

The Jitney Omnibus Situation.

Within the last few months electric railways, particularly in the Western cities of the United States, have been given a competition by what is termed the "Jitney" omnibus. The principal field of operations of the jitney has been in the Pacific coast cities from San Diego, Cal., to Vancouver, B.C., but it has extended east as far as New Orleans and Kansas and neighboring States in the United States, and an endeavor is being made to introduce it into Saskatoon, Sask. The term jitney seems to have been coined offhand, various accounts being given of its origin, and is applied indiscriminately to auto busses and to itinerant autos carrying passengers at a five cent fare upon any temporary route that seems likely to produce profits. "The expression jitney," says the Electric Railway Journal, "is said to be the side show barker's slang for a 5 ct. piece, and (as applied to this particular traffic) three months ago was hardly known outside the place of its origin, Los Angeles."

The genesis of the jitney bus seems to have been as follows: In 1914 the Pacific Motor Coach Co. was organized in Los Angeles, and 33 buses were put in operation in July. The company ran its buses mainly in competition with the Pacific Electric Ry. cars, cutting the round fare trip between Los Angeles and Venice from 50 cts. to 40 cts., and then to 25 cts. The company did an extensive business, but in time was given a competition in the shape of what is the real jitney, the 5 ct. itinerant car. As a result the Pacific Motor Coach Co. is now in liquidation with a total indebtedness of \$86,788, and assets valued at \$3,026, exclusive of cars.

The 5 ct. car competition began in Nov., 1914, and it was reported that by Christmas about 200 small cars were in operation in Los Angeles, and that the owners, who in most cases drove their own cars, were making from \$10 to \$12 a day. The idea seems to have spread with considerable rapidity, particularly in the coast cities, and in the inland cities where there was considerable tourist traffic. Different types of vehicles were used, and at present they range from the large double deck bus to the ordinary two seated touring car. In some cases the lighter motor trucks were provided with seats, and put on the streets.

It was not long before the necessity of regulating this new class of traffic became evident, and the city councils in Los Angeles, San Francisco, Oklahoma and other places put in force temporary regulations for the protection of the public. This brought about the organization of the jitney bus owners in the several cities, with a view of squeezing out the undesirable owners, and of obtaining better conditions from the councils. The regulations provided for the licensing of the cars at varying fees; the putting up of bonds for the protection of passengers from injury, etc., amounting to as high as \$10,000; and regulations as to traffic, with penalties for breaches of the rules. The result of the putting in force of the regulations was such that the traffic was practically killed in Oklahoma, and at Denver practically none but well organized companies, having considerable capital, can obtain a license.

The extent to which the traffic developed may be gathered from the report that at Jan. 30, jitneys were reported to be in operation in 39 cities in the United States; that there were 2,375 busses in operation in five of the Pacific Coast cities, and that in San Francisco alone from 15 to 20 new licenses were being issued daily. This new traffic development has been engaging the attention of the electric railway associa-

tions in the United States, as well as the city councils, and the question of the complete regulation of the traffic has been under consideration of the state legislatures in California, Kansas and Massachusetts. The San Francisco City Council is considering a proposition to operate a municipal jitney service in certain sections of the city, while the Olympia, Wash., Light and Power Co. is considering the adoption of the jitneys as an adjunct to its electric railway service.

The first jitneys in Canada appeared in Vancouver and Victoria, B.C., early in January, and they had become so numerous that on Jan. 27, the Vancouver Public Service was formed, with over 100 jitney drivers as members, and on Feb. 6, a similar association was formed in Victoria with 101 out of the 157 jitney drivers in the city as members. The councils in both cities took up the matter of the traffic at an early stage, and made temporary bylaws for its regulation, and in the case of Vancouver application was made to the British Columbia Legislature for an amendment to the city's charter of incorporation to authorize the

Canadian Electric Railway Association.

PRESIDENT—C. B. King, Manager, London Street Railway Co.

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EXECUTIVE COMMITTEE—The President, Vice President, Secretary-Treasurer, and

E. P. Coleman, General Manager, Dominion Power and Transmission Co.

Patrick Dubee, Secretary-Treasurer, Montreal Tramways Co.

A. Eastman, General Manager, Windsor, Essex and Lake Shore Rapid Railway Co.

H. M. Hopper, General Manager and Purchasing Agent, St. John Railway Co.

Wilson Phillips, Superintendent, Winnipeg Electric Railway Co.

C. L. Wilson, Assistant Manager, Toronto and York Radial Railway Co.

ASSISTANT SECRETARY—Aubrey Acton Burrows, Business Manager, Canadian Railway and Marine World.

OFFICIAL ORGAN—Canadian Railway and Marine World, Toronto.

regulation of jitneys. The Victoria City Council took steps, Feb. 11, to obtain similar powers, and the B. C. Government decided to have the Municipal Act amended in such a way as to meet the conditions arising. The three bills are being given consideration by the Legislature's Municipal Committee at the sittings of which representatives of the British Columbia Electric Ry. and of the jitney bus owners have been present.

The Auto-Public-Service Corporation of B. C. has been incorporated under the B. C. Companies Act to carry on this kind of traffic. Victoria has two women who run jitneys.

A jitney service has been started in Toronto's Rosedale suburb.

The Superintendent of the Edmonton, Alberta, power plant offered, Feb. 12, to supply power for the Edmonton Radial Ry. at 1½ cts. per k.w. hour, instead of 2 cts. as then being charged.

The Regina, Sask., City Council has issued instructions to the police to stop the practice indulged in by boys, of attaching their sleds to the electric cars, owing to the danger to the traffic, generally.

The Ottawa and St. Lawrence Electric Railway Project.

From time to time Canadian Railway and Marine World has published statements which have been put forth as to intended construction on this line, but none of which have been fulfilled and it has never been possible to obtain any complete or satisfactory information about the company from the promoters, J. A. Morden & Co., Toronto. As far as we can judge the project is still in the promotion stage and we have been unable to ascertain what its financial position is, or what its prospects are.

The following letter from W. B. Russel, M.Can.Soc.C.E. Toronto, has been published in Saturday Night: "It has come to my knowledge today for the first time, that my name has been used in connection with and as being on the advisory board of the Ottawa & St. Lawrence Electric Ry., and that in connection with some request from some one to your paper for information some months ago, my name was given as being one of the advisory board. This certainly was without my knowledge or consent, that is, I mean that the railway company had no authority to use my name in this capacity, and I am notifying them today to this effect. I would ask you to kindly state that I am not connected in any shape or form with this enterprise, and I was not aware that they were using my name as being connected with their enterprise."

Mainly About Electric Railway People.

C. W. Colvin is reported to have been appointed Transmission Engineer, British Columbia Electric Ry.

B. R. Jenkins, inventor of the Jenkins automatic fender for street cars, died in Toronto, Feb. 18, after two years illness.

E. Anderson, K.C., gave an address on the history and development of the Winnipeg Electric Ry., at a luncheon of the Jovian Order, at Winnipeg, recently.

E. A. Evans, M. Can. Soc. C.E., formerly General Manager, Quebec Ry. Light & Power Co., has been elected Grand Master of the Quebec Grand Lodge of A. F. and A. M., for the current year.

Allan Purvis, Manager, Interurban Lines, British Columbia Electric Ry., has resigned. It is stated that a successor will not be appointed, but that the duties will be merged with those of the General Superintendent.

Lieutenant-Colonel E. W. Rathbun, President, Oshawa Ry., was given a farewell by the citizens of Deseronto, Ont., Feb. 13. He has been appointed to the command of the 6th Artillery Brigade, and will sail with the second contingent for service in Europe.

W. H. Hazlitt, who has retired from the position of Purchasing Agent, British Columbia Electric Ry., after having been in the company's service since 1900, was presented with a gold watch and chain by the staff of the general offices, Vancouver, Feb. 1.

It is reported that information has been received in Toronto as to the whereabouts of J. W. Moyes, responsible for the tangle in the construction of the Ontario West Shore Ry., and that a new warrant has been sworn out, under which he can be extradited to the Dominion. It is stated that the previous warrant did not allow of extradition proceedings being taken.

William Parker, heretofore Inspector, Hamilton St. Ry., Hamilton, Ont., has been appointed Superintendent. Since the accidental death of Duncan Miller about two