

efficient profit through his carelessness. Any employee demerited 250 points in three consecutive months is liable to dismissal. The demerits for each accident or violation of rules are determined in the first instance by the division superintendent, the right of appeal being reserved in turn to the bonus committee, the superintendent of transportation and the general manager or president.

The bonus committee at each carhouse consists of the division superintendent as chairman, the director of the Employees' Mutual Benefit Association from that carhouse, and another employee of the transportation department. If the director happens to be a motorman, then a conductor is elected to be the other representative, and vice versa. The motorman or conductor chosen must have a service record of at least three years with the company and be in good standing.

There are no lay-offs or suspensions on account of infractions of the rules of the grade book. The division superintendent posts the demerits in the assembly room of the carhouse. The superintendents, supervisors, foremen, clerks, etc., are demerited on account of infractions of the rules the same as motormen and conductors. Their infractions pertain particularly to negligence in not looking after the cars, letting a space go by unattended, not furnishing the proper service or not attending to duty in any other way.

The Milwaukee plan, according to Superintendent Cameron, gives all employees of the transportation department direct responsibility and interest in reducing the cost of operation, increased safety and revenues from car operation, provides a system for enforcing discipline, and recognizes and rewards the services of efficient men whose treatment of the public earns good will for the company.

Extension of Milwaukee Electrification

Chicago, Milwaukee & St. Paul Railway Authorizes
Electrification of Two New Engine Divisions
Totaling 220 Miles in Length

THE electrification of two additional engine divisions has been authorized by the directors of the Chicago, Milwaukee & St. Paul Railway. These two divisions lie between the city of Seattle and the division terminal of Othello, about 220 miles to the east, crossing the Cascade Mountains and extending for some distance onto the relatively level plain that comprises the eastern part of the state of Washington. Eastward from Othello, across this plain, there will thus be a gap of somewhat more than 200 miles that is not included in the immediate plans for extension of the electrically-operated line. Temporarily, at least, the division point at Avery, Idaho, which lies at the foot of the Bitter Root Mountains, will remain the western terminus of the original 440-mile electric zone that is now being operated. Ultimately; however, the plan is to establish electric operation over the entire western end of the system, giving a stretch of nearly 900 miles of electrified track between Harlowtown, Mont., and the Pacific Coast.

C. A. Goodnow, assistant to the president, Chicago, Milwaukee & St. Paul Railway, is quoted to the effect that the new electrification through the Cascade Mountains is being undertaken because of the phenomenal success of the electric zone already completed, the outstanding feature of this being the ease with which heavy freight trains are being handled on the mountain grades. Five freight trains of about sixty cars each are moved daily each way across the mountains by the electric locomotives, and it is estimated that four hours' time are saved by each train on each 100 miles of road.

Surveys for the new work have already been made, and the line will be placed in service as soon as possible. No orders for equipment have been placed as yet, but the same type of apparatus, including locomotives, substations and overhead, as that now installed on the present electric zone will be adopted. This involves the use of 3000 volts direct current supplied from substations spaced about 30 miles apart. Power is received at 100,000 volts and is converted by motor-generator sets which supply a catenary contact system with twin copper contact wires supported on wooden poles with bracket arms. The locomotives are of 280 tons weight and are equipped with eight motors of 450 hp. each.

Commission Can Increase Fares Without Municipal Consent

New York Court Holds That Utilities Have Right
to Reasonable Rates Despite Franchise
Restrictions Imposed by Cities

AN important contribution to legal interpretations of the Public Service Commission law of New York State was recently made by the Appellate Division of the Supreme Court, Third Department, when it overruled the Public Service Commission for the Second District of New York and held that the commission could authorize increased fares beyond the stipulated franchise rate without the assent of local authorities. This decision was rendered in the case of the New York & North Shore Traction Company, Roslyn, N. Y., against the above-mentioned commission (162 N. Y. Supp. 405).

In 1907, the company, then bearing the name of the Mineola, Roslyn & Port Washington Traction Company, secured municipal permission for construction, one condition being that the traction company and its successors should not charge more than 10 cents for a continuous trip from Mineola to Port Washington. In 1915 the company applied to the commission for a fare increase, alleging that 10 cents was unjust and unreasonable. The commission, however, held that, although facts were alleged which, if established, would be ample to warrant the granting of the order sought, it could not, without the consent of the local authorities, increase the fare beyond that set in the original consent.

The ruling just rendered on appeal, however, completely nullifies the decision of the commission and remits the petition for a fare increase to it for further action. The court remarks that the Legislature is prohibited by the constitution from authorizing the construction and operation of street railways except upon the condition that the consent of the local authorities be first obtained. It adds, however, that under another constitutional provision that must be considered in this connection, the local authorities are prohibited from attaching conditions to their consent which assume to regulate the rate of fare, because the right to regulate fares to be charged by public service corporations is essentially a legislative function. This power, of course, is now delegated to the Public Service Commission. In other words, the constitutional provision regarding the giving of consent is a restriction upon the Legislature; and the constitutional provision regarding the exercise of the legislative power is a restriction upon the local authorities in the matter of attaching conditions fixing rates of fares. The court recalls that under a previous decision (196 N. Y. 158, 165) the consent of a city is but a step in the grant of a single, indivisible franchise to construct and operate a street railway, for the authority to make use of the streets for railroad purposes primarily resides in the the State and is a part of its sovereign power.