

vice and are arranged for single end service only. The design of the steel framing presents a striking feature in the omission of continuous centre sills between the buffers. Although this is a novelty in interurban service, it conforms to the most modern practice in the design of side girder steel cars where light weight is imperative and single end operation desired. The interior finish is cherry, with smooth flat surfaces as far as possible; headlining throughout is of three ply poplar veneer, all body sash are of the raising type and single storm sash are to be fitted for the side windows. The centre window in the front vestibule is in two parts, the upper part made to drop with provision for holding it at different heights. The two corner windows in each end are made to drop and are not provided with cross bars. Five automatic ventilators are provided in each compartment and a globe ventilator in the lavatory. Each car is equipped with 31 walk-over seats, and one circular seat in two sections in the rear of the general compartment. The smoking compartment has low backed seats upholstered in green pantasote, and the general compartment has high backed seats with head roll upholstered in green plush. The trucks are 6½ ft. wheel base with 34 in. rolled steel wheels, M.C.B. axle journals 4¼ by 8 in. Ten of these cars were ordered from the Preston Car and Coach Co., two have been delivered and three were destroyed by fire at the car shops a few weeks ago. Two other cars have also been ordered, to be built at the Toronto Ry. shops, of a type similar to those used on the Toronto Suburban Ry. between West Toronto and Weston, for operation between Lambton and Cooksville. The centre entrance type of cars was fully described and illustrated in Canadian Railway and Marine World for March, 1916.

### London Street Railway Employees Wages.

The London St. Ry. Co.'s conductors and motormen organized recently as a division of the Amalgamated Association of Street Electric Railway Employees of America, and followed that up by asking recognition of the union, and for a very large increase in wages, viz.: for from 30c to 35c an hour, according to term of service, against from 21c to 26c, which they were then getting. After negotiations between a committee of the employees, regardless of whether they were members of the union or not, and the company's officials, an all round increase of 2c an hour was agreed on from April 1, 1917, to May 1, 1918, and from year to year thereafter unless changes by mutual consent. Following is a comparison of the old and new scale:

	Old Scale.	New Scale.
While on spare list .....	21c	23c
Remainder of first year in service .....	23c	25c
Second year .....	24c	26c
Third year .....	25c	27c
After third year .....	26c	28c

Conductors or motormen working snow ploughs or sweepers, or training new men, to be paid 2c an hour extra when so engaged.

The following are some of the principal provisions in the agreement. The company will not object to any of its employees joining the Amalgamated Association, etc. The company will meet any committee of its employees at any time, whether they are the properly accredited

officers of the association or not, such committees to consist exclusively of the company's employees. Conductors or motormen who may be suspended, or discharged, shall have the right to have their cases taken up by a committee or employees. Seniority in the service shall be given, so that conductors and motormen may select their runs. The company will pay half cost of uniforms, the same to be obtained from the Superintendent. The company will take immediate steps to provide lavatory accommodation on the respective lines. Each conductor to be supplied with \$15 change.

### Winnipeg Electric Railway Protests Against Jitney Competition.

Wilfrid Phillips, General Manager, Winnipeg Electric Ry., has written Winnipeg's City Clerk recently as follows: "I am instructed by the directors of the company to draw your attention to our communication addressed to you on the subject of 'Jitneys' on May 21, 1915, and to again point out to you the unfair treatment which we are being subjected to by the city council permitting and encouraging jitneys to operate practically without regulation and in unrestricted competition with our company.

"When the company entered into the contract authorized by bylaw 543 it assumed very onerous burdens of taxation and otherwise, and was limited as to the rate of fares collected, in consideration of being given exclusive rights to carry passengers upon the streets of the city. The company contends that the action of the city in permitting and encouraging jitney competition is in direct breach of that contract. The company in the last two years (being the years of jitney competition) paid to the city approximately \$545,747.92 for general taxes, percentage of gross revenue and pavement charges. During these years it has also cost the company \$20,000 annually for keeping its tracks clear of snow, thus affording a clean road for the jitneys, and also a car tax of \$20 a car, amounting to \$12,920. These are some of the amounts which the company has to pay for the privilege of carrying on the business of carrying passengers over the streets of Winnipeg at fixed fares, and on the other hand the jitneys are allowed free and unlimited competition upon payment of the sum of \$20 a year per car. The company is at a loss to understand why the council objected to the legislation proposed by the Province of Manitoba to bring the jitneys under the operation of the Public Utilities Commission. They are a public utility in the ordinary sense of the word, just as much as the street railway, and the intention of that act was that all public utilities should be under the jurisdiction of the commission. In view of all that has taken place the company has concluded, and it is justified in concluding, that the city is encouraging the jitney competition and seeks to financially embarrass this company.

"I am, therefore, instructed by the directors to notify the city that as this unfair competition is being encouraged by the city the company must take a firm stand to enforce its rights. Unless the council takes immediate steps to carry out its part of the contract, the company will be obliged to consider refusing to pay any further sums as percentages of gross revenue, as taxes on its cars, or as pavement charges, and in any event will insist that the city reimburse the com-

pany the amount lost through jitney competition during the period this competition has been permitted by the city. This loss amounts to at least \$1,000,000.

"The company has always provided for the citizens of Winnipeg a first class, efficient street railway system, and one that ranks high with other systems on this continent. The direct result of permitting the jitney competition to continue will be to so financially embarrass the company that it will not be able to keep its system efficient and up to date, and will not be able, due to inability to procure additional capital, to make extensions to the system generally, and will not be able to provide the citizens of Winnipeg with efficient and up to date transportation which it has always heretofore done."

The city bylaw granting the company its franchise contains the following clause: "The city will not during the currency of this agreement grant any permit or franchise to any other operation of a street car system in the city or in any way authorize the construction of a street railway system by any other person or persons or corporation. No other street railway company than the applicants shall be granted hereinafter by the council permission to use electricity or any other kind of motive power except animal, but in case the applicants refuse or neglect to build or operate any line or part of the line provided for in this bylaw or subsequently required by the council to be built and operated under the conditions aforesaid, the city may grant to any other company or party the right to build and operate such line, crossing where necessary, but not on the same street paralleling the lines of the applicant, and to use electricity as the motive power thereon."

### Mainly About Electric Railway People.

Bion J. Arnold, Chicago, Ill., has been engaged to investigate the Harrisburg Railway Co.'s operating conditions.

Ernest Rogers has been appointed chief clerk, British Columbia Electric Ry., Vancouver, B.C., vice W. Saville, promoted.

I. L. Matthews has been elected chairman of the Public Utilities Commission, Port Arthur, Ont., vice A. E. Wideman, resigned.

F. C. McMath, President, Canadian Bridge Co., Walkerville, Ont., has been appointed a member of the Detroit, Mich., appointed a member of the Detroit, Mich., St. Ry. Commission.

W. Saville heretofore chief clerk, has been appointed Comptroller, British Columbia Electric Ry., Vancouver, B.C., vice H. W. Dyson resigned. He has been in the company's service since May, 1911, and prior to that, was in transportation service in England for several years.

B. Greenway, Engineer Maintenance of Way, Regina Municipal Ry., has resigned. He is reported to have been appointed Superintendent of Grand Forks St. Ry., Grand Forks, N.D. Prior to going to Regina, Mr. Greenway was Superintendent of the Brandon, Man., Municipal Ry.

H. W. Dyson has resigned as Comptroller, British Columbia Electric Ry., Vancouver, B.C., to become General Manager, Yorkshire and Canadian Trust, Ltd. He entered the company's service in 1910 as Assistant Comptroller, and succeeded G. Kidd as Comptroller on the latter's promotion to General Manager.