

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

“The Elevated conditions are more than creditable. There was no crushing, no driving, and no bawling. The guards were sufficiently civil and reasonably articulate. The no-smoking rule has effected notable improvement as to cleanliness of platforms and cars. The new Northwestern steel cars with their cement floors and comfortable seats deserve praise on the grounds of both safety and convenience.”

—Chicago Tribune, January 24, 1919

A DOLLAR SAVED IS A DOLLAR EARNED

Save your money is the cry of the U. S. Government. One way to save money is to travel by the

North Shore Line

Between Chicago and Milwaukee and intermediate points. All-steel Limited trains every hour; Saturday afternoons, Sundays and Holidays every thirty minutes

Fare Chicago to Milwaukee, including war tax and elevated fare \$2.04. Running time from Loop to Second and Grand Ave. in the heart of Milwaukee, 2 hours 40 minutes. Take Northwestern Elevated to Central Street, Evanston, and connect direct with trains on the

Chicago North Shore & Milwaukee Railroad

Chicago Ticket Offices: 66 West Adams Street

The Elevated News

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Room 1240, Edison Building

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"Something Right and Decent"

IN a recent issue the Chicago Tribune printed the result of an investigation which it made of traffic conditions on the Elevated Loop during the evening rush hours. Observations were made on succeeding evenings, during the early and late rush periods. Like the cynic of old, who went to church to scoff but remained to pray, the Tribune expected to criticize but actually praised. In summing up the result of the reporter's observations the editor of the Tribune said the report showed: "That even in rush-hour Chicago there is something right and decent in transportation handling." The conclusions of the reporter who made the investigation were as follows: "There are trains sufficient to prevent indecent crowding as long as they are kept moving, but move they must if instant congestion is to be avoided. Delay of even a few seconds creates trouble at a rush hour. All during my rounds I observed a heartening willingness to serve and to inform. There was no surliness."

Stage Not Set for the Occasion

Needless to say the investigation was conducted without the knowledge of the officials of the Elevated Railroads. The stage was not set for the occasion. As a matter of fact on one of the evenings in question a most unusual thing happened which caused a delay of some twelve minutes at the height of the rush hour. A trolley shoe left the third rail and was wrenched off the motor car. It got wedged between the third rail and the running rail, causing a short circuit and cutting off the power on that section of the line. It was one of those rare, unforeseen accidents which occasionally happen under

the most perfect system of organization. The incident goes to show how many things the operating officials must guard against to insure the safety of the public and give the time-saving service which the Elevated Railroads give.

Politicians and Public Utilities

The impartial report made by the Tribune as a result of **actual observation**, is in striking contrast with misstatements made by politicians when campaigning for votes. The politicians daily and nightly tell the public what they will do, if elected, to the public utility companies. "Put me in office and I will put the public utility companies out of business," is the burden of their campaign speeches. Of course it is all buncombe, which the people take for what it is worth. But why do they make such speeches? Is it to catch the vote of the unthinking? Why should companies like the Elevated Railroads, which give the public good service at a price so low that they are on the verge of bankruptcy, be made the target of demagogues seeking public office? What if the Elevated roads should "go broke?" Would the demagogues who nightly berate the roads for the quality of their service provide better means of transportation? Never do they offer a constructive suggestion for the improvement of the service. Fortunate it is for the citizens that they do not have to depend on such spellbinders for the operation of their transportation service.

Private and Public Enterprises

From the standpoint of the average citizen there is a vast difference between a private concern and a public utility company. Should the private concern go bankrupt, the failure affects only a few individual creditors. It creates hardly a ripple in business circles. The public has little or no interest in the matter. Should a transportation company fail, the failure affects the comfort and convenience of hundreds of thousands. Receiverships do not mean better service. Invariably they mean poorer service and many times higher fares. Elec-

tric railroads all over the country are finding it difficult to avoid receiverships, although in many instances fares have been increased. Receiverships have been sought in Brooklyn, Memphis, New Orleans, Des Moines and other cities. Where transportation companies have been forced into bankruptcy, the service has deteriorated and the public has been the greatest loser. Does it pay to cripple the public utility company?

Elevated Roads Give Good Service

The service given by the Chicago Elevated Railroads is the **fastest, safest, and cheapest in the country**. It is reliable. That it is the fastest service can be proved from the timetables. The distance from Jackson Park to Wilmette is 23.89 miles. The running time is seventy-seven minutes. Exclusive of the time consumed in the downtown district, where it requires eight minutes to run one mile, the average speed is twenty miles an hour. From Linden Avenue, Wilmette, to the loop the distance is 14.02 miles and the running time is 42 minutes, which is a fraction better than twenty miles an hour. That is fast service. On the Wilson Avenue express trains the average speed is 18.5 miles an hour. On the Wilson-Englewood runs the distance is 16.50 miles and the running time 56 minutes. On the Ravenswood-Kenwood line the distance is 15.61 miles and the running time is 51 minutes. That transportation on the Elevated Lines is safe is beyond argument. The fact that there has not been a fatal accident to a passenger on a train in eleven years, during which time the lines have carried nearly two billions of passengers, is the best proof that they are safe.

Elevated Service Has Improved

The statement sometimes is made by office-seeking politicians that the service on the Elevated Roads steadily is growing worse. The facts are that the service has been greatly improved as can readily be shown from the records of the companies. During the heavy morning rush hour—7:30 to

8:30 o'clock, the number of elevated cars entering the loop at the present time is 883. One year ago the number was 843 cars in the same hour. That means an increase of forty cars, or two thousand seats in an hour. In the evening rush hour from 5:15 to 6:15, the number of cars leaving the loop at the present time is 778 as compared with 767 a year ago. Not only has there been an increase in the number of cars put in service in the rush hours, amounting to 4.7 per cent, but the number of passengers carried has decreased an average of 8.82 per cent for the first five days of February. In other words the Elevated Roads are carrying nearly 9 per cent fewer passengers than they were a year ago, while the number of cars has been increased nearly 5 per cent during the evening rush hour. Those are facts, no wild guesses such as the political spell-binder makes on the platform. The public should know the truth, as the Elevated Lines have nothing to conceal from their patrons.

Service at Less Than Cost

While the records show that the quality of service has been greatly improved, the same records disclose the fact that the Elevated Lines are daily losing money on a 6-cent fare basis. The decrease in the number of passengers carried would justify reducing the number of cars in operation, but instead of that the number of cars has been increased. That proves that the Elevated Lines are doing their level best to give their patrons service. The Tribune report already referred to said there was a **"heartening willingness to serve and to inform. There was no surliness."** The courtesy and efficiency of the employes on the Elevated Lines has often been commented upon by patrons. Strangers in the city frequently have observed it and have written letters of commendation. Don't you think that employes who give such service are entitled to the wages they receive? Yet the increase in wages granted the employes on August 1 more than absorbs the entire net revenue of the lines. There was no surplus funds from which to pay the wage increase and other extraordinary expenses.

The only way in which the additional expense can be met is through increasing the revenue, which means increasing fares.

How Private Concerns Meet Wage Increases

At the beginning of February the wages of all employees in the printing industry were materially increased. Did the employing printers meet the increase from past earnings? They did not, because, like the Elevated Lines, they had no surplus earnings. The employing printers promptly notified their customers that the price of printing would be advanced to meet the increased wages. It was the second increase granted the printing employees within a year and the second time that the increase was added to the bills of customers. The employing printers did not have to file any petition with a commission or defend their position in court. They simply advanced prices, as do all private concerns under like circumstances. And the customers paid the increased price. The Elevated Railroads which purchase considerable quantities of printing are among the customers paying advanced prices. Suppose the Elevated Railroads had said to the employing printers that they could not pay the advance because they were now operating at a loss and could not raise fares. Do you think they could buy printing, or any other commodity on that plea? Of course not. They must pay the prevailing price for everything they buy, or go without it. And it is only fair that they should, but it is equally fair that they should be allowed to increase the price of the only commodity they have to sell, which is transportation. Why should the public expect the Elevated Lines to be philanthropic and sell their goods at less than cost?

The Cent That Failed

The 1-cent fare increase which the Elevated Lines were authorized to charge by the Public Utilities Commission has failed of its purpose. The roads are preparing to ask a further increase to save them from insolvency. The management

would like to make still further improvements in the service, but they cannot be made unless additional revenue is provided. In fact the existing service cannot be maintained on the present revenue. The 1-cent additional fare will produce approximately \$1,000,000 a year added revenue, based on the results shown since Nov. 22 when it took effect. The increased wages of the employes alone amounts to \$1,500,000 a year and that increase became effective August 1, nearly four months before the 6-cent fare went into effect. Other additional expenses caused by the advanced price of materials, taxes, etc., will amount to \$800,000 a year. The Elevated Railroads are being asked to meet additional operating expenses of \$2,300,000 a year on an additional revenue of only \$1,000,000 a year. It cannot be done. Besides the roads would like to be able to purchase some new cars and re-model some old ones, lengthen platforms to permit the operation of longer trains and make other improvements in the service. Without additional revenue these improvements are out of the question. The Elevated Railroads believe that when the public realizes the actual conditions, the roads will be accorded a square deal. That is what they ask and all they ask.

DEAR PARIS

"Paris," said War Correspondent Damon Runyon, "is today the most expensive city in the world. In a Parisian hotel I paid \$8.50 for a table d'hote dinner of watery soup, a mouthful of boiled fish, a boiled chicken leg and an apple, with a pint of mediocre wine on the side.

"In the Rue de la Prie one day I met a famous journalist.

"Where are you living now, old man?" I said.

"I'm not living at all," said he. "I'm dying by inches in the Hotel Blanc at the rate of about \$19.75 an inch."

"Madam, the feather in your hat is getting in my eye," said the man on the crowded car.

"Why don't you wear glasses?" snapped the woman.

WHAT STRUCK HIM MOST

A soldier who had fought in the war with conspicuous valor obtained after his return home a situation in the service of a lady in the south of Ireland. One day his mistress was talking to him about his military career and asked him: "In all your experience of the war, what struck you as the most wonderful of all?" "Well, ma'am," he said, "what struck me most was all the bullets that missed me."

A TIME-SAVER

Mistress—I want a maid who will be faithful and not a time-waster. Can you promise that?

Bridget—Indeed'n I can. I'm that scrup-lous, ma'am, about wastin' time that I make one job of prayin' and scrubbin'.

SEEING STRAIGHT

The writer has a suspicion that if Socrates had not prowled around so much asking people to prove the facts used as the basis of their arguments, he would not have had to drink hemlock. That sort of thing does not appeal to most of us. It is hard work to have to be always sure of your facts. All of us have a pretty large latent capacity for laziness, and one cannot be lazy if one is obliged to make good all that he says.

To be sure of one's facts one has got to see straight, and that is a gift which everyone does not possess. Indeed, relatively few persons possess it, and that is why the world has spent most of its time in the last six thousand years correcting its mistakes. The inability to see straight arises from two circumstances; first, a natural deficiency, and second, a disinclination to exercise and strengthen the faculty when we do possess it.

To see straight is the result of observation, and most persons do not observe closely enough to take in the thing they are looking at. If anyone doubts this, let him try to draw a chair or a desk, or any other common article. If he has had no previous experience in that line he will find it a difficult task. If he has had such experience, his picture may be clumsily drawn, but it will reproduce the essentials of the object. Of course, most of us are not here to draw pictures of chairs and desks; but we are here to do a great many other things that are essential to our well-being, and in most cases we fail as signally to look at them sharply enough to see how they are made. Nearly every one thinks he knows how a chair and a desk look and he does not discover how little he knows about them until he attempts to draw them; and that is certainly true

when we turn our attention, not to things that are made of stone, wood, iron or glass, but to things originating wholly or chiefly in the mind. The way people act toward one another constitutes a body of facts that are just as real as chairs and desks. If a man fails to observe that a chair has three legs instead of four and sits down on it, he is bound to have a tumble, but it will be no greater than the tumble he will get if he fails to observe that he cannot get the people he trades with to give him something for nothing. Every one would respond that he never sits down on a three-legged chair and that he never expects the other party to a transaction to give him something for nothing.

But is that true? During the past year a good many people would have been glad to have other people give them food and clothes, household effects, and a great many other necessary things for less than cost. Prices have risen tremendously and every one has been complaining bitterly of the railroads, express companies, beef packers, farmers, merchants and manufacturers generally. They do not see straight. They have taken in the fact that prices have risen, but they have not always taken in the fact of what made them rise. They have jumped to the conclusion that every one was profiteering. Doubtless a good many have profited, but that accounts in very slight measure for the rise in the cost of living.

Multitudes have complained because the cost of public utility services has gone up. Time and again public service companies have established the fact beyond question that they cannot provide the service without loss, except they are allowed to advance the price, and yet community after community, made up of intelligent men and women, have,

nevertheless, protested against the advance. All this shows that there is a fatal tendency in men and women to see what they want to see, and to refuse to see what is painful for them to see—a sort of ostrich-like hiding of the head when facing a disagreeable situation.—From *Stone & Webster Journal* for December, 1918.

OVERHEARD ON THE "L"

"It's an outrage."

"What is?"

"This 6-cent fare on the Elevated."

"Why, John, I've heard you so many times say that everything you had to buy cost so much that you are not making as much money as you did three years ago, although you are charging more for everything you sell."

"Oh, that's different."

"Why is it different, John?"

"The Elevated roads are making lots of money."

"Are they? I was just reading in the *ELEVATED NEWS* that they are not making expenses and that they will have to charge higher fares."

"They are overcapitalized."

"Are they? What is their capitalization?"

"I don't know, but it is more than they are worth."

"How much are they worth?"

"Oh, I don't know. There have been several valuations made and they all differed."

"Then if you don't know what the roads are worth, or what their capitalization is, why do you say they are overcapitalized?"

"Well, it is commonly supposed that they are."

"That isn't any answer, John. Most great discoveries have been made by men who refused to accept the truth of what was 'commonly supposed.' It was 'commonly supposed' that the earth was flat, but Columbus didn't be-

lieve it. If he had, we probably wouldn't be riding on the Elevated today."

"What are you driving at? Trying to defend the Elevated roads?"

"Not particularly; but they are a great convenience. In fact, they are a necessity. I don't know how we could get along without them and I don't see why they are not entitled to the same consideration that we give other concerns."

"They shouldn't have raised fares."

"Why, John, that last box of collars you bought cost \$2.75, and a year or two ago you bought the same collars for \$1.50. You paid the extra price and never questioned it. It seems to me you are unreasonable."

"Randolph and Wells. Change for the West Side," shouted the trainman.

"Here's where we get off, John. It didn't take long to get down, did it?"

A 6-cent fare went into effect in Denver, Colo., in September last. Now, after an investigation of values and operating expenses, the public service commission finds that a 7-cent fare plus one cent for a transfer is necessary.

Three towns in Massachusetts—Great Barrington, Sheffield and Egremont—have given subsidies totaling \$8,600 to the Berkshire Street Railway in order that it may continue operating. The company had petitioned the public service commission for permission to discontinue because its revenue did not pay the cost of operation.

THEY DIFFERED

"I think you need fresh air."

"The other doctor told me I needed salt air."



OUR COURTESY COLUMN



Courtesy on the part of employees is included in the service which a public utility company gives its patrons. It is an important part of that service. The Elevated Railroads take pride in the fact that their employees are courteous and helpful to patrons. The management likes to see that such courtesy is appreciated. Almost daily some patron writes to commend some special act of courtesy extended by an employee. Among the letters this month is one which speaks of the good nature and self-control shown by a trainman when he was being abused by a troublesome passenger. The trainman in question wore a uniform, showing that recently he was in the service of our country. The passenger made sneering remarks about the uniform, which our informant says would have warranted the trainman in turning him over to the federal authorities. The trainman smiled and kept his temper under trying circumstances. His self-control pleased other passengers who witnessed the incident, so that one of them hastened to send in a letter of commendation after he heard the troublesome passenger remark that he was taking the trainman's number and "would get his job."

The incident in question shows that the majority of patrons of the Elevated Lines—and, in deed, the majority of the American people—believe in fair play. They are ready to take the part of one who is in the right.

Among the employees commended by patrons in the last month are:

South Side Conductor Thomas Canavan, badge 2229, is commended for courteous treatment of passengers, finding seats, and clear enunciation of stations.

Northwestern Conductor C. J. Gustason, badge 503, is commended for the pains he took to give a patron information as to how far he could ride on one train with some friends before having to change to another train.

South Side Trainman Michael Conway, badge 2585, is commended for genuine good nature and clearness in calling stations.

South Side Conductor Charles E. Craig, badge 2677, is commended for courteous treatment of passengers.

Platform Man Theo. Kawol, badge 58, at Adams and Wabash station, is commended for politeness to passengers and promptness in calling trains.

Metropolitan Conductor D. W. Slater, badge 4249, is twice commended for attention to duty, finding seats for passengers and assisting women on and off his train.

The South Side "Lost and Found" department and the young lady in charge, Miss Bugler, are thanked for the efforts made to locate and restore to the owner a pair of eyeglasses left in a car.

South Side Trainman Thomas Berrill, badge 2664, is commended for finding seats for standing passengers.

Northwestern Trainman F. W. Buckland, badge 1088, is commended for turning in promptly a letter left in his car.

Northwestern Trainman A. H. Meyer, badge 1362, is commended for finding seats for standing passengers and calling stations distinctly.

Northwestern Trainman Anthony Foley, badge 1552, is commended for the gentlemanly way he conducted himself when being insulted by a disorderly passenger.

Metropolitan Trainman W. Heelan, badge 4339, is commended for honesty and thanked for turning in a parcel left in his car.

LIKE SMOKELESS PLATFORMS

The order prohibiting smoking on street cars, which has been in effect for some time, meets with the hearty approval of Chicago motormen. At the meeting of Division 241, surface railway employes, held at Ashland Auditorium, Monday night, February 3d, a resolution was adopted expressing appreciation to the Commissioner of Health, the members of women's clubs and other persons who are responsible for the discontinuance of smoking on street cars. The resolution follows:

Whereas, the discontinuance of smoking on street cars has proved of great benefit to our motormen, who are now enabled to perform their day's labor amidst more healthful surroundings, free from the almost constant inhalation of tobacco smoke and the germs from saliva deposits that invariably resulted from a platform filled with smokers; and,

Whereas, we believe that the abatement of smoking on street cars, giving our motormen an opportunity to breathe fresh air instead of the poisoned fumes that filled the platform space, has added greatly to their health and comfort, and therefore increased their efficiency and lengthened their period of life; therefore, be it

Resolved, that Division 241 of the Amalgamated Association of Street and Electric Railway Employes of America, in meeting assembled this 3d of February, 1919, express our appreciation to the Commissioner of Health of Chicago, the members of women's clubs and other persons who were instrumental in promoting the passing of the order prohibiting smoking on street cars in this city, and urge that the order be made permanent.—*The Union Leader.*

WISE SPENDING

Are you a wise spender? Wise spending is regarded as a highly important preliminary to thrift by the U. S. Treasury. As part of its campaign for promoting popular savings through Thrift and War Savings Stamps this year it has issued through its Savings Department the following definition of wise spending, which merits the thoughtful attention of every family and every individual who would get ahead in life:

"Wise spending implies the balancing of all needs and of all means of meeting these needs, and, after balancing needs against means, spending in such a way as to meet the most urgent needs, even if lesser ones have to be left unsatisfied; in essence, it means a sort of budget making. When a family, city or state makes a budget, what it does essentially is to take a comprehensive view of both needs and income. It is important that not all the income be spent on the first needs that may occur lest other more urgent needs appear and no funds be left to meet them; that is, thought must be taken so that available income can be applied intelligently and wisely to cover most important needs and to satisfy them some what in proportion to their relative importance.

"Perhaps the most important and difficult problem in connection with wise spending (or saving) is to realize the relative importance of future as compared with present needs. It is very foolish to neglect the urgent necessities of today for the petty wants of the morrow, but few need very much persuasion to induce them to take care of the present. Where most of us are foolish or unwise is in satisfying petty wants of the present rather than saving in order that urgent needs of the future can be met."