and the Sound is ready for operation and during the winter the Milwaukee road plans to operate all its transcontinental trains from Taunton to Seattle, Tacoma and way points by means of electricity.

The contract with the Washington Water Power company is a permanent affair. The company agrees to furnish power to the Intermountain Power Company, which transacts the commercial business with the Coast concerns and the Milwaukee.

From Long Lake to Taunton the distance is 112 miles; from Taunton to Cedar Falls, 139.2 miles; from Cedar Falls to Snoqualmie, 10.6 miles, making a total of 262 miles before the Spokane-generated power reaches the distributing system of the Puget Sound country.

## Safety Cars Legalized at Terre Haute

Ordinances are no novelty which forbid the operation of one-man cars, but one is which expressly stipulates their use. Such an ordinance was passed by the Common Council of Terre Haute, Ind. By it the Terre Haute, Indianapolis & Eastern Company is permitted to run Birney safety cars in accordance with the American Car Company's specification No. 100. The first installation of these cars was described in the issue of this paper for June 28, through the courtesy of E. M. Walker, general manager. The exact wording of this ordinance follows:

Whereas, the city of Terre Haute has requested the Terre Haute, Indianapolis & Eastern Traction Company to improve the street car service in said city, and in response thereto said company has undertaken to comply with the city's said request in that behalf, said company in a written communication has advised the city that it has conditionally arranged for the

purchase and use in the said city of thirty (30) new street cars of the type commonly known as the quick service or safety cars, which are particularly described in the American Car Company's specifications No. 100 and in such specifications called the Birney safety cars. Believing that it is in the public interest the city desires to meet the conditions specified in said company's communications respecting such matter, reference to which is hereby made. Therefore:

Section 1. On and after the adoption of this ordinance by the Common Council of the city of Terre Haute and the approval thereof by the Mayor of said city it shall be lawful for the Terre Haute, Indianapolis & Eastern Traction Company, its grantees, successors and assigns, to operate in, along and upon the streets of said city either exclusively or in connection with the use and operation of the type of street cars now and heretofore used and operated in said city, the type of street cars commonly known as the quick service or safety cars and of the general type designated by the American Car Company's specifications No. 100 and particularly called the Birney safety car, with only one operative for each such car.

Section 2. All ordinances and parts of ordinances in conflict with the provisions thereof are hereby repealed.

Section 3. An emergency is hereby declared to exist for the immediate taking effect of this ordinance and the same shall therefore be in full force and effect on and after its adoption by the Common Council of said city and its approval by the Mayor of said city.

Dated, July 5, 1918.

## Normal Service Resumed in Los Angeles

Both the Pacific Electric Railway, which gives interurban service in four counties and street car service in ten towns, and the Los Angeles Railway, which serves the major part of Los Angeles, Cal., were giving normal daylight service on Sept. 4 and substantially normal night service up to 10 p.m., with a promise of complete restoration within a week's time. The public is riding very heavily in full sympathy with the electric railways.

A mass meeting of twenty-three principal business organizations of Los Angeles and vicinity representing practically all commercial, industrial and manufacturing interests has pledged support to the electric railways and to the 200,000 working men in Los Angeles who do not belong to any union. The Labor Day union parade had 8700 men in line. There was little or no enthusiasm. Moreover, there was no violence of any consequence anywhere. The situation on the steam railroads, where there was a sympathetic demonstration in which the national administration took a hand, is again normal.

The strike was called in all departments of the electric railways, but the effect was not noticeable except in connection with motormen and conductors. The men who left work in the shops, substations, and electrical overhead departments were immediately replaced. The companies have stopped advertising for employees except motormen and conductors. The two companies are short only 20 per cent of the normal number now.

The chief lesson from the experience of the Pacific Electric Railway during the last year and a half is that steam line brotherhoods cannot be tolerated on electric railways. Their ideas as to wages and working conditions are impossible of fulfillment on lines that de-

pend for their revenue chiefly on city and suburban fares and that must be operated in competition with private and public automobiles and motor trucks.

In the case of the Los Angeles Railway it has been demonstrated again that an electric railway cannot be half union and half individual and that in southern California the sentiment is 90 per cent against union domination. It has also been established that this sentiment is militant and willing to fight to maintain freedom from government by unions.

## United We Stand; Divided We Fall

The Massachusetts Northeastern Street Railway, Haverhill, Mass., has addressed an open letter to its employees explaining briefly the weight of the high cost of living on the electric railway business. The employees are urged to interest themselves in the solution of the difficulties of the company and to help inform the public of the crucial situation. A condensed table of facts gleaned from the testimony presented at the electric railway hearings in Washington is presented to the employees in the open letter.

The management of the company declares in the statement that inasmuch as the United States government has recognized the principle that every business is entitled to a fair and just return on the money invested in the business, the electric railway must have this fair and just return or it cannot pay wages and upkeep. The final declaration of the management is:

If the authorities who control railway fares do not apply the same fair principle applied by the United States government to the steam railroads, the electric railways must quit business. The Massachusetts Northeastern Street Railway is one of the electric railways facing this situation. You as employees of the company are just as interested in the solution of our difficulties as is the company. If we lose our job, you lose yours, too.

## Post-War Rehabilitation Program

The Interstate Public Service Company, operating between Indianapolis, Ind., and Louisville, Ky., is planning to expend from \$350,000 to \$500,000 as a part of its after-the-war rehabilitation. Bert Weedon, general freight and passenger agent of the company, states that the work of improvement will be begun at once. A central shop to cost about \$100,000 will be built, but the location of this shop has not been determined. The establishment of a uniform voltage of 600 is contemplated to take the place of the present voltage of 600 and 1200. The company now plans to run freight trains of from five to ten cars each. A number of all-steel cars have been ordered for the company and additional limited service is to be provided, with probably one or two limited runs providing only one stop between Indianapolis and Louisville.