

the company does not anticipate any difficulties, especially in view of the fact that the work is extremely simple. The car doors in the Brooklyn subway are air operated and controlled from switches at the center door. Assuming that the increasing shortage of men continues, the company may have upward of 350 women working as guards by Jan. 1, according to present plans. No plans have been made for their employment on cars of either the surface or elevated lines.

Hearing on Fare Jurisdiction

New York Commission in Albany Listens to Conflicting Views Before Rendering Any Decisions in Pending Fare Cases

BEFORE the Public Service Commission for the Second District of New York arguments were heard on Oct. 25 in Albany on two questions of law involved in the petitions of a large group of electric railways for authority to increase their rates of fare. At the outset Chairman Van Santvoord stated that the meeting was called not so much to hold a hearing as to give the parties interested an opportunity to present their viewpoints before the commission reaches its decisions in nine cases in which hearings have been held and all the evidence submitted.

The questions under discussion were: (1) Has the commission authority, after investigation and upon the principles indicated in the Ulster & Delaware case, to permit an electric railway to charge a greater rate of fare than that fixed by Section 181 of the railroad law? (2) Has the commission authority after investigation to permit an electric railway to charge a greater rate of fare than the maximum provided in the franchise granted by the municipality?

The railways were represented by Joseph K. Choate, Charles E. Hotchkiss, Martin H. Decker and Lewis E. Carr. The cities' case was argued by Richard C. S. Drummond of Auburn, chairman of the cities' steering committee; Corporation Counsel Frank Cooper of Schenectady; Corporation Counsel B. B. Cunningham of Rochester and Joseph B. Thompson, attorney for the town of Greenburg, Westchester County.

Mr. Hotchkiss argued that the commission has, should it deem fit to exercise it, the right to grant the increases sought by the petitioners. He advanced the opinion that Section 181 of the railroad law has been repealed by implication. In support of his claim that the commission has the right to set aside limitations of rates of fare stipulated in franchises granted by municipalities, he cited numerous decisions in similar cases. He contended that the commission, should it fail to find that it has power to stipulate and regulate rates of fare, would nullify State legislation. In his opinion, the rate of fare of railways should at all times be subject to the police power of the State.

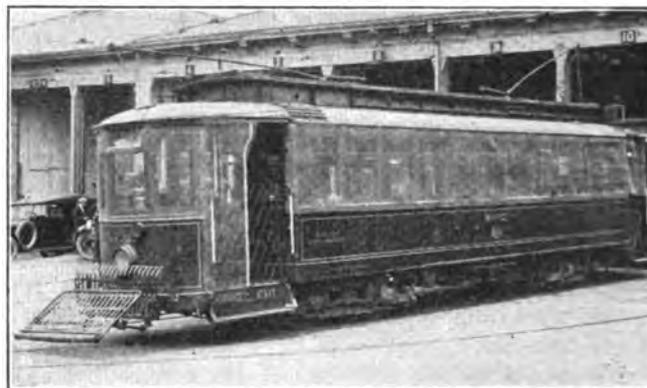
Mr. Drummond, appearing as spokesman for the cities, denied that Section 181 of the railroad law had been repealed by implication in any way whatever. He asserted that this section explicitly bars the commission from increasing the rate of fare of electric railways. In citing the Ulster & Delaware case, he maintained that Section 181 has only been affected in respect to reduced passenger transportation rates and that it, as to ordinary passenger rates, still stands unaffected. Mr. Drummond also advanced the claim that the con-

stitution of the State of New York plainly gives cities the right to consent to franchises and to barter and that neither the State legislature nor the commission has the right to abrogate the terms or stipulations of such franchises.

Cars Protected During Strike

Wire Screen Over Car Windows Found Effective in Withstanding Strike Violence in San Francisco

DURING the strike a few weeks ago of the employees of the United Railroads, San Francisco, Cal., "armored cars" were used by that company on some of its lines south of Market Street. Galvanized wire screen, tacked on the cars with staples, was found to afford excellent protection to passengers. The cars so equipped suffered no broken windows, although they were sub-



CAR WITH WINDOWS SCREENED IN DURING STRIKE

jected to severe bombardments of bricks and other objects. All of the glass was destroyed, however, on several cars not so protected.

A hole was made in the roof of the car vestibule for the trolley rope to give the crew control of the trolley from within the car. This made it unnecessary for the train crew to leave the car at ferry terminals which are stub tracked. A small hole was cut in the screen also to provide an unobstructed view for the motorman. These features are shown in the above illustration.

What Could Be Done with the Coal

The Chicago *Daily News* recently printed some calculations as to what could be done with the coal saved by the electrification of the present electrical division of the Chicago, Milwaukee & St. Paul Railway. It says: "The abolition of locomotives on one division of the coast line of that railway is shown to have saved enough coal in one year to send a United States torpedo boat destroyer on 2368 trips about the British Isles in the search for German submarines. Forty-five such destroyers on the coal conserved in the Rocky Mountain division alone could be kept steaming in a constant procession, week in and week out, for the whole year on the circuit about England, Ireland and Scotland. The annual saving on this division is sufficient to send ninety ocean liners of 13,000 tons displacement on the voyage from the United States to France. Yet this conservation of fuel is only half of that already effected on the electrified divisions, and one-third of what will be accomplished when the Cascade Mountain zone is added to the electrified mileage next year."