

NOVEMBER, 1918

THE ELEVATED NEWS

SAFETY

SERVICE

COMFORT



EFFICIENCY

ECONOMY

COURTESY

Service to the public is worth what it costs. The cost of such service must include a fair return on the invested capital. The Chicago Elevated Railroads are giving service at less than cost.

Fast Parcel Despatch

Chicago merchants and manufacturers shipping merchandise in less than carload lots to Great Lakes, Waukegan, Kenosha, Racine, Milwaukee and other points on the north shore, will find it to their advantage to ship by the

North Shore Line

Goods picked up at factory or warehouse by motor trucks and delivered at destination within 24 HOURS.

For further information call up Traffic and Industrial Agent, Telephone Central 8280.

Chicago Offices, 66 West Adams Street.

Chicago North Shore & Milwaukee Railroad

The Elevated News

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Number 1

Transportation Service a Necessity

Has it ever occurred to you what it would mean in the life of a great city if the local transportation companies should suddenly cease to operate? Can you imagine the suffering and inconvenience such a cessation would bring upon hundreds of thousands of men and women?

As the steam railroads are the arteries which keep the heart of a nation pulsating, so does the industrial and social life of a city depend upon its local transportation system. For years the steam railroads of the country asked for higher rates to keep pace with the increased cost of operation. They were in a serious situation, unable to borrow money to maintain and renew their equipment, except at rates which were practically prohibitive. Occasionally some slight measure of relief was afforded them, but oftener it was denied. What was the result?

When the country entered the war the steam railroads were without equipment to meet the demands made upon them. The government realized that drastic measures were necessary and it took over the operation of the lines. Almost the first official act under government operation was to increase passenger rates 50 per cent and freight rates about 45 per cent, a much larger increase than the railroads under private operation had dared to ask for.

Electric Railroads Need Relief

What applied to the steam railroads when the government assumed control of them, applies in an even more marked degree to electric railroads. The steam roads under private

operation were granted some relief, even if it was inadequate. On the electric lines the cost of operation has kept steadily rising for years. The demands of the public for service have constantly increased, but fares, at least in Chicago, have remained stationary. In reality the fares, especially on the Elevated Railroads, have decreased, because the passenger today may transfer free from one elevated road to another, whereas a few years ago, a second fare was required. Not only that, but the elevated lines have been greatly extended since they first began operation and the average length of ride has increased proportionately. Today the average length of ride on the elevated lines is 6.5 miles. At the rate charged on the government operated steam railroads, the fare would be 19 cents. The Elevated Railroads have asked the Public Utilities Commission to allow a rate of 7 cents, which is practically 1 cent a mile, the lowest rate on which the roads believe they can continue to operate and give the people the service which they demand.

Rate Asked For is Reasonable

That the increased rate asked for by the Elevated Railroads is a reasonable one, will readily be appreciated by the average citizen who stops to think what other necessities cost today, compared with the cost of a few years ago. In many instances prices have more than doubled, and the consumer who has to foot the bills, was not consulted in the matter. The private manufacturer or merchant raises the price of his product when he finds it necessary to meet the added cost of production. In this way the added cost is evenly distributed. But the transportation company, under state regulation, cannot of its own volition increase its rates, although the necessity therefor may be as pressing as in the case of the private manufacturer or merchant. The transportation company must be in a position to prove to the regulative authorities that any increase asked for is justifiable. Under such regulation profiteering is impossible on the part of a public utility company.

A certain newspaper is opposing the increase in fares asked for by the elevated lines. That paper, in common with all the others, increased its price 100 per cent to meet the increased cost of white paper and other abnormal expenses. Its readers were not consulted in the matter. The elevated lines are not asking for any such increase.

Should Be Given Fair Treatment

A transportation company is entitled to equal consideration with any other business concern, neither more or less. It is furnishing service which is a necessity and the quality of that service must depend on its cost. No concern can continue in business if it is required to supply service at less than cost, and that is what the elevated roads are doing under present conditions. The increase in wages alone, which was awarded the employes on August 1 by the National War Labor Board, amounts to more than the entire net revenue of the elevated lines for last year. The estimated wage increase for the year amounts to \$1,647,000, while the net income of the elevated lines for the year ending July 31, 1918, was only \$1,100,548. The increased wages are being paid and must continue to be paid. It is, therefore, a simple matter to see that the revenue must be increased or the entire net income will be wiped out.

Employes Entitled to Wage Increase

The employes of the Elevated Railroads were entitled to the wage increase awarded them. They are performing a valuable public service, for which the public should be willing to pay a fair price. When the War Labor Board made its award, it recognized that the Elevated Railroads could not pay the increase unless they were permitted to raise their rates of fare. The War Labor Board did not consider it had the power to increase rates, but it made strong recommendations to that effect. In handing down its award the War Labor Board in part said:

"We have recommended to the President that special Congressional legislation be enacted to enable some executive agency of the Federal Government to consider the very perilous financial condition of this and other electric railways of the country and raise fares in each case in which the circumstances require it. We believe it to be a war necessity, justifying federal interference. Should this be deemed unwise, however, we urge upon the local authorities and the people of the locality the pressing need for such an increase adequate to meet the added cost of operation.

"This is not a question turning on the history of the relations between the local street railways and the municipalities in which they operate. The just claim for an increase in fares does not rest upon any right to a dividend upon capital long invested in the enterprise. The increase in fare must be given because of the immediate pressure for money receipts now to keep the street railways running so that they may meet the local and national demand for their service. Overcapitalization, corrupt methods, exorbitant dividends in the past, are not relevant to the question of policy in the present exigency. In justice, the public should pay an adequate war compensation for a service which cannot be rendered except at war prices. The credit of these companies in floating bonds is gone. The ability to borrow on short notes is most limited. In the face of added expenses which this and other awards of needed and fair compensation to their employees will involve, such credit will completely disappear. Bankruptcy, receiverships and demoralization, with failure of service, must be the result. Hence our urgent recommendation on this head."

City Council Indorses Wage Increase

That the public was in sympathy with the demands of the employes of the elevated and surface lines for higher wages, was shown by the unanimous action of the Chicago City Council. The employes presented their petition to that body for its endorsement and it was endorsed without a dissenting vote. In voting its endorsement the City Council understood that it would be necessary to increase fares. The City Council spoke for the people of Chicago, and when the increased wages were awarded, the Elevated Railroads followed the only course open to them and asked the Public Utilities Commission to allow a reasonable increase in fares, to enable them to carry out the recommendations which the City Council had made. They await the answer of the Public Utilities Commission, confident that the patrons of the lines understand the situation and are ready to bear a part of the burden which they were willing to see imposed upon the Elevated Railroads.

Union Favors Increased Fares

Division 308 of the Amalgamated Association of Street and Electric Railway Employes, to which the employes of the Elevated Railroads belong, has unanimously indorsed the petition of the companies for increased fares. This action of the Union was taken in support of the recommendations of the War Labor Board. As stated in the text of the resolutions adopted, the employes of the elevated lines realize that their future prosperity depends upon the companies being assured a reasonable revenue. They believe that the public, of which they themselves are a considerable part, should be willing to pay a fair price for a service which is essential to its welfare.

Following are the resolutions adopted by Division 308 at its meeting held Sept. 14:

"Whereas, the Chicago Elevated Railways have filed a petition with the Public Utilities Commission of Illinois for an increase in fares to 7 cents, to meet the wage increase granted the members of Division 308, Amalgamated Association of Street and Electric Railway Employes of America, and the greatly increased cost of materials necessary for the maintenance of the properties, and

"Whereas, the members of Division 308 have a vital interest in the continued successful operation of the Elevated railroads, knowing that no company in a bankrupt condition will pay the wages or give the working conditions that a fairly prosperous company can, and

"Whereas, we believe that the traveling public should be willing to pay a fair price for the transportation service it demands and receives, therefore be it

"Resolved, that we, the members of the Amalgamated Association of Street and Electric Railway Employes of America, Division 308, hereby collectively and individually join with the companies in urging the Public Utilities Commission to give immediate consideration to the petition filed by the Elevated Railroad Companies and to grant the relief asked for."

Believes Public Is Fair Minded

The Elevated Railroads believe in the fair-mindedness of the public. For years they have felt that they were not earning a fair return on their investment, but they were reluctant to ask relief in the shape of increased fares, until circumstances beyond their control, made it imperative. They have given the public the best service that is physically possible, as shown on numerous occasions when extraordinary demands have been made upon them. They have been an important factor in the upbuilding of the outlying portions of the city

and feel that they have earned the right to a square deal. That is all they are asking and that much they are entitled to receive. It is a short-sighted policy to seek to unduly hamper or impair the efficiency of a utility company. The truth of that was amply illustrated in Pittsburgh a few months ago. The local transportation company in that city asked permission to increase fares to meet the increased cost of operation. The permission was denied and the company was forced into the hands of a receiver. A court promptly granted the relief which the city had denied, and even a greater increase than the company asked for. The courts recognize that utility companies are entitled to the same fair treatment that private concerns receive, and they act on that assumption.

An Editor Sees the Light

The case of the Pittsburgh street car company is well set forth in an editorial confession made by Col. Alexander P. Moore, publisher of the Pittsburgh Leader. Through the columns of his newspaper he recently made the following confession:

"I was very busy attacking the company in Pittsburgh and I strove as earnestly as I could to see that it didn't get the increased fare its officials said it must have if it was to live. As an outcome of the fight I learned something. The company was denied the raise and driven into the hands of a receiver. Some unthinking ones believed that a victory. It wasn't. It was a defeat. The receiver quickly proved to the court that even a six-cent fare wasn't enough and that he must have a seven-cent fare if the company was to meet the increased wage scale and the inflated prices for material, with the greater cost for maintenance and operation. Today the people of Pittsburgh are paying a seven-cent fare. . . . In very truth the trolley lines are doing the same kind of work the steam roads are doing; are buying the same kind of materials and paying almost the same wages. Their conditions and their needs are parallel. We cheerfully accord full justice to one and deny it to the other.

"Possibly we shall never learn to like the street car companies; possibly we shall never become wise enough to consider them an important portion of our municipal machinery and, therefore, to be handled with care and consideration, but in war times when every factory and every foundry is running day and night on war orders, and armies of men and women are drawing the largest wages ever drawn by the men and women of any country in the world, it is wise to foster the transportation companies those same factories and foundries depend upon for the delivery of their help."

That is the frank statement of a newspaper publisher whose experience enabled him to see the light.

A PLEA FOR WOMEN

To the Editor:

As one of the thousands of daily women patrons of the Elevated Railroads, I wish to thank Health Commissioner Robertson for abolishing the smoking car nuisance and trust that the order will be made permanent. If it was necessary to stop the pollution of the air by tobacco smoke in street and elevated cars during the influenza epidemic, why isn't it necessary to stop it at all times?

For years I have felt the injustice of the practice of allowing smoking on street and elevated cars. Women car riders are as numerous as men and besides there are many men passengers who do not smoke. The car smokers are a small minority and why they should have special cars provided for their convenience is more than I can understand. I have noticed many times that there are vacant seats in the smoking cars, while tired working women are standing in the other cars. That is an injustice which should not be tolerated.

In warm weather when the car doors are open a cloud of tobacco smoke blows from the smoking car into the next one, sickening the passengers who have no chance to escape. Many times have I seen a man leave the smoking car, evidently unable to longer stand the poisoned atmosphere, and walk into the next car, carrying with him a smell of tobacco that was nauseating. Women passengers have borne this long and patiently and now that the custom has been abolished temporarily they should protest with all their might against its being restored. Smoking on street cars is not permitted in other cities. There is no reason why it should be in Chicago. The man who cannot refrain from smoking for the short time he is riding in an elevated car has little

control of himself and should be compelled by law to respect the rights of others.—M. T. B.

STEP LIVELY, PLEASE

The telephone rang in the office of the Superintendent of Transportation.

"Is this the superintendent's office?" inquired a voice.

"Yes, what can I do for you?"

"Are your trainmen instructed to order passengers to step lively when entering or leaving cars?"

"Well, in a way they are. They are supposed to handle passengers in as expeditious a manner as possible. What's the matter?"

"I won't stand for it, that's all. I won't be told to 'step lively' by any trainman. If he's following orders I can't blame him, though. That is why I called you up."

"Didn't the trainman use the word 'please' and wasn't he courteous and pleasant about it?"

"Yes, he was pleasant enough, and he did say 'please,' but that has nothing to do with it. I won't stand for it, that's all."

"It's to your interest and the interest of every other passenger on a train that the stops at stations be made as short as possible. That is the reason why trainmen politely ask passengers to step a little lively when they appear to be moving slowly."

"Well, I tell you I won't stand for it. If that is your rule I will go to the surface lines, that's all."

"We are sorry."

Would you believe that the above telephone conversation actually took place? Of course, it is exceptional. In fact the only complaint of the kind received in many months. Most passengers realize that the shorter the time consumed at stations, the sooner they will get to their destination. They take the trainman's "Step lively, please" in that spirit.

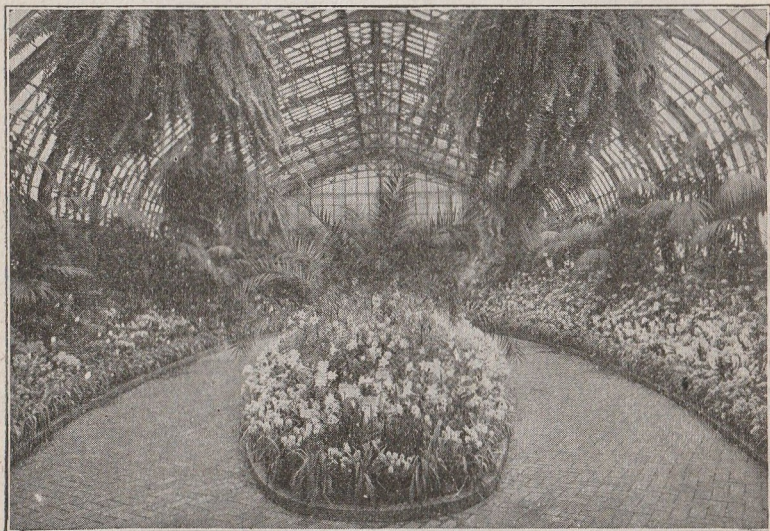
GARFIELD PARK CONSERVATORY

The golf season is over, except for incurable fans. The public parks are not as pleasant to linger in as they were two months ago. The season is here when the conservatories in the parks may be seen at their best. The most wonderful conservatory in the city, one which is a perpetual delight to flower lovers, is the Gar-

BUY WAR SAVINGS STAMPS

The "drive" to put Illinois "over the top" in the purchase of War Savings Stamps is now in full swing. Only about a month left in which to purchase Savings Stamps, which are the best investment in the world for people of limited means. Go the limit and then a little farther.

The following letter is self explanatory:



Garfield Park Conservatory

field Park Conservatory. Spend a Sunday afternoon in this delightful spot and you will return to work Monday morning feeling that you made the most of your day of rest.

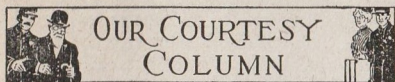
To reach the Garfield Park Conservatory take the Oak Park Elevated to Hamlin avenue. It is only a few steps from the station.

Philadelphia judge has decided that if you loan your wife money it is hers. We know it, judge, we know it.

"Allow me to congratulate you on the splendid editorial about our 'Over the Top' drive in the October issue of THE ELEVATED NEWS. Incidentally we take this opportunity of expressing our sincerest thanks for the splendid co-operation we have received from the Chicago Elevated Railroads and their patriotic employees during our previous drive.

"Yours for Over the Top,
"War Savings Committee for
Cook County.

"EDWARD L. GOREY,
"Director of Publicity."



Letters from patrons commending employes for special acts of courtesy in the last month are as follows:

Metropolitan Trainman H. E. Pederson, badge 4389, is commended for the kind and courteous treatment accorded an aged man, who is a frequent passenger on his train.

Northwestern Trainman Edward W. Hauhart, badge 625, is commended for the manner in which he announces stations and for his polite manner toward passengers.

Northwestern Trainman J. Mickels, badge 598, is commended for finding seats for standing passengers and for courteous and gentlemanly conduct.

South Side Trainman Ruben B. Patten, badge 2626, is commended for finding seats for two ladies who were standing, closing doors and windows to keep out the draft and for calling station names distinctly.

South Side Trainman George Stuhmiller, badge 2157, is commended and thanked for calling the attention of a passenger to a package of papers which he had left in a car.

South Side Trainman Joseph S. Klingerman, badge 2657, is commended for keeping doors closed between stations to prevent drafts.

Oak Park Trainman E. Diehl, badge 6207, is thanked for finding and promptly turning in a package left in his car.

Northwestern Conductor A. L. Wagner, badge 1022, is commended for the efficient manner in which he handled an intoxicated passenger on his train.

Metropolitan Conductor H. M. Gillett, badge 4166, is com-

mended for the distinct manner in which he calls stations.

South Side Conductor Michael Conway, badge 2585, is commended for calling stations distinctly.

NEWSPAPERS FOR SOLDIERS

When you drop your morning newspaper in the seat as you hurriedly leave an elevated car, do you know that it will be read by some soldier boy over in France? A plan to supply the soldiers with newspapers was originated by Mrs. Rose Carney, 1518 Greenleaf avenue, an employe of the Elevated Railroads who was connected with the Quartermaster's Department. The morning papers are gathered up by train crews and delivered to the Quartermaster's Department at Ashland avenue and Thirty-ninth street. There they are packed in trench ration boxes, stamped "Courtesy of the Elevated Railroads" and forwarded to our soldier boys. A good idea, wasn't it?

Keep the old clothes going,
Do the needed sewing;
Though the boys are far away,
The bills come home,
If there is a lining
Through the old clothes shining,
Turn the old suit inside out
Till the boys come home.

—Youth's Companion.

"What's your name?"
"Isaac Fitzpatrick Cohen."
"What's the Fitzpatrick for?"
"For protection."

"Excuse me, madam, but here is a strap."
"I thought I had a strap."
"No, madam, you were hanging on to my ear."

BEST ROUTE TO MILWAU- KEE

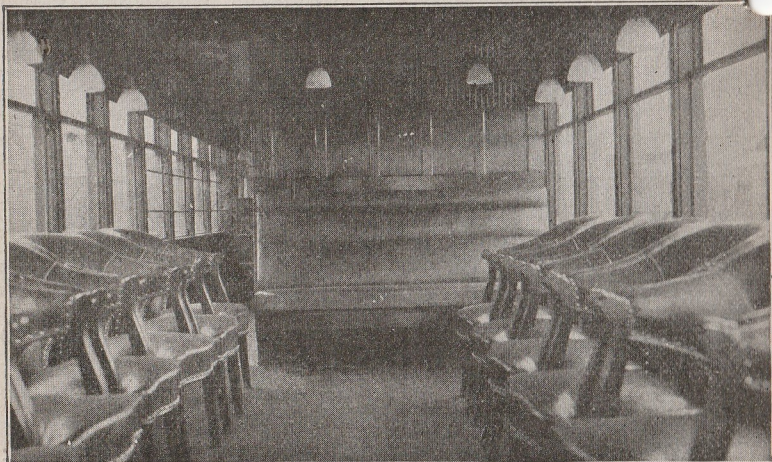
The most economical and the most comfortable way to travel between Chicago and Great Lakes, Kenosha, Racine and Milwaukee, is over the North Shore Line. Large, comfortable, all-steel cars run between Evanston and Milwaukee every hour on week days and every half hour on Saturday afternoons and Sundays.

A regular parlor and dining car

is preferable to a steam railroad and at a much lower rate of fare. Take the Northwestern Elevated to Evanston.

LESS THAN COST

Next to crowns in some European countries and Iron Crosses in Germany, the cheapest thing in the world today is transportation on the Elevated Railroads. It is furnished to patrons at less than cost.



Interior of Parlor Car. North Shore Line

service is maintained on the North Shore Line, which is coming to be known as the best operated interurban road in the country. Recently the Northwestern Elevated inaugurated a Chicago-Wilmette express service, which connects with the North Shore Line at Central street, Evanston. Trains in this service make only one stop between the loop and Evanston.

Next time you have occasion to visit any of the cities along the north shore, try the electric way and satisfy yourself that it

ROLLER SKATING HEALTH- FUL

One of the most healthful and enjoyable exercises is roller skating. The season for indoor sports is at hand and roller skating is one of the best. Those who indulge in this sport will find everything to their taste in the Madison Gardens, West Madison and Rockwell streets. New floors, brilliant lights, gentlemanly instructors, everything high class and orderly. For Madison Gardens take an Oak Park Elevated train to Campbell avenue.