

LADIES AS STREET CAR CONDUCTORS.

A new departure in street railway practice was inaugurated recently, when, with the object of raising funds to assist in furnishing the new Y.M.C.A. building, about eighty good looking and fashionable ladies of the city arranged with the street car company to act in the capacity of conductors on a certain day, trusting to their charms to swell the receipts and realize a surplus for the purpose mentioned. On the day preceding the one on which they were to enter upon their duties, the ladies took practice trips over the lines, and made careful mental notes of the manner in which the conductors performed their duties.

It was arranged that the ladies should divide themselves into detachments, each detachment remaining on duty for two hours at a time. Much to everybody's surprise, especially as the morning of the day fixed for the experiment proved to be a wet one, every lady conductor reported for duty at the early hour at which the cars begin running. More than half of the preceding night had been spent in decorating the cars with bunting, and when the rain came, it destroyed the results of all the labor bestowed in this direction. Instead of giving way to discouragement, the ladies soon had the interior of the cars charmingly decorated with cut flowers.

In order that the company might not violate the clause in their agreement with the city which provides that at least two men shall be in charge of each car, the manager writes us that the company's own conductors had charge as on other days, the ladies merely collecting fares with the fare box and issuing transfer tickets. One young woman, however, is credited with having done all the work in conducting her car during several shifts. She collected fares, stopped and started the car to take on and let off passengers, registered the fares, made change and issued transfers, and also ran ahead of the car at the railway crossings.

The ladies are said to have refused to recognize passes, no matter by whom presented, and certain of the city officials who are accustomed to free transportation were told that they must either put up the amount of their fare in good coin of the realm or get off and walk. Having become unaccustomed to walking, they had recourse to the other alternative.

The ladies were in each instance accompanied by a chaperon. They wore as a uniform, bicycle skirt, blouse waist, sailor hat and badge. It is reported that some gentlemen, captivated by fair social favorites, got on certain cars at seven p.m. and remained there until eleven, willingly paying fresh fares every trip.

Among the many amusing incidents of the day, a local paper records the following: "One of the officials of the road saw a very funny thing on the Springbank line just before three o'clock in the afternoon. The conductor on the car in question (which was returning to the city) did not have a chaperon or any passengers on board, and the young woman was on the front platform taking instructions from the motorman. Seeing another car coming, and thinking that some of the officials might be aboard, the motorman tried to get the young woman to leave the controller, and the switch. This she would not do, and the motorman, found to be found on duty at all events, put his both arms about the girl and also held the mechanism governing the current. Passengers on the passing car caught a glimpse of the queer sight as the up car passed, the girl smiling saucily, and the motorman looking abashed at having to hold in his arms a bundle of charms in broad day light."

The London street railway is always in advance with new ideas; and the enter-

prising manager, Mr. O. E. A. Carr asserts that in this instance, notwithstanding unfavorable weather, the venture was very satisfactory, both to the Company and the Y.M.C.A. funds.

IN THE DAYS OF THE CANADA COMPANY.

The Reverend Principal Grant has written an interesting introduction to this new book of historic record—I had almost written historic romance, so entertainingly it reads—in which he says many good prefatory things. He speaks of John Galt as "too big a man for his masters."

"Perhaps the chief trouble with Galt, and the mainspring of their distrust, was that which constituted his happiness all through life. Man can have only one paradise on earth, but Galt aimed at having half a dozen simultaneously. He had so many irons in the fire that men doubted whether he could attend properly to the one in which they were interested. Besides, the average practical man is apt at all times to be sceptical of the business capacity of a novelist. Galt was poet, biographer, historian, critic, essayist, politician, as well as novelist."

Further on, in this brilliant introduction, the voice of the Principal is heard again in the national bugle call peculiarly his own.

"To-day, we could afford to pay a good price for a John Galt to lead and guide the colonization of our North West, but whether we would engage him if he were to do had is another question. The salary demanded might be obstacle enough. A railway willingly pays fifty or sixty thousand dollars a year for a first-class managing director. The Dominion, which spends millions annually on public works, grudges one-tenth of the sum to a responsible head, and ends by having no one responsible. A proposal to pay a competent head his market salary would destroy any Government. A High Commissioner in London is considered dear at \$10,000, and a Governor-General ruinous at \$50,000, though the one or the other is in a position to save or destroy not only millions but the honor of the country. What of that! Scores of politicians are ready at a moment's notice to undertake the job for half the money."

This clever record from the pens of the Misses Lizars has grown apace, so that the original three hundred pages has increased to over five hundred pages, and say the authors brightly, "It might have easily consisted of a thousand, so many and entertaining are the records."

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