

**TRAM TOKENS.****FALLEN INTO DISFAVOUR.****New Ticket System Suggested.**

The tokens of the value of 1½d. which the Tramways Board issued some time ago have failed to find favour in the sight of either the public or the tram-conductors, and they now appear destined to disappear through neglect.

The conductors are unwilling to supply tokens, although they can still be obtained on demand. The reason given is that the "papiermache" of which they are made is so light that the tokens will readily blow away when the conductors are tendering change. It is also complained that when a passenger asks for tokens the conductor has to search through his bag to find them and to make up the number required, and he would much rather find an equivalent number of coins, as they are easier to handle. Passengers, on the other hand, now rarely ask for the tokens, as they are easily lost. The only demand which now exists for the tokens is by large business houses, who buy quantities in order to supply them to messenger-boys.

The value of some other medium than coppers cannot be denied. Now that many fares are paid in fractions of a penny, the passenger has to be provided with coppers, and if he is not he will often find himself laden with them as soon as he has taken a trip on a tram-car. It is unfair to blame the conductors, for they have a very hard task to provide change under the present system. On many occasions lately the men have been unable to give half-pennies in change during the earlier part of the run. This is occasioned largely by the shortage of copper coinage, but the shortage is due to the enormous amount of copper which is held for the express purpose of paying tram fares or giving change to passengers.

The old ticket system has certain drawbacks which might easily be eliminated. A system of concession tickets could be installed without inconvenience to either the public or the tram-conductors. If blocks of tickets were issued at a concession, say, 2/6 worth of tickets for 2/3, it would induce the public to buy tickets, and thus save the time of the conductors, and ensure the collection of more fares. These tickets could be marked with the numbers of the sections in the same way as the check tickets are marked now, then the conductor could punch these tickets without taking them from the passenger, and thus save time in issuing a check ticket.