

News Notes

Demand Goes to War Board.—The demand of the employees of the Cleveland & Eastern Traction Company, Cleveland, Ohio, have been submitted to the Federal War Labor Board for settlement.

New Board for New Orleans.—The Supreme Court having ousted from office the Board of Public Utilities created by the Legislature of Louisiana, the Commission Council of New Orleans proposes to form another board composed of the Mayor, the Commissioner of Public Property and the Commissioner of Public Utilities.

City Names Arbitrator on Dividend Matter.—W. E. Davis, city light commissioner, was selected by Council on July 17 as its arbitrator in the matter of an increase in the dividend of 1 per cent, asked by the Cleveland (Ohio) Railway. J. J. Stanley, president of the company, stated that the company's representative will be selected within a short time.

Cincinnati Will Ask for Loop Bids.—The Cincinnati (Ohio) Rapid Transit Commission has decided to open bids on Aug. 27, for the first section of the rapid transit loop. Plans and specifications will be completed as soon as possible. The first section lies between Walnut and Charles Streets. The cost of construction has been estimated at approximately \$543,000.

Report on Grand Rapids Company.—A report on the condition of the Grand Rapids (Mich.) Railway made by the Brownell Engineering Company at the request of the City Commission of Grand Rapids, Mich., holds that the city would be justified in paying \$4,500,000 for the company's property. An additional expenditure of \$1,500,000 would be needed to establish adequate service.

More Time for Everett Elevated Extension.—The Public Service Commission of Massachusetts has issued a finding authorizing the Boston Elevated Railway to defer the construction of a permanent elevated and surface line terminal at Everett until July 21, 1920. The company showed that it could not obtain capital for the completion of this work at present on reasonable terms.

Men Return, Pending Board Findings.—The Ottawa (Ont.) Electric Railway has resumed full service owing to the decision of its men, who have been on strike for two weeks, to return to work pending the findings of the board of conciliation which is considering their demands. The company, while agreeing to take back men in most cases, reserves the right to refuse re-employment to those whom it considers undesirable.

New England Street Railway Club Holds Outing.—Nearly 200 members and guests of the New England Street Railway Club attended the annual outing of the organization on July 24 at Fort Phoenix Park, Fairhaven, Mass. Elton S. Wilde, general manager Union Street Railway, New Bedford, was master of ceremonies. The program included visits to the Union company's new generating station and to its carhouses and shops in New Bedford, and a shore dinner and sports at the Fort Phoenix Casino.

Examiner to Hear Boston & Worcester Dispute.—Employees of the Boston & Worcester Street Railway, Boston, Mass., have voted to refer their disagreement with the company regarding back pay under the War Labor Board's award of last winter to Examiner Charlton Ogburn of the board for adjudication. It is claimed that about \$50,000 in back pay has accumulated since November, 1918.

All Berlin Tied Up.—As a consequence of the strike of street car and other transit workers, Berlin, Germany, has been without transit facilities for several days. Most of the residents of the city remained at home, unable to reach their places of business. Armed troops are reported to be patrolling the streets and there is said to have been some disorder. Car lines in several other German cities are likewise tied up.

Milwaukee Electrification Progressing.—Seattle officials of the Chicago, Milwaukee & St. Paul Railway state that operation of the Milwaukee electric line between Othello and Beverly will be begun in a short time, but that the road will not be able to use electricity as a motive power between Beverly and Seattle and Tacoma before November. The delay is occasioned by the slow delivery of electric locomotives and equipment for the substation.

Tacoma Men Oppose Change.—It was reported that trainmen of the Tacoma Railway & Power Company, Tacoma, Wash., planned to call a general strike if the company insists upon entering into a new contract with the men on Aug. 1, the date of expiration of the present agreement. It was said the men were willing to continue the present contract, but that the company was proposing changes that would effect a reduction in wages. The men will not concur in such an agreement, they affirm.

Claims of Carmen Disallowed.—Claims against the Spokane & Inland Empire Railroad, Spokane, Wash., involving more than \$1,000,000, were denied by a decision filed in the Federal Court of the State of Washington on July 11. The company is now in the hands of a receiver. The most important of the claims disallowed was that of the railway employees for more than \$20,000 in back pay, inasmuch as they recently refused to go on a strike against the company in sympathy with the electrical workers.

Champaign Strike Unchanged.—The strike of the union conductors and motormen of the Urbana & Champaign Railway, Gas & Electric Company, Champaign, Ill., remains unchanged. The union men refuse to work longer than nine hours while the members of the brotherhood are willing to work longer. The members of the brotherhood are at their posts, as well as a number of non-union men. There is no disorder. Cars are being operated on a twenty-minute schedule, which is about half the headway under normal conditions.

Disorder in Oklahoma Strike.—The strike of motormen and conductors of the Oklahoma Union Railway, which operates an interurban line between Tulsa and Sapulpa and local lines in these two cities, grows more serious, after a period of quiet during which it was thought the strike was settled. Cars in Sapulpa and on the company's lines in Tulsa have again been stopped, although some of the interurban cars are being operated, but under difficulties on account of attacks by strikers. Pending settlement of the strike, arrangements have been made with the Frisco Railroad for the operation of gasoline motors cars over the line between Tulsa and Sapulpa to care for the traffic.

Omaha Men Present Demands.—A committee representing the employees union of the Omaha & Council Bluffs Street Railway, Omaha, Neb., has presented revised demands for a closed shop, an increase in wages, changed working conditions, promotion by seniority without regard to previous strikes, and relief funds and vacations. The proposed agreement provides for the discharge of any employee who does not become a member of the union within thirty days. Time and a half pay for time over ten hours work is demanded in the compensation clause. The scale of wages is fixed at 65 cents an hour for the first three months of continuous service, 70 cents for the next nine months, and 75 cents after one year. The present wage scale is from 41 to 45 cents an hour.

Short Strike in Macon.—The trainmen in the employ of the Macon Railway & Light Company, Macon, Ga., were on strike from 4:30 a. m., on July 15 until 5 p. m., on July 16. During that time negotiations were under way which were concluded with recognition of the union by the company, the granting of a ten-hour day and an agreement calling for the payment of a wage scale ranging from 36 cents to 40 cents an hour. The previous wage scale was 23 cents to 28 cents an hour. One of the issues which precipitated the strike was the discharge of certain employees. The cases of these men will be taken up and handled by the union with the superintendent of the railway. The company has been charging a 6-cent fare. It is stated unofficially that an increase may now be sought in the hope of recouping the company for the burden which the increase in wages has imposed.