

DECEMBER, 1918

THE ELEVATED NEWS

SAFETY

SERVICE

COMFORT



EFFICIENCY

ECONOMY

COURTESY

IF "the laborer is worthy of his hire," that applies to employes of the Elevated Railroads. The extra cent in fare all goes to pay the recent increase in wages, and it falls about a half million dollars a year short of doing it.

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

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

Room 1240, Edison Building

Volume V

DECEMBER 1918



Number 2

The Six-Cent Fare Rate

Acting under authority granted them by the Public Utilities Commission, the Elevated Railroads on Nov. 22 increased the rate of fare to 6 cents. Generally speaking, the patrons of the lines accepted the slight increase without complaint and have co-operated with the companies, so that little delay or inconvenience was caused. The increase was not put into effect without due notice being given patrons. The Elevated Railroads have adopted a policy of perfect frankness with their patrons, telling them through The Elevated News and by other means just how serious the situation actually is. The roads have nothing to conceal from their patrons, for they are convinced that the more light is turned upon this question the stronger will their position be with all fair-minded citizens. The patrons of the lines have been told frankly that the need of more revenue was imperative, if the roads were to continue to give the service expected of them and avoid receiverships.

* * * *

Increase Granted Is Not Sufficient

The increased fare has been in effect nearly one month. The increase in wages of approximately 30 per cent, granted by the National War Labor Board, has been effective nearly five months. It is possible, therefore, to estimate pretty accurately how far short the added revenue falls of meeting the increase in the payrolls alone, not to mention other abnormal operating expenses brought about by war conditions. The experience of the Elevated Railroads is no different from that of transportation companies in other cities where rates have been raised. The increase in fare has produced only about

one-half the possible revenue. Although the increase of 1 cent in fare appears on its face as a 20 per cent increase, the fact is it is producing approximately 10 per cent additional revenue. In terms of dollars and cents the increase in wages awarded the employes of the lines amounts to about \$1,500,000 a year, while the increase in revenue under the 6-cent fare will amount to about \$1,000,000. In other words, the Elevated Railroads are today worse off financially than they were last July, before the wage increase became effective. It can really be seen that a further increase in fare is inevitable if the roads are to avoid receiverships.

* * * *

"L" Lines Deserve Square Deal

The "L" lines have done much in the last twenty years for the development of Chicago. Thousands of citizens who invested in real estate near the right-of-way of the lines have seen their investment increase many times in value. The taxable wealth of the city has increased hundreds of millions as a result of the building of the "L" lines. Through all the years when these real estate values were steadily increasing, the elevated lines continued to give more and more transportation for a single fare. They never paid a fair return to the men and women who invested their money in the properties. When operating costs increased so that the Elevated Roads faced financial ruin, they asked for relief. Why are not they entitled to equal consideration with others having something to sell? In the last two or three years the public has become accustomed to pay increased prices for every commodity. The butcher, the grocer, the baker, the milk dealer, have added one increase on top of another. The consumer has a choice of paying the advanced price or going without the particular article. The merchant has to have his price or he won't sell. No one requires or expects him to carry his business at a loss. There are some, however, who insist that the Elevated Lines should carry on their business at a loss, although that business is essential to the life of the community. Is that a fair attitude of mind?

Elevated Fare Is Actually Lower

The patron of the Elevated Roads today pays a much lower fare in proportion to what he receives than he did twenty years ago. Can you think of any other commodity that is cheaper? One user of the elevated who believes in fair play writes: "I arrived in Chicago in the fall of 1894 and I wished to see the place where the World's Fair had been held. It cost me 10 cents carfare to get to Jackson Park. Shortly after making that trip I remember I bought a barrel of flour and paid \$2.85 for it. I claim the elevated fare is the only commodity that has come down in price." The writer of the letter lives out on the West Side, so what he says about having paid two fares to get to Jackson Park in 1894 is true. Today he can ride on the elevated from Oak Park to Jackson Park for six cents and in less time than he could have done in 1894, when he had to pay 10 cents. He will find it hard, however, to get a barrel of flour for \$2.85 or for four times that amount.

* * * *

Wrong Attitude Towards Public Utilities

In dealing with public utilities like the Elevated Railroads, the attitude of many is unjust. The policy they pursue is short-sighted. In our ordinary relations with individuals, our policy usually is one of "live and let live." Why should we not apply the same policy in dealing with the public utility, especially as its operation is essential to our comfort and well-being? Only a few months ago a policy of antagonism on the part of the people drove the street car company of Pittsburgh into the hands of receivers. The courts raised the fare to 7 cents, a higher rate than the company had originally asked for. In Kansas City the street car employes were given a big increase in wages by the National War Labor Board, just as they were in Chicago. The company raised fares to 6 cents and found that amount insufficient. The

courts refused to permit an increase in fare to 8 cents. The company could not pay the wage increase and the employees went on strike, tying up the service entirely. Did the public benefit by pursuing such a policy? Of course not.

* * * *

“L” Lines Practice Economy

Every economy possible is being practiced on the elevated lines to keep operating expenses down to a minimum. Every person who draws a salary on the lines, works for that salary and most of the officials have risen from the ranks. The salaries are moderate, too. The elevated lines would welcome any investigation on that point. Ask any employe with whom you come in contact what he thinks of the officials and of the working conditions. He knows more about conditions generally than does the cheap politician and demagogue, who is always so ready to mislead the public. The elevated lines are not paying a fair return on the actual capital invested in the properties, because they are now and have for years been furnishing the public transportation at less than a fair price. The average length of ride on the elevated lines is six and one-half miles. That means that passengers are being carried at a rate less than one cent a mile. That is a rate below cost and it is impossible for any company to give good service if it is required to give it at less than cost. The quality of the service must depend on the cost of that service. The trouble, however, is that the public demands service but is unwilling to pay for it.

* * * *

Judging Returns by Rush Hour Traffic

The average person who uses the elevated lines draws his conclusions about traffic from what he observes during the rush hours. He sees the cars crowded and concludes that the companies must be making lots of money. He does not stop to consider that the rush hour periods last less than four hours out of the twenty-four hours the cars are in service. For the other twenty hours of the day two-thirds of the equip-

ment is idle and earning no return on the capital it represents. Suppose that instead of elevated cars the investment represented an apartment building. Would the owner be satisfied if two-thirds of his building were vacant all the time? Would he not look for some other form of investment?

* * * *

"L" Trains Always On the Job

The public requires of the elevated lines continuous service. At any hour, day or night, the patron expects to find a train awaiting his convenience. It always is there, too, right on schedule. You may recall the trying days of last winter when the city was buried under snowdrifts. You felt thankful then that you had the reliable elevated lines to depend on. Other means of local transportation were tied up, but the elevated operated practically on schedule time. It cost the companies a lot of money to operate under such conditions, but they did not complain. It meant hardship and suffering for the train crews, the road crews and all other employes. They worked cheerfully night and day in order that the public might have the service. Some employes worked as long as forty-eight hours without sleep to keep trains moving. Aren't such employes worth the wages they are being paid? Isn't service of that kind worth what it costs? Aren't the companies entitled to fair treatment from the public? If you will just stop and think you will find that there never was a time when the Elevated Railroads didn't treat the public fairly. There never was a time when the elevated employes weren't courteous and obliging. Certainly they are worthy of their hire. To pay them the wages to which they are justly entitled it has been necessary to increase the fare. To keep on paying the higher wages it will be necessary to increase the fares still more. The Elevated Railroads cannot reach up and pull the needed revenue out of the clouds. That is why they are telling their patrons frankly the actual conditions.

GET READY FOR NEXT LIBERTY LOAN

The government of the United States of America is soon to test all patrons of the Chicago Elevated lines as to their patriotism and business judgment. The government proposes a fifth bond issue, to be floated some time next spring, presumably in April. The amount has not been fixed, but a large sum must be raised. The patriotic patrons of the "L" and those who have an intelligent appreciation of their own advantage, will subscribe to the fifth loan as liberally as they did to the fourth, or even more liberally.

Patrons of the Elevated may rest assured that Uncle Sam will need the money next April as badly as he needed it last October. The expense of war could not be cut short, as the fighting was. On the day the armistice was signed the government's outlay was at the rate of \$2,000,000,000 a month. That rate has not yet been appreciably decreased, and the necessity of bringing home large numbers of men and of liquidating the war contracts in this country may cause even a temporary increase in the rate of outgo. It will be only after the passage of many weeks that military expense will begin to taper off sharply.

Moreover, it must be remembered that four-fifths of the money raised by the Fourth Liberty Loan was used to pay indebtedness already created when that loan was placed. Only enough free cash was secured to carry on the war for about thirty days. Since then the nation has been borrowing on its short term notes at the rate of \$600,000,000 every fortnight. This new indebtedness must be cleared up by the fifth loan.

As regards the investment merits of the next government bond there can be no question. The unparalleled credit strength of the

United States government, because of its comparatively small debt and unequalled resources is shown by the fact that it has been able to sell bonds at 100 cents on the dollar all through the war. American citizens realized the remarkable safety of American government bonds, showing their appreciation by taking the largest bond issues ever offered any people and at the shortest periods, buying at par and accepting a smaller rate of interest than other nations had had to pay.

The British first government war bonds paid $3\frac{1}{2}$ per cent interest, but had to be sold at 95 cents on the dollar. The second loan paid $4\frac{1}{2}$ per cent interest and was floated at 100 cents. The third paid only 4 per cent and also went at 100. But the fourth loan had to be put out at 5 per cent and at 95 cents on the dollar in order to be accepted by the people. In the same way the German government bonds either paid 5 per cent and were sold at 98 cents, or $4\frac{1}{2}$ per cent and sold at 95 cents. The first French loan paid 5 per cent and had to be sold at 88 cents; the second paid 5 per cent and went at 88.75, and the third paid 4 per cent and had to be sold at 68.60 cents.

It is only the American government bond that has such investment strength that all through the war it could be sold at 100 cents on the dollar while paying only $3\frac{1}{2}$, 4 or $4\frac{1}{4}$ per cent interest.

WE SAVED TO DESTROY; NOW SAVE TO REBUILD

With the war won we must sit tighter than ever on the War Savings program. If Europe is to be saved from starvation, if our soldiers and sailors are to be rehabilitated, and if the reconstruction program is to be carried out, we must lend the government more money. This in turn will be loaned to the needy European nations. And in doing this we are not giving anything; we are

helping ourselves by saving for the future.

Every purchaser of War Savings stamps will have a part in the efforts of the government to restore wounded American soldiers and sailors to health, strength and self-supporting activity.

Until their discharge from the hospital all the medical and surgical treatment necessary to restore them to health is under the jurisdiction of the military or naval authorities, according to the branch of the service they are in. The vocational training, the re-education and rehabilitation necessary to restore them to self-supporting activity, is under the jurisdiction of the Federal Board for Vocational Education.

If they need artificial limbs or mechanical appliances the government will supply them free, will keep them in repair, and renew them when necessary. If after their discharge they again need medical treatment on account of their disability, the government will supply it free.

A wounded soldier or sailor, although his disability does not prevent him from returning to employment without training, can take a course of vocational training free of cost and the compensation provided by the war-risk insurance act will be paid to him and the training will be free.

In addition to providing for the rehabilitation of our wounded soldiers and sailors we must save to help rebuild ravished Belgium and feed the enslaved Belgians.

We must save to make habitable the cities of France laid waste by the German military engine of destruction.

We must save that food may be provided for the starving French women and children who endured untold privations that the men of France might combat the invader.

We must save to restore depopulated and outraged Serbia.

We must save to alleviate mis-

ery such as the world has never seen before.

We must save to help set up governments in the fallen empires that will make it impossible to plot the assassination of the defenseless and the subjugation of the weak with the savagery that marked the operations of the German.

We must help to make complete the overthrow of the system that makes it possible for a few, who, by the accident of birth, are vested with authority, to sacrifice the earnings of a generation and drench the earth in blood.

And while we are practising economy and buying War Savings stamps with our savings, we shall be putting Illinois "over the top." A quota of \$125,000,000 in W. S. S. was assigned to this state and it must be sold by December 31st. Ten per cent of every person's December income invested in W. S. S. will help to put Illinois "over the top."

MUSIC HATH CHARMS

Piper Mac—The verra best music I ever heard whateffer was doon at Jamie Maclauchlan's. There was fifteen o' us pipers in the wee back parlour, all playing different chunes. I thoct I was floatin' aboot in heaven!

RETRIBUTION AT HOME

While his mother was away on a visit Johnny didn't say his prayers. Upon his mother's return there was a reckoning.

"Why didn't you say your prayers, John?"

"Well, you see, it was this way, ma; I forgot to say them the first night an' nothin' happened. 'N then I didn't say them the next night an' nothin' happened, 'n so I decided I wouldn't ever say 'em again if nothin' never happened."

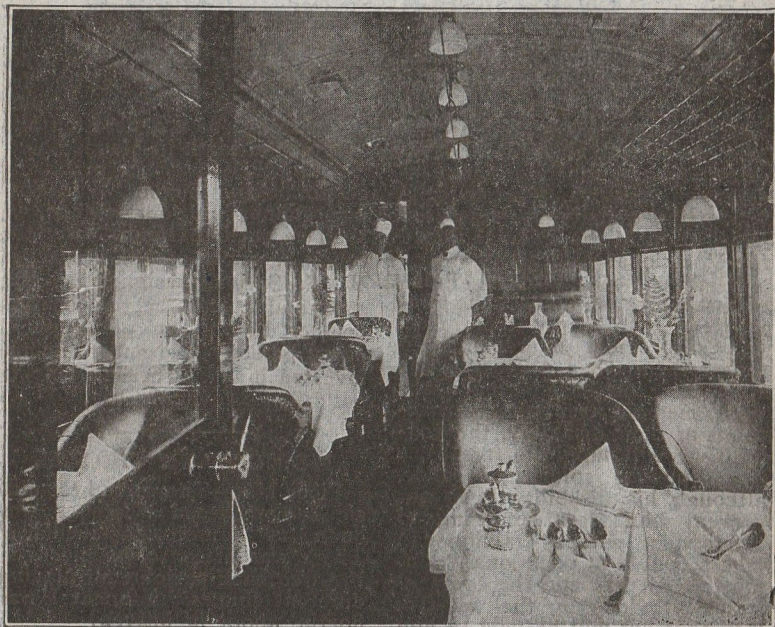
And then something happened.

TRY NORTH SHORE SERVICE

Next time you have occasion to visit any of the cities along the north shore between Evanston and Milwaukee, try the North Shore Line and get acquainted with its dining car service. Every patron who has tried it says it is the best he ever saw on a railroad train. Meals are prepared

VISIT POULTRY AND PET STOCK SHOW

The sixth annual poultry, pigeon and pet stock show is to be held in the International Amphitheater at the Stock Yards January 9-15. Some of the Oak Park elevated stock raisers are preparing to pull down a few blue ribbons. Earl H. Johnson, an Oak Park conductor, recently landed



Dining Car on North Shore Line

by a chef who understands his business and they are served as they should be. The trains are clean and comfortable. No smoke or cinders. You will save money by taking the electric line to Waukegan, Kenosha, Racine or Milwaukee.

Take the Northwestern Elevated to Central street, Evanston, where direct connection is made with the cars on the North Shore Line.

several ribbons at the Coliseum for his rabbits and expects to repeat the performance at the Stock Yards.

A feature of the show this year will be scientific chicken fights. The game cocks have to wear "mitts" instead of spurs and scrap on scientific lines. The show will be worth visiting. Take the Elevated Lines from any part of the city and transfer to the Stock Yards branch, which will land you at the entrance.



OUR COURTESY COLUMN



Letters from patrons commending acts of courtesy on the part of employes during the last month are as follows:

South Side Trainman Joseph A. Pirneau, badge 2663, is commended and thanked for making room for an elderly lady who was standing in his car.

Oak Park Conductor John Chemelick, badge 6144, is commended for the courteous and efficient manner in which he dealt with a troublesome passenger.

Northwestern Trainman P. T. Malone, badge 907, is commended for distinct calling of station names and for turning on lights in his car when needed.

Platform Man Frawley at Belmont station of the Northwestern is thanked for the efficient first aid assistance given a lady passenger who was taken ill at that station.

Northwestern Conductor O. Thompson, badge 891, is commended for his pleasant manners in handling passengers and for finding seats.

South Side Trainman W. R. Conaty, badge 2286, is commended for pleasant manners when giving passengers information and for finding seats.

Metropolitan Conductor H. M. Gillett, badge 4166, is commended for calling station names distinctly and good work in general.

Metropolitan Conductor Alex Gabel, badge 4138, is commended for finding seats for lady passengers. The writer of the latter says Conductor Gabel politely requested a gentleman who was occupying more than one seat space to make room and remarks that such service is worth 6 cents.

Metropolitan Trainman Fred Sullivan, badge 4341, is commended for calling stations dis-

tinctly and for giving assistance to a passenger whose overcoat got caught in a door.

PERFECTLY CLEAR

Old Farmer (to soldier just returned from the front)—“Well, Dick, what be these tanks like that there’s so much talk about?”

Son—“Why, they’re just wobbling thingamabobs, full o’ what-you-may-call-ems, and they blaze away like billyo.”

Old Farmer—Ay, I heard they was wonderful things, but I never could get any details before.”

ALL DEPENDED

New Arrival—“And where do I go when this shelling business starts?”

Sandy (late of the Wee Kirk)—“Laddie, that a’ depends on your religious opeenions.”

ARMED TO THE TEETH

Harry (just out)—“Listen, Bill; sounds like ole Fritz comin’ over in the mud, swish, swash, swish, swash.”

Bill—“That’s orl right; that’s only the Americans further up, a-chewin’ their gum rations.”

FULLY QUALIFIED

Sergeant (after investigation as to parentage, etc.)—“Mon, ye seem to hae nae qualifications for entrance into a Scottish regiment. Think, noo, think; hae ye nae property in Scotland?”

Recruit (hopefully) — “Well, yes, I have a pair of trousers at the Perth Dye Works.”

HORRORS OF WAR

“Wot’s Tommie swearin’ so ’orrid about?”

’E’s orf of the bloomin’ boches and bloody well mad, too.”

“Wot’s ’is kick?”

“W’y, ’e was just smokin’ up on a cigar w’at ’e got from ’ome, w’en one o’ the blighters shoots it right out of his mouth. H’it ’ud make anybody mad, I say.”

WHY NOT BE NEIGHBORLY?

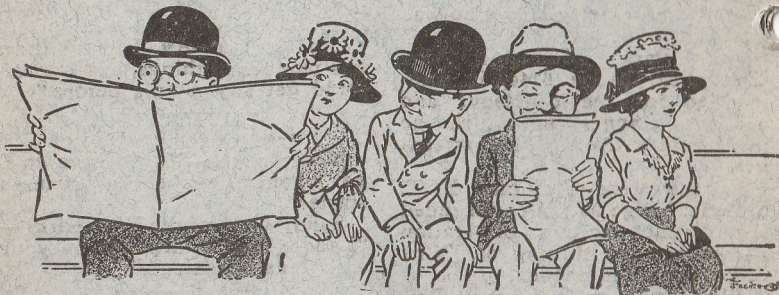
Since the fighting stopped over in France the newspapers aren't quite so interesting. Of course, they still are "mighty good read-in" and the "L" passenger can hardly be blamed when he gets lost in the pages of his morning paper. There isn't any good reason, though, why he should scan the pages with his arms extended

evening free special instructions in the terpsichorean art are given.

The roller skaters throng to White City every afternoon and evening.

White City was the first Chicago amusement park to try out the plan of operating all winter as well as summer and the experiment has proven a decided success.

One of the features at White



almost at full length and inconvenience his neighbors. He shouldn't poke the corner of the paper into his neighbor's eye. That isn't a neighborly act. Besides he would find it much more convenient for himself if he would fold his paper lengthwise. It is easier to read that way. It is decidedly better for the other passengers. Try it and be convinced.

WHITE CITY

White City, the big South Side "Open the Year Round," amusement park, is now enjoying the biggest winter season in its eventful career.

Dancing and roller skating are the winter attractions and every Wednesday, Thursday, Saturday and Sunday afternoon thousands may be seen descending the "L" steps at South Park avenue and Sixty-third street, bound for White City.

There is dancing on the evenings mentioned and on Thursday

City is a weekly publication known as "The White City News." Patrons of White City have taken kindly to this little newspaper and in its columns may be found personals concerning the patrons of the Ballroom, Casino and Roller Skating Rink as well as news concerning the coming events.

CARFARE RAISED IN JAPAN

An increase in the rate of fare charged on street cars in Japan went into effect Nov. 1. In Tokio the rate charged is two and one-third cents a ride, with transfers. In Yokohama the fare is two cents, but the car line doesn't serve any part of the city frequented by foreigners, so rikisha men get all that business.

"L" EMPLOYES PATRIOTIC

In the recent campaign for the United War Work fund the employes of the elevated lines contributed the sum of \$10,873.50.