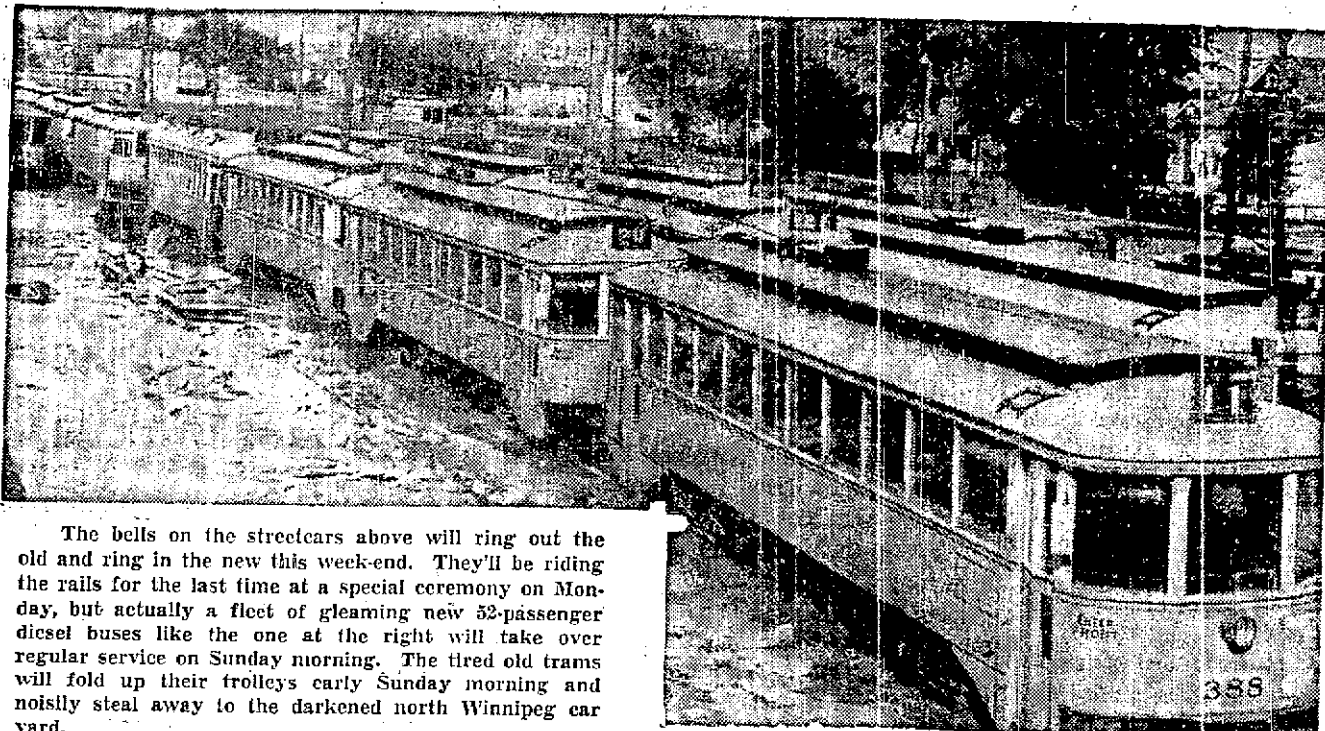


A Transit Era Ends — Another Begins



The bells on the streetcars above will ring out the old and ring in the new this week-end. They'll be riding the rails for the last time at a special ceremony on Monday, but actually a fleet of gleaming new 52-passenger diesel buses like the one at the right will take over regular service on Sunday morning. The tired old trams will fold up their trolleys early Sunday morning and noisily steal away to the darkened north Winnipeg car yard.



to operate over Main street bridge so they could consolidate their lines on both sides of the river.

But it was four years, 1898, before council finally gave the permission. They were afraid the bridge wasn't strong enough and that having trolley wires strung across it would result in anyone walking over the structure being electrocuted. The bridge didn't fall and no one was killed.

Winnipeg grew so did the street car network. By 1901 the company could proudly boast their cars had carried 3,500,000 paying passengers in a year. The following year the Main street car house was built to provide needed storage space for the 42 cars in operation.

In 1906 a strike took place. According to one transit old timer, George Calcott, now retired: "It didn't last as long as the 1919 strike, but it was wild and bitter while it lasted. Two street cars were burned in spite of police protection and the inside of others were wrecked."

The golden era of street cars was fast approaching. Tram rails were drawing a growing city closer together.

The T. Eaton store was opened, drawing crowds of shoppers; Elm and River parks were centres of attraction; a race track and professional baseball drew crowds and the Exhibition was in its heyday.

In the west-end, Deer Lodge had Chad's Hotel with animal and bird attractions; Happyland amusement park was established on Portage with a roller coaster as a major attraction; Assiniboine park was opened to the public, and by 1910 the transit system was serving a population of 170,000.

The Final Run

Crowds of Winnipeggers will witness a colorful, if slightly nostalgic procession down Portage avenue and Main street between 2.30 and 3.15 p.m. Monday.

The final street cars will leave the St. James loop at Polo Park at approximately 2.30 p.m. In the first tram, which will be decorated with a banner reading: "We've Had It — We're Heading for The Last Roundup," will be the RCHA band.

Actually, the general public will have their last opportunity to ride a street car sometime after midnight Saturday. The final street car making the run from Sharpe boulevard to the end of the North Main line early Sunday will be the last one in regular service. Starting Sunday morning diesel buses will take over the route.

It will be followed by a sweeper car with a banner reading: "We're Making a Clean Sweep — This Is Our Last Run — Buses Take Over."

In the final car, old No. 799, will be Mayors of Greater Winnipeg municipalities, GWTC officials and press and radio. It will bear banners reading: "Take Your Last Look — I Won't Be Back — Modernization Has Forced Us To Retire."

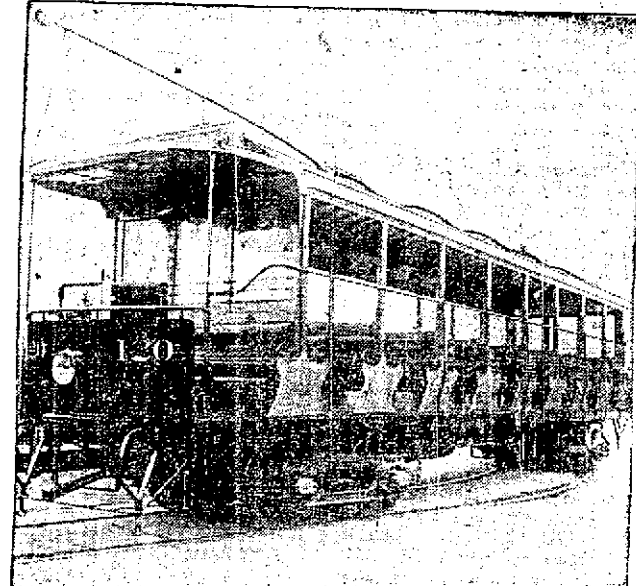
The cars will stop at Portage and Main for a brief ceremony when civic officials will lift out a section of track to cut for ever the street car line.

Following the ceremony the cars will proceed to the north Winnipeg car field. Those who traveled on the last car will be returned to the transit commission's office at Fort Street and Assiniboine avenue by a shiny new diesel bus which will take over the Portage and Main run Sunday morning.

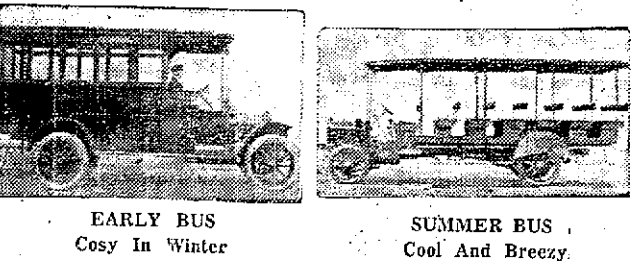
Last Street Car Rolls Into History Monday

A whip cracked in the crisp morning air, a creaking horse car jolted down Main street from Fort Garry to the city hall and Winnipeg's first transit service was born Oct. 21, 1882.

Next Monday, 73 years less one month later, the last street car will vanish from the city's street, sacrificed to the same progress that saw horse cars replaced by electric trams and they in turn lose their predominance to gasoline buses, then trolley buses and now diesels.



This open-air type street car will be remembered by Winnipeg's old-timers who used to ride to family picnics at Selkirk and Elm parks. Young people used to ride them to Happyland amusement park. In the summer, the open-air cars were appreciated by those who wore the heavy serge suits so popular in those days, for a gentleman seldom removed his coat and a cool breeze was a blessing.



EARLY BUS
Cosy In Winter

SUMMER BUS
Cool And Breezy.

W. E. Bradley, GWTC, and Gordon Sinclair Collaborate On A 73-Year History

many sleighs in the winter.

A. W. Austin, who owned the horse-drawn street car charter, soon saw that his system was to quickly become obsolete when he learned that Edison had developed an electric tram which moved along without visible horsepower.

He urged city council to allow him to electrify his system but for some time aldermen balked at the idea of having wires, loaded with enough current to pull cars, hanging over their heads.

Trolley Venture

Mr. Austin persisted and finally received permission for his trolley venture. But "try it," he was told "in the Port Rouge bush."

At 7.30 a.m. on Jan. 28, 1891 acting Mayor T. W. Taylor pushed the switch and the first electric car rolled proudly along River avenue, an area which at the time was outside the city limits.

As the car's carbon lights flashed on they dimmed forever the weak, flickering light of the old oil lamps and jubilant citizens rode free for the first day.

On Dominion day the same year the first street cars operated to Elm Park. With a population of 25,000, Winnipeg was set to celebrate the greatest picnic in its young history.

News reports of the day stated: "It had been expected that a fleet of eight cars and trailers would be ready for the picnic crowd but a strike delayed delivery of six cars so the task of carrying 2,000 persons fell on two cars and three trailers.

"By crowding the cars inside, outside, on the platforms, roof and steps 250 passengers were carried on each trip."

Franchise East

Barely one year after Mr. Austin operated his first electric tram he lost his franchise to a strong, well-organized company headed by the builders of the Canadian Northern railway. In 1892 the newly formed Winnipeg Electric Street Railway company operated the first electric street car in the city of Winnipeg along Main street.

The first franchise called for the cars to run along Central avenue (Notre Dame) from Portage to 14th street north (Sherbrook), then to 8th avenue north (Logan) to Main street. They were also to operate along 17th avenue north (Selkirk) to the main gates of the Exhibition grounds; along Portage avenue to Boundary street (Maryland) and along Main street from the bridge to the northern city limits.

At the start there were 14 closed cars, three open cars and six trailers. South of the Assiniboine river, the Austin company continued operations with three double-track cars.

Along Main street there were four car tracks — the inner two for horse cars — the outer for electric trams. Other streets had single tracks with passing switches.

\$30 A Month

In those days conductors received \$30 a month, motormen \$35 and they worked a 10 1/2 hour day six days a week. Today operators get a top wage of \$1.58 an hour.

Although passengers in the winter had a stove in the centre of the car for heat the crews had no such protection. The vestibules were open and the motormen, wearing heavy coats, thick mitts, warm caps had to scrape ice and frost from the windows continuously to keep a peep-hole open.

During the first few winters of the new electric tram the horse-car held the advantage as they could be put on runners. Electric car axles, brittle in the severe cold, broke easily. It's easy to imagine the derision of the horse-car drivers as they passed stalled electric trams.

But the bitter rivalry between the two companies paid off for the riding public. Tickets sold as low as 50 for \$1.

Tragic End

The horse-car era came to a sudden and tragic end in 1894 when a fire in the barns killed 44 of the faithful animals. The Austin company sold out to the Winnipeg Electric Street Railway company and the new owners bought River Park as a traffic attraction.

They also purchased the 40 acre site, where the south car barns now stand, for their shops and car storage. Part of this property will be put up for sale within the next month or two.

At the same time the company attempted to receive permission

Network Grows

As Winnipeg grew so did the street car network. By 1901 the company could proudly boast their cars had carried 3,500,000 paying passengers in a year. The following year the Main street car house was built to provide needed storage space for the 42 cars in operation.

Diesel Fleets

Modernization plans were pushed ahead. Fleets of gasoline, diesel and trolley buses continued to shove street-cars off the road. Finally only 85 street cars remained, their operation confined to Main street and Portage avenue. There were 134 trolley buses, 191 motor buses with another 100 diesels on order to replace the last of the street cars.

And so it is that on Monday when the north Winnipeg car house doors close behind the last street car they will be just as long — an era in which Winnipeg grew from a small town on the banks of the Red and Assiniboine river to a mighty city — grew because the street car was there to open streets and highways, industrial locations, suburbs and parks.

Quieter buses will replace them but the clang of the gong, the rattle of the wheels, the swoosh of released air, the flashing of the trolleys will be long remembered.

Common Centre

Outside of Winnipeg, other towns were appreciating street cars. Headingley, St. Norbert, Selkirk, Stonewall and Stony Mountain were joined to a common centre by rails, radiating from Portage and Main like the spokes from a wheel hub.

As the transit company grew so grew the need for office space. In 1913 "a sky scraper" was built on the corner of Notre Dame avenue and Albert street. It remained the company's headquarters until this summer when the offices were moved to their present site.

The year the first world war ended, 1919, also saw the first threat to the street car monopoly of mass transportation. Gasoline buses began operating on Westminster avenue and two years later the first electric car route on River avenue was abandoned. The same year, 1921, a disastrous fire destroyed the Main car house and 21 trams.

Just as the burning of the horse stable 27 years earlier signalled the end of the horse cars, so the 1921 fire, in a less drastic manner, foreshadowed the decline of the street car.

Short feeder lines and highly used suburban routes were converted to rubber. Economy measures transformed the street cars, first in the outskirts and then finally throughout the city.



W. J. JONES

Superintendent of transportation for the GWTC who will drive the last street car to travel over the Portage avenue and Main street route Monday between 2.30 and 3.15 p.m. On the car will be civic and GWTC officials and press and radio representatives. The way will be led by another street car carrying the RCHA band. This tram will be piloted by Mrs. Frances Daly, one of the three women drivers left with the company, in between will be sandwiched a sweeper car.

JOB FOR THATCHER
NORWICH, England (CP)—Norfolk reed thatcher W. H. Farman is off to the United States to supervise the thatching of a mansion for chain-store heiress Pamela Woolworth. She "fell in love with the old-world charm" of thatched roofs while visiting Britain.

GWTC Has 410 Buses, Covers 150 Route Miles

With the departure of street cars, the GWTC is left with 410 vehicles; 296 motor buses and 134 trolley buses. The motor-bus fleet will consist of 161 diesels and 115 gasoline units.

They will operate over a distance of 150 route miles (one way) in the Greater Winnipeg area, serving 12 cities and municipalities having a population of 370,000. During the past year 12,400,000 miles were operated, the equivalent of 498 trips around the world.

Most haddock caught in Canadian waters are under 10 pounds in weight.

GWTC EMPLOYS 1,300

The GWTC has close to 1,300 employees and pays out over \$4,300,000 in wages during the year. An additional \$2,000,000 is spent locally for the purchase of goods and services.

Congratulations to...
GREATER WINNIPEG TRANSIT COMMISSION
May You Have Continued Success in the Future
Visit Our Showroom for Office Furniture and Supplies
DESKS — CHAIRS — FURNISHINGS
For EXECUTIVE and GENERAL OFFICES ALSO GIFTS OF REMEMBRANCE
WILLSON STATIONERY COMPANY LIMITED
222 McDermot Ave., Just Off Main St.
93-4561 — PHONE — 93-4561

NOW ALL WINNIPEG ROLLS ON RUBBER

There'll be a touch of nostalgia mingled with pride in the emotions of Winnipeg citizens this week as the last of the trolleys disappear from city streets.

In cities all across Canada the pattern is being repeated. The clang, clang, clang of the trolley is being replaced by the quiet, comfortable efficiency of a transit system that rolls on rubber.

The Goodyear Tire and Rubber Company of Canada offers congratulations to the Greater Winnipeg Transit System for a gigantic job well done. We are proud of the fact that all of Winnipeg's bus passengers will travel safely and comfortably on Goodyear tires.

CONGRATULATIONS FROM



IN WINNIPEG AS IN THE WORLD OVER
MORE PEOPLE RIDE ON GOODYEAR TIRES THAN ON ANY OTHER KIND

Congratulates...
Greater Winnipeg Transit
Users of
WHITE ROSE
GASOLINES and MOTOR OILS
Canadian Oil Companies Limited
"The All-Canadian Company"

HE JUST KEEPS ROLLING ALONG

'Retiring' At 82 To The Construction Business

In a spacious, panelled office on the second floor of the transit building sits the man who knows the answer to a question asked rather frequently during the past two years.

William Henry Carter is 81½ years old, and some people have been wondering when, or whether he plans to retire.

Mr. Carter suggested some time ago that when the last street car clatters into whatever resting place has been appointed for it, he might bow out of the transit business.

Now this streetcar named "retire" like its brethren, has sometimes been referred to, jocularly, as a "Carter cab," and so the Free Press inquired once again

MONTY PILLING Interviews "MR. TRANSIT"

whether Mr. Carter's name might be on it. Officially.

The fact is, Mr. Carter is in better shape than any of his streetcars, and the question didn't worry him much. His serene and venerable countenance was undisturbed, perhaps, only by the merest suggestion of a twinkle.

Doesn't Worry

Mr. Carter doesn't believe in worry. "Worry kills more good men . . . I've never worried a heck of a lot about anything."

He has a sturdy, erect figure, and an unclouded brow, which add weight to this statement. One of the pioneer builders of Winnipeg, Mr. Carter ran a gigantic contracting business in addition to his other interests. Next to railroad dispatchers, advertisingmen and newspapermen, contractors must develop more ulcers per square foot of stomach lining than any other group of people. But Mr. Carter has an excellent digestion, and eats what he likes.

He could not always make that claim. He was born on a 60-acre farm in Bismarck, Illinois, in 1874. There were 10 in the family, and food was not always abundant.

No Scholar

In between farm chores and working for neighboring farmers, Mr. Carter attended a country school and "got to the third grade, er, I never liked school." He did go to business college for a few months because he wanted to work

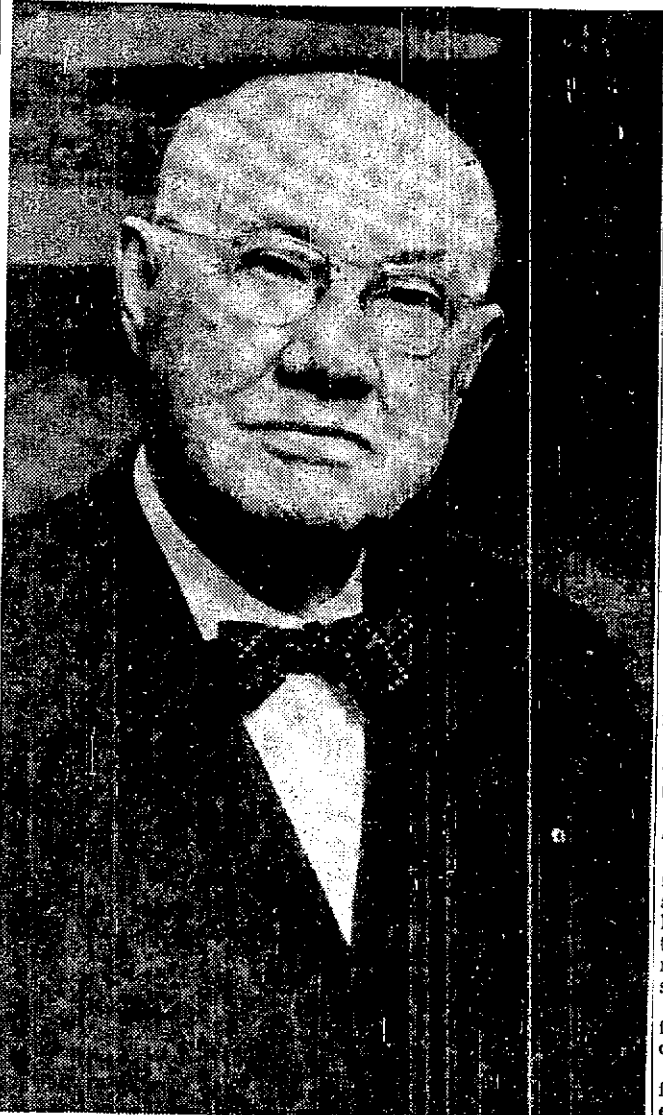


Photo By Gerry Cairns

"We'll Miss Him When He Leaves . . ."

at the time," that in retrospect were revealed as turning points. Like coming to Winnipeg, for instance. Lots of people who came here didn't like it, but I did. Winnipeg was growing, and needed builders, and so in 1907, Mr. Carter founded the firm of Carter-Halls-Aldinger, Ltd.

From his youthful experience splitting ties with a local section gang, Mr. Carter got the urge to work in the contracting business.

In 1900, he went to Chicago as construction superintendent for William Grace and Co. Sent to Montreal on a job, he found they spoke more French than English there, and so he was sent on to Winnipeg.

That was a break. Honesty, hard work, and getting along with people make for success in this world, Mr. Carter remarked, but the breaks count too. There were "little things that happened, that didn't seem to mean very much

the civic auditorium and the dominion public (federal) building. Mr. Carter has also been associated with many of the leading industrial and commercial developments in Canada.

After serving as vice-president of the Winnipeg Electric Co., for a number of years, he was elected president and general manager in June of 1940.

Prosperous Years

The war years created many problems for the transit division of the company, but they were also prosperous years in which it managed to pay its own way. In one of those years, 106,000,000 passengers were carried. Today the figure runs around 75,000,000, and Mr. Carter says, "we lose about 3½ per cent a year. Downtown parking problems don't seem to help very much."

Problems have multiplied since the war, with the tremendous increase in automobile ownership, increases in operating costs, but Mr. Carter says he's enjoyed the work.

"There's a certain amount of construction work involved, and just enough politics to make it interesting."

In fact, Mr. Carter enjoys his work so much, that he has no intention of retiring.

He'll Keep Working

When the changeover from street cars to diesels is completed, and everything is running smoothly, then Mr. Carter will give thought to the matter of retirement—from the transit commission—not from active working.

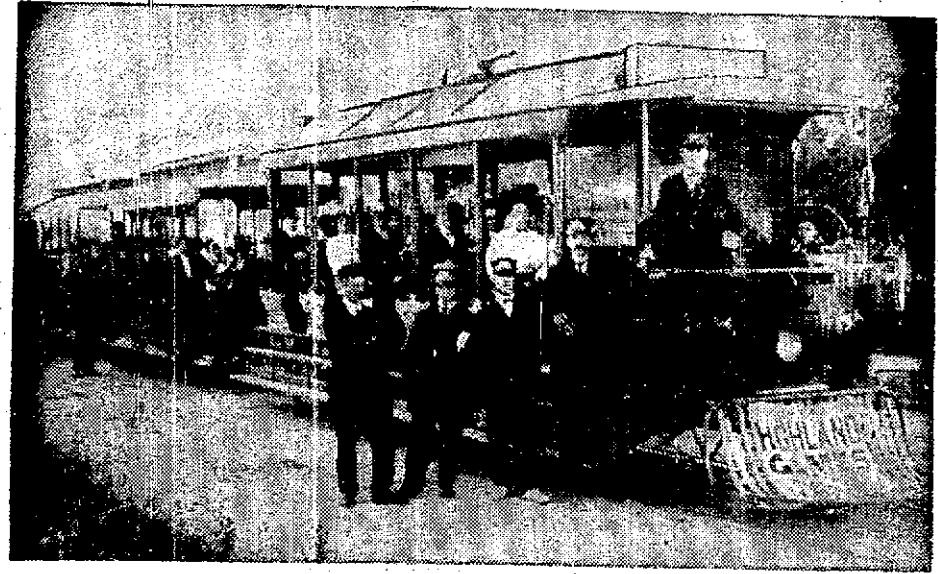
"When I retire, I'll go back to full time construction work, of course."

Doing a bit of crystal gazing, for a moment, Mr. Carter remarked "if there is any future for the transit business, it lies in giving the people a service they'll like." He believes the new diesels will do just that. And he doesn't believe Winnipeg will see any subways, at least in this century.

Mr. Carter is a "good man to work for," an employee confided. Nearly 82, he "always knows what's going on both in the office and on the job. We'll miss him when he leaves."

Which is certainly a tribute.

LAD JILTED, PA SUES TOKYO (AP)—One of Japan's leading woman radio personalities was sued Thursday for 10,000,000 yen (\$27,777) by a lawyer who charged that his actor son committed suicide after being jilted by her. Nobuko Terashima was accused by Harutomi Otsuka of "deliberately seducing my son, discarding him in less than six months, and thereby driving him to suicide."



A good crowd could always be expected for the High-Land games and Winnipeggers without any vehicles of their own were grateful for the streetcars which were sure to be crowded with sports-lovers. And proud were the lucky few who could sit up front near the operator. These sterling men in their dark suits and hats could be counted on, between jolts and bumps, to furnish conversation as colorful as it was philosophical.

FLAUNT PIRATE FLAG RICHMOND HILL, Ont. (CP)—A jolly roger flew 225 feet above Richmond Hill Monday. As far as this Toronto suburb is concerned, it can stay there. During the week-end, pranksters tied the flag bearing the pirate insignia of skull and crossbones to the top of the Richmond Hill water tower. Police chief R. Robbins said he, for one, isn't interested in bringing it down.

TOUGH BEE, SIDMOUTH, England (CP)—A six-foot, two-inch conger eel with a 19-inch girth, weighing 44 pounds, was landed at this Devonshire resort after a two-hour struggle with an angler.

REDS BUILDING SATELLITE LONDON (Reuters)—Moscow Radio told its young listeners Tuesday that Russian scientists have already started building an artificial satellite of the earth. It claimed the idea of an earth satellite was first conceived by G. Tsiolkovsky in Russia some 50 years ago.

BIG CATCHES WINCHESTER, England (CP)—Last year was the best since the Second World War for fishing in Hampshire rivers, county officials report. A record total of 1,532 salmon were caught in the river Test, and 354 salmon, also a record, in the river Itchen.

NEW MASCOT OTTAWA (CP)—A falcon from Rabat, French Morocco, has been acquired as mascot of No. 430 (Silver Falcon) fighter squadron of the RCAF's No. 2 wing at Gros Tenquin, France. Frankie the falcon takes the place of Henry the hawk, whose recent death left the squadron without a mascot. He was found by FO S. E. (Sam) McCracken of Kirkland Lake, Ont., while No. 430 was in the Rabat area on a target-shooting exercise.

Congratulations
BROWN & MURRAY Ltd.
237 Port St. Ph. 92-6353

Congratulations
Greater Winnipeg Transit Commission
Asbestonos
Bonded Brake Shoes Exchanged
We specialize in Clutch Assembly Parts,
Drum Turning, Flywheel Refacing.
All Makes of Brake Bands.
WE ALSO HANDLE ANTIFREEZE
and BRAKE FLUID
Asbestonos
Trade Mark Registered
BRAKE LINING CLUTCH FACINGS
189 James Ave., East, Winnipeg, Man.

"Contributing to Winnipeg's Progress"
PEARSON CONSTRUCTION
COMPANY LIMITED
GENERAL CONTRACTORS

BUSES REPLACE LAST STREET CARS

ON THE PORTAGE - NORTH MAIN ROUTE

TOMORROW, SUNDAY, SEPT. 18

BUSES WILL LEAVE PORTAGE at SHARPE BOULEVARD, alternately signed "MOUNTAIN" or "NORTH MAIN"

North Main buses will proceed East on Portage and North on Main to Margaret Ave. opposite Kildonan Golf Course. Mountain buses will operate East on Portage and North on Main and then West on Mountain to McPhillips. Buses will return over the same routes signed "Portage".

Please Remember to Get Your Buses at the Curb

BUS STOPS IN DOWNTOWN AREA

East and North Bound

- On Portage at Vaughan—by the Bay
- Portage at Edmonton
- Portage at Donald—by Eaton's
- Portage at Garry
- Main at Lombard
- Main at Bannatyne
- Main at Market
- Main at Rupert
- Main at Logan
- Main at Henry

BUS STOPS IN DOWNTOWN AREA

South and West Bound

- On Main St. at Henry
- Main at Logan
- Main at Rupert
- Main in front of City Hall
- Main at McDermot
- Portage, between Main and Notre Dame, by Childs
- Portage at Donald
- Portage at Carlton
- Portage at Kennedy
- Portage at Colony, by the Gaiety Theatre

SOUVENIR BOOKLET
To commemorate the occasion of the operation of the last street car in Greater Winnipeg on Monday, September 19, the Greater Winnipeg Transit Commission has prepared, for its patrons, a pictorial "Tracks to Tires" Souvenir Issue of the Public Service News. This issue will be distributed on all transit vehicles starting on Monday.
Be sure to get your souvenir copy EARLY.

The inauguration of buses on the Portage-North Main route marks the completion of the conversion of Greater Winnipeg's transit system from street cars to rubber-tired vehicles.
To accomplish this conversion 100 new buses have been added to the transit fleet. These buses are the largest and most modern vehicles obtainable and represent the ultimate in passenger comfort and safety.
Winnipeg now can boast one of the finest and most in passenger comfort and safety.

EXTENSION TO TALBOT BUS SERVICE
Starting Sunday, September 18, Talbot buses will be extended south across the new Midtown Bridge, to River Avenue West on River to Wellington Crescent, Dorchester, Lilac St. and return via Grosvenor, Wellington Crescent, River, Midtown Bridge, Smith St. to regular route.

THIS FULLY MOTORIZED SERVICE WILL PROVIDE
THE GREATER WINNIPEG AREA WITH THE MODERN
TRANSPORTATION WHICH A GROWING COMMUNITY NEEDS.
GREATER WINNIPEG TRANSIT COMMISSION

Traffic Engineers Are Dry-Eyed Over The Streetcars' Farewell

By TED BYFIELD

The demise of Winnipeg streetcars will bring no tears to the eyes of the city's traffic engineers. The experts look to removal of the streetcars to open up two new vitally-needed traffic lanes in the centre of Portage avenue and Main street and make it possible for both streets to move four lanes of traffic in either direction.

Another factor, of course, will offset the advantages of the new lanes: The new flow of diesel buses will be thrown into the curb traffic stream to cause added congestion there.

SHOULD EASE PROBLEM

All things considered, however, the problem on Main street north should be somewhat eased by removal of the streetcars, says traffic engineer Harry F. Burns.

The North Main jam is now considered the city's worst. Its great rival — the tieup at Osborne and Broadway — has been solved by the Midtown bridge and highway thoroughfare.

The jam occurs daily at Higgins avenue and Main street when the CPR subway stifles the northward flow of traffic.

It is here that a second advantage will accrue when streetcars are removed. The central lane of

the subway — now used exclusively by streetcars — will be opened to traffic.

The experts can't say how much movement through the centre portion due to the danger of head-on collisions. A probable solution would be to make the centre portion an alternating one-way thoroughfare — one-way south in the morning, one-way north in the evening and throughout the rest of the day.

PAVING STARTS NOW

Paving of the centre portion is expected to get under way immediately after the streetcars are removed.

Another rush job is expected to be ordered as soon as the safety islands are rendered useless. In fact, city engineer W. D. Hurst has ordered crews to stand by for removal of the Portage and Main island immediately after the last streetcar goes by on Monday.

From a safety point of view, however, the islands are not exactly useless. Pedestrians use them for a haven in crossing extra-wide Portage and Main streets. The haven will no longer be there.

HAVE TO RISK IT

"I guess people will just have to learn to make it to the other

side or take a chance on waiting out in the middle of the street," says Mr. Burns. "After all, we have to do it on all the other streets."

While removal of the islands will weigh against safety, the arrival of buses will present a counter-factor in favor of it.

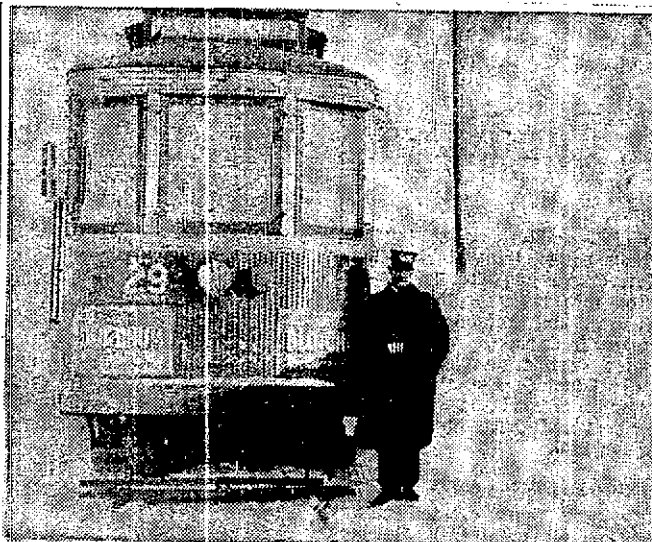
Gone will be the days when the transit passenger has to negotiate his way — occasionally through moving traffic — to the curb.

SUPPOSED TO—BUT

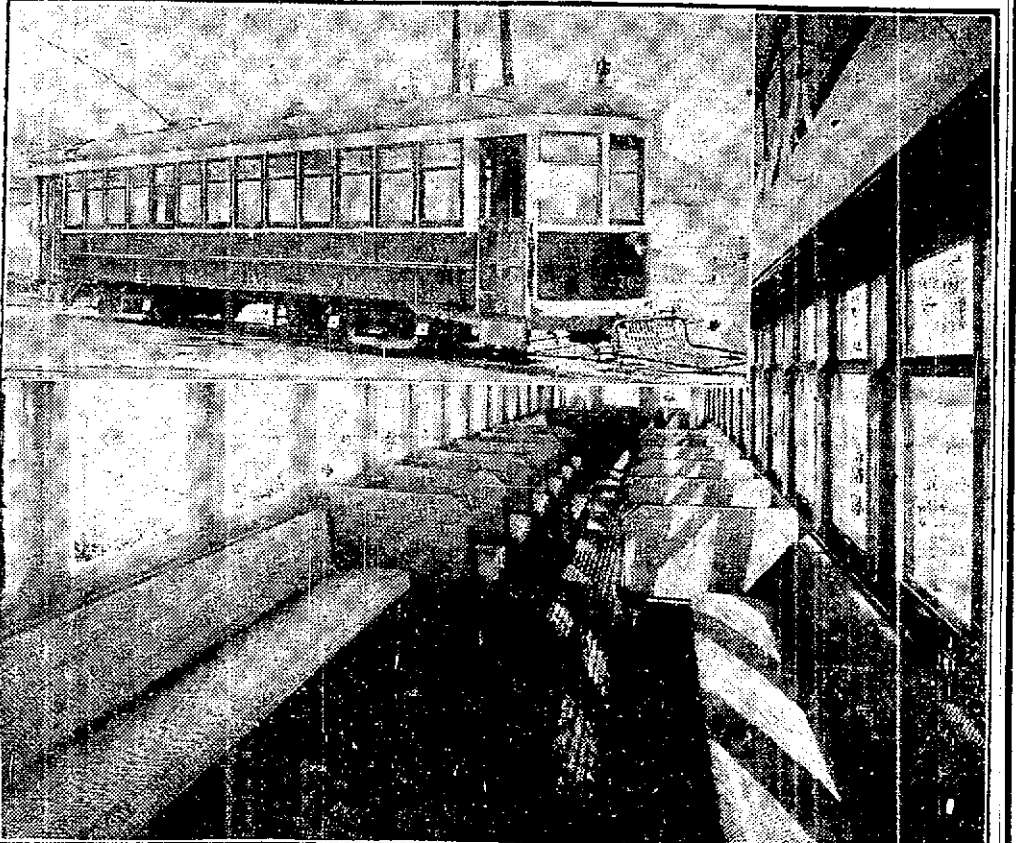
This is a particular hazard in the suburbs where there are no safety islands and in places no boulevards either. Mothers with children have difficulty reaching the curb. Though traffic is supposed to halt for a streetcar, it often doesn't.

Adding another complication is the fact that the children are not heavy enough to operate the automatic treadle which opens the streetcar doors. This meant mothers must guide their children off ahead of them, sometimes into a moving stream of traffic outside.

"No," concludes Mr. Burns, "we're not too unhappy to see the streetcars go. But it will take more than removal of the streetcars to clean up the North Main traffic problem."



Old-timers—and some not so old—will remember the Headingley street car line. This picture shows an unidentified street railwayman standing beside his vehicle. Why?—Probably to show the great depth of snow which sometimes covered the long stretch west of Winnipeg.



Progress! Four of these 50-passenger streetcars were in service on Winnipeg streets in 1919, and 20 more were ordered. They were considered a great advance on the older type of car. They look very much like the street cars that will take their last trip in Winnipeg on Monday.

pride of the system...

THE OPERATORS:

... and since 1906, we have been proud to supply official uniforms to all street car and bus operators.

The measure of the system's service is the man... and the man is measured by the expert custom tailors at Manitoba Clothing.

Contract Uniform Division
Established 1877

Member A.C.W.A. Local 459

MANITOBA CLOTHING

550 MAIN ST. at Rupert

SHIP RATIONS WATER
PERTH, Australia (Reuters) — Water has been rationed aboard the 9,786-ton Norwegian vessel Skaubryn which is heading here at two knots with a broken propeller, reports from the vessel said Thursday. The ship, with 1,132 immigrants aboard, is due here a week from today—one week late.

NAZI ACE IN U.K.
LONDON (Reuters)—Adolf Galland, 43-year-old former German ace credited with shooting down 104 Allied planes during the Second World War, arrived here Wednesday to visit Britain's annual air show at Farnborough. He flies now "only as a hobby," and is employed as an industrial adviser.

REDS SHELL QUEMOY
TAIPEI, Formosa (AP)—Chinese Communists guns Tuesday shelled the Quemoy area across the strait of Formosa for the third straight day, the official Central News agency reported. Red gunners rained 40 shells on the two tan islets, 2½ miles south of the Red port of Amoy, Central News said.

Keeping Pace With Progress

BULMAN BROS. LIMITED has a very special reason to congratulate the Greater Winnipeg Transit Company on its splendid modernization program which has now culminated in complete conversion to an all-bus system. For over thirty years — since July, 1923, in fact — Bulman's has been privileged to print all street-car tickets, transfers and passes. Behind this simple statement there is a story of civic enterprise, civic spirit and civic loyalty.

In 1923, the Winnipeg Electric Railway Company (as it was then called) wanted a guaranteed local source of ticket supply for an expanding transit service. It was felt then (and it is still felt) that more business placed in the city would give more employment to more local people — and would make a substantial contribution to Winnipeg's ever-ill progress.

The late W. J. Bulman, president and founder of Bulman Bros. Limited, agreed to install in his printing and lithographing plant the special ticket-printing equipment needed, and he guaranteed to produce tickets under specially safeguarded conditions.

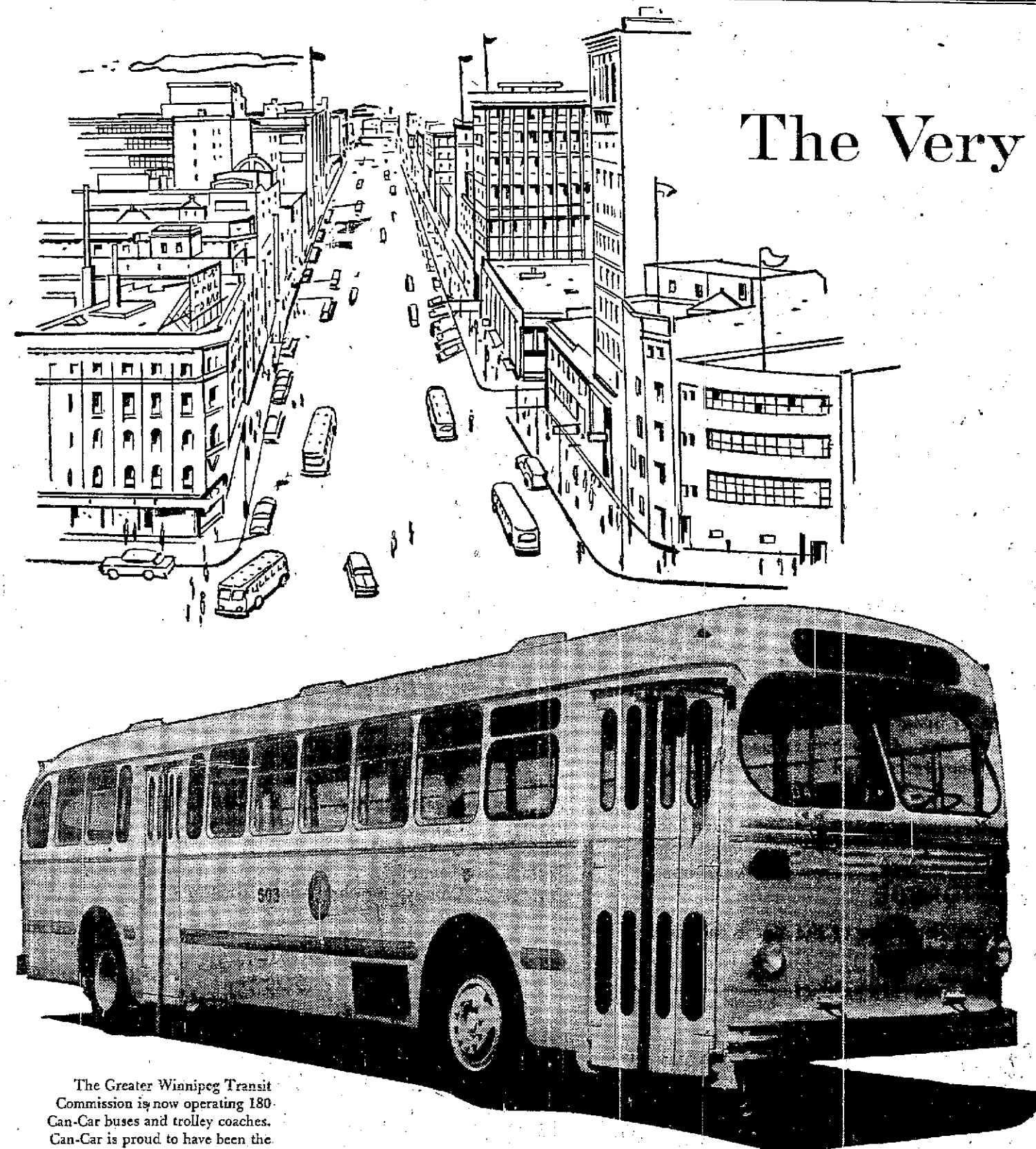
A completely new department was set up at Bulman's which was kept under constant lock and key. Only authorized personnel were permitted to enter this department which was operated by specially selected, bonded employees. Every precaution was (and still is) taken to prevent any possible irregularities in the production of what really amounts to "printed money" in ticket form.

Down the years, many changes have taken place in both our organizations — more and better equipment, more efficient operating methods, better service to the public, the provision of more and more employment for Winnipeg's increasing population.

In 1923, when street-cars were the only transit vehicles on city streets, Bulman's were printing tickets on the old flatbed type of press. Today, while a fleet of handsome buses swiftly serve an ever-expanding population, Bulman's are pounding out yearly millions of transit tickets, transfers and passes on a streamlined modern press, the last word in speed and accuracy.

The Bulman Organization is proud to salute an old comrade-in-commerce which has done so much to keep the wheels of Winnipeg business turning — and, most important of all, help lay the foundation of what promises to be an Industrial Empire in the Keystone Province of Canada.

BULMAN BROS. LIMITED
Lithographers, Printers, Artists: Ticket Specialists
PHONE 93-7311
McDermot, Frances & Gertie, Winnipeg, Man.



The Greater Winnipeg Transit Commission is now operating 180 Can-Car buses and trolley coaches. Can-Car is proud to have been the major equipment contributor to Winnipeg's modern transit system.

CAN-CAR AUTOMOTIVE DIVISION

Canadian Car & Foundry Co. Ltd.

HEAD OFFICE: MONTREAL, QUE. • WORKS: FORT WILLIAM, ONT.

The Very Latest in Transit Equipment for Winnipeg

... Buses and Trolley Coaches replace Street Cars throughout the City

Keeping pace with the rapid growth and expansion of our city, The Greater Winnipeg Transit Commission has completely replaced street cars with a modern, smooth-running fleet of buses and trolley coaches—the finest and most modern equipment obtainable.

Proven by test under all weather conditions, the new fleet provides a faster, smoother service for our citizens which is easily adaptable for extensions of service as needed. Canadian Car & Foundry Co. Ltd. takes great pleasure in offering its congratulations to the city and the Transit Commission on this major improvement in transportation facilities.

Transit authorities from coast to coast have also chosen Can-Car buses and trackless trolley coaches