

# Last Street Car Down Johnson Ends Another Era for Elmwood

By G. Rajotte

In the early morning hours last Sunday another familiar part of life in Elmwood became history. Bowing to the wisdom of progress, the Morse Place street car made its last run. No longer will people along the route listen for the sound running down the tracks and wires that meant the car was coming even though not yet in sight.

People had been doing this ever since the first car ran on Johnson nearly forty years ago.

I chatted with Motorman A. Humphreys about those by-gone days, as we ran over the line on the second last trip. Mr. Humphreys said "I'll show you something you've never seen before."

Just about where the lane of Martin ave. crosses Watt st. he pointed to the gleam of a silver track almost covered by the road surface. It curved between the two rails on the track that ran beside us, on the east side.

This was all that remained of a switch that was used when the line was extended to Harbison in 1915. Cars with trolleys at both ends switched over to the other track for the return trip. Operator Humphreys remembers pulling down the one trolley and putting up the other.

He had suggested I ride up with him to meet the last car. As we came to the "dip" in Johnson ave. by the power line we saw the other car approaching. He stopped at the

bottom of the "dip" and I shouted a farewell as I climbed down and dashed across the road to flag down the other car.

The driver of this car was not positive he was making the last run, so he decided to phone the North End car barns. He did this on the way back from Morse Place, using the phone booth at Jamison.

Meanwhile a passing automobile had stopped. Two men came over to the street car. They were E. H. Schmidt and C. J. Bradley, both company employees. When they saw the street car it dawned on them that this might be the last car.

Strangely enough Mr. Schmidt was the instructor of the operator of this street car when he was learning to drive.

The operator returned from the phone booth with the news that this was the last run. We rode away from our two well-wishers and picked up a lad at Union ave. At Morse Place we had picked up our only other passenger on the final trip. He was L. Bronstein, 522 Alfred ave.

We rumbled over the route and I gathered the statistics of the run. The operator was L. Dutchak, 518 Manitoba ave., the car was No. 428, and we left Morse Place at 2.27 a.m. on Sunday, Jan. 25, on route No. 32.

At Redwood and Main the two passengers got off. I said goodbye and got off as Operator Dutchak threw the switch to turn onto North Main. He got aboard, gave the bell a clang to warn traffic, and was on his way to the North End car barns.

I watched the car for a minute. The only things left behind to mark the end of another era in Elmwood were little blue notices with white printing tacked up at various stops. They told of the change to buses in a terse statement, a kind of epitaph to the old Morse Place street car line.

## Chalmers Centre Opens Carnival Queen Contest

Chalmers Community Centre opened its winter carnival queen contest this week when votes for each contestant went on sale. The girls vying for votes in the popularity contest and their sponsors are:

Pat Patrick, Elmwood Giants and Elmwood Bombers; Marion Ellett, Elmwood Figure Skating Club; Pat McFadzean, Teenagers' Club; Mildred Moore, Clubhouse Committee; Flora Vermette, Kent's Accordion College.

The winner will be crowned queen of the carnival on Saturday evening, March 7, climaxing the two-day annual carnival.

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