

CENTRAL AVENUE DESIRES SERVICE

West Duluth Has Steel Plant and
Wants Cars in the Busi-
ness District.

MERCHANT DESCRIBES
ONE DESIRABLE ROUTE

Fares to and From Duluth to Be
Ten Cents, With Trans-
fer Privileges.

That the Morgan Park extension street cars should be routed via Central avenue is the contention of Max Oreckovsky, Central avenue business man.

"West Duluth has been looking forward to the opening of a steel plant there for over a quarter of a century and now when it's just being realized we learn that we are not even to have the benefit of having the cars pass through West Duluth's business district, Central avenue," declared Oreckovsky last night.

"Central avenue is the logical place for the street car to run for that is the real business section of West Duluth," he said. "I favor having the Morgan Park cars turn down Raleigh street at the intersection of Grand avenue and Raleigh street and then pass along Central avenue either turning down Ramsey street or continuing along Central avenue to the intersection of Grand avenue. In this way, the people of the steel plant district are afforded easy access to the business center of West Duluth where if the Morgan Park cars run entirely by the way of Grand avenue, this end of town will be passed up altogether by the majority of the people who will be served by this new car extension."

This suggestion will be brought to the attention of the other Central avenue merchants and it is probable that a committee will wait on the Duluth Street Railway company officials to take up the question.

Tentative Operation Plan.

As it is planned now, the Morgan Park cars will be operated between Morgan Park and East Fourth street with the probable terminus at Twenty-fourth avenue East. Another run is suggested that of Fifty-seventh avenue West and Morgan Park. The new transfers which have been received by the street car company take cognizance of the Morgan Park extension.

The fare will be 10 cents between the main section of Duluth and Morgan Park. The first fare on a west bound car will entitle the passenger to ride to Seventy-first avenue West where the second fare will be collected. The first fare on an east-bound car from Morgan Park will entitle the passenger to ride to Forty-ninth avenue West where the second fare will be collected. Transfers from the Morgan Park cars will be accepted at all transfer points but a transfer from a Morgan Park short line car with its terminus at Fifty-seventh avenue West will not entitle a passenger to ride farther than Forty-ninth avenue West on an east-bound car.

Work on the Morgan Park extension will start immediately in the spring. The rails have been laid as far as Eighty-first avenue West but the cars are not running farther than Seventy-first avenue West. The sub-station at Smithville, which will distribute the power for the Morgan Park extension is completed. The current for this station will be supplied from the Great Northern Power company's station at Gary.