

the tracks were laid. The property could be used by the Michigan Central Railroad to transport coal from the Murphy, Lattmann-Reeb, New National, Schramm and White Rose mines to St. Louis and northern Illinois points.

**Tentative Wage Schedule for Providence.**—It is understood that the Rhode Island Company and the union officials have tentatively agreed upon a new wage schedule under which platform men will receive a maximum of 34½ cents an hour with a minimum guarantee of 6½ hours. This is an increase of 4½ cents an hour. In addition, the guarantee of a minimum is new, the company having refused any guarantee in the last agreement. The conferences between the two sides are said to be rapidly drawing to a close, and it is believed that the union will call a meeting soon to receive the report of its representatives.

**Conditions for Suspending Service in Lincoln.**—In connection with the plan to municipalize the railway at Lincoln, Ill., referred to in the *ELECTRIC RAILWAY JOURNAL* of July 7, page 32, it was stated that "the property lost money as a private venture and after disagreement with the Council of Lincoln the State Public Utilities Commission authorized the company to suspend operations." This statement was correct only in part, as the order of the commission in this case was to the effect that the company could discontinue operation upon receiving the consent of the duly authorized representatives of the city of Lincoln.

**Milwaukee Electric Divisions to Consolidate.**—According to reports, the two electric divisions of the Chicago, Milwaukee & St. Paul Railway are to be consolidated into one division, with Deer Lodge, Mont., as division headquarters. The territory extends from Avery, Idaho, on the west to Harlowton on the east. The division will be under the superintendency of J. J. Murphy, Deer Lodge. At present, Three Forks, Mont., is the headquarters of the eastern division and Missoula, Mont., of the western division. E. H. Barrett, assistant general superintendent of the road, states the move is being made as a matter of economy and will result in better operation of the road.

**City Sues Railway for Part of Bridge Costs.**—The City Council of Seattle, Wash., recently passed a resolution concurring in the action of Mayor H. C. Gill instructing Corporation Counsel Hugh M. Caldwell to bring suit against the Puget Sound Traction, Light & Power Company for \$60,917, the company's share of the cost of construction of the Fremont Bridge across the Lake Washington government canal recently thrown open for use. Corporation Counsel Caldwell has also been instructed to compel the company to pay \$133 per month as its share of the maintenance and operation cost of the bridge, and to buy from the city at the rate of 1 cent per kw.-hr. the current used by the cars in crossing the bridge.

**Court Sustains City Demurrers.**—In a memorandum decision rendered by Judge J. T. Ronald of the King County Superior Court at Seattle, Wash., recently, he sustained demurrers by Corporation Counsel Hugh M. Caldwell to two defenses of the Puget Sound Traction, Light & Power Company against the payment to the city of Seattle of 2 per cent of the gross earnings of the company during 1916. The city sued the company for \$64,876, said to represent 2 per cent of the gross earnings during that year. The company refused to pay it on two grounds, first, the passage by the Public Service Commission of a law stating that it is against public policy to regulate the company, and, second, the passage of an ordinance compelling the company to sell commutation tickets on the cars, causing the company to lose the sum of approximately \$70,000.

**Baltimore Holds Out for Pennsylvania Electrification.**—City Solicitor Field has submitted to the Board of Estimate of Baltimore, Md., the administration amendments to the Pennsylvania Railroad ordinances providing for terminal changes in that city. The amendments are regarded as the minimum that the city will accept for the franchises that the railroad company desires from the city, which include the building of new tunnels so as to give the company a four-track line through Baltimore and extensive freight-yard facilities in the heart of the city. As originally drawn the ordinances contained conditions which the railroad thought to be reasonable. The amendments contain what the Board of Estimate think the city and the public ought

to have. One of the most important things demanded by the amendments is the electrification of the tunnels and terminals of the company in the city within three years after the war with Germany shall have ended.

**Railway Opposed to Busses.**—The Public Service Commission for the First District of New York has voted unanimously to dismiss the application of the Fifth Avenue Coach Company for permission to continue temporary operation of its motor buses from 135th Street north to Broadway and 169th Street, on the ground that the action of the Board of Estimate and Apportionment was not such as would enable the commission legally to approve the application. The Board of Estimate granted temporary permission to operate and the last permit extends the privilege until Oct. 15. The commission holds to the view that the form of temporary consent is not such as would enable it to grant its approval under Section 53 of the Public Service Commission's law, governing related matters. The decision, however, does not stop the operation. The company may continue the service until stopped by court proceedings. The Third Avenue Railway is opposed to the service of the bus company being continued, but no statement has been made as to whether or not it will appeal to the courts.

**Stenographers Needed by the Government.**—The United States Government needs both men and women stenographers and typewriters for service in the departments at Washington, D. C., and in Federal offices outside of Washington. The supply of qualified persons on the lists of the United States Civil Service Commission, Washington, D. C., of which John A. McIlhenny is president, for this class of work is not anything like equal to the demand, and the commission urges as a patriotic duty that citizens with this special knowledge apply for examination for the government service. At present all who pass the examination for the departmental service are certified for appointment. Examination papers are rated without delay. Examinations for the departmental service in Washington, D. C., for both men and women, are held every Tuesday in 400 of the principal cities. Examinations for positions outside of Washington, D. C., are held frequently. The usual entrance salary ranges from \$900 to \$1,200 a year. Advancement of capable employees is reasonably rapid. Applicants must have reached their eighteenth birthday on the date of the examination. Full information and application blanks will be mailed to persons interested upon application to the United States Civil Service Commission, Washington, D. C.

## Program of Association Meeting

### New England Street Railway Club

The annual men's outing of the New England Street Railway Club will be held at Portland, Me., on July 26, 27 and 28. The members of the club will be entertained as the guests of the Cumberland County Power & Light Company. The committee in charge includes Messrs. Hale, Brush, Belling, Gordon and McCray. It is proposed to leave Boston on the Eastern Steamship Company's boat from the Central Wharf, Atlantic Avenue, on July 26 at 6 p. m., arriving in Portland at 4.30 a. m. on July 27. At 7 a. m. cars of the Cumberland County Power & Light Company will take the party to Riverton Park for breakfast. After breakfast a ball game is proposed for the prize of a silver-mounted bat last won by Captain Hale's sluggers. It is also proposed to take those who desire to play golf to the country club, returning at noon. A special golf prize will be offered. In the meantime there will be a performance at the theater. In this will be included a few acts by club talent. At 12 o'clock, after a short ride around the city, the party will be taken to Cape Cottage, where dinner will be served at the casino. Following the dinner a steamer will take the members of the party for a ride around Portland Harbor. At 7.30 p. m. the return trip to Boston will be begun by boat. The rates by steamer from Boston to Portland are \$1 and \$1.50 for inside rooms and \$2 and \$3 for outside rooms. The official notice of the meeting requested that reservations for tickets and staterooms on boats between Boston and Portland be in the hands of the outing committee by July 20 at the latest.