

# THE ELEVATED NEWS

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SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

**B**USINESS men should face the facts. To talk reverently of 1913-1914 prices is to speak a dead language today. We are on a new high level which will be found a stubborn reality.

—Professor Irving Fisher

# GOOD INVESTMENTS

A Victory Liberty Bond is the safest and best investment in the world. Another good investment is a ticket to Milwaukee on

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# The Elevated News

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LUKE GRANT, Editor

Room 1240, Edison Building

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## *Living in a Past Age*

ECONOMISTS and thinking business men have adopted the slogan "Let's Go" and are urging the immediate buying of goods at existing prices, as the only way to stimulate business and bring prosperity. These economists point out that the country has reached a new level in the matter of wages and prices of commodities and that it is useless to expect a return to the prices of even 1914. Professor Irving Fisher of Yale, one of the country's leading economists, says: "Business men should face the facts. To talk reverently of 1913-1914 prices is to speak a dead language today. We are on a new high level, which will be found a stubborn reality."

When it comes to speaking of the price of transportation service, however, there are still some who speak in the dead language to which Professor Fisher refers. Because a nickel was the unit which they paid for a street car ride thirty years ago, they speak of that price reverently and say it is enough today. That was the price which their fathers and grandfathers paid to ride in a sea-going horse car, with no heat and no light except what was reflected from a smoking kerosene lamp. The distance which they could ride in those days also was limited. If they wished to transfer to another line, in most instances they paid another nickel. If they traveled at an average speed of four miles an hour they considered themselves doing fine. The drivers and conductors on the cars were paid 15 cents an hour or less. "Those were the happy days."

### ***Everything Changed Except the Price***

Everything about transportation service has changed except the price. That seems to be as immutable as the law of the Medes and Persians. "As it was in the beginning, is now, and ever will be, world without end, amen." That describes the attitude of mind of some of the people and most of the politicians, when they speak of carfare. They do not stop to consider that one can ride all over the city today for a single fare. He can ride in clean cars, well heated and lighted, making an average speed on the elevated of from eighteen to twenty miles an hour. That is four or five times the speed made on the old horse car, while as to distance there scarcely is any comparison. The passenger on the old horse car could not possibly have traveled the distance he does today, if he returned to his home on the same day he left. Today the men on the cars are paid from 45 to 50 cents an hour, at least three times what trainmen were paid in the old days when the nickel was considered a fair price for a ride. Is it reasonable to expect that the rate of fare should remain stationary?

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### ***Serious Condition of Electric Railways***

When the electric railways say that they cannot continue to operate at the old rate of fare, because of the great increase in operating costs, it is no idle talk with them. The electric transportation lines are absolutely necessary in the social and industrial life of the country, yet they are being driven into bankruptcy by an unreasoning attitude on the part of the public, or more correctly speaking by politicians who speak for the public. More than ten per cent of the electric railways of the country are now in the hands of receivers. Within the last year or two something like four hundred miles of track have been totally abandoned. The situation becomes more serious each month. The savings of hundreds of thousands of working men and women are invested in securities of these companies, through banks and insurance companies. Do these workers realize that the security



of their savings is imperiled by the unreasoning attacks on these companies by office seeking demagogues? Does the man who has been paying on an insurance policy with the expectation that he is protecting his family in case of his death, understand that if the public utilities of the country are wrecked, his insurance company may be wrecked at the same time?

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### ***Public Interest in Electric Railways***

The average patron of the Elevated Lines may think that he has no interest in their future because he doesn't own any of their securities. That is a mistaken view to take of the situation. Aside from his direct interest in the ability of the roads to continue to give him the service he must have, he has an indirect interest in their success. He may not be a stockholder, that is, own any of the securities direct, but he may have an interest in other concerns, such as banks, insurance companies, etc., which have loaned his money on those securities. The electric railways of the country represent a capital investment of more than six billions of dollars. If they are to be driven into bankruptcy, as many of them already have been, what will be the effect on the financial institutions which hold their securities? What will be the effect on the army of nearly four hundred thousand men and women directly employed by the electric railways? What will be the effect on the character of the service given the public, which the war, more than ever before, showed to be essential to the country? When these companies, which are performing a necessary work are made the subject of attack by the political demagogue and are being denied the fair treatment freely accorded private concerns, the public should realize that such attacks are injuring its own interests.

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### ***"L" Roads Must Have Increased Revenue***

The increase of 1 cent in fare granted the Elevated Railroads in the end of November last by the Public Utilities Commission, has proved altogether inadequate to meet the increased

cost of operation. For the first three months of operation under the 6-cent fare, the increase in revenue amounted to \$248,849, compared with the corresponding months of the previous year. For the same three months the increase in operating expenses was \$588,351. It will be seen, therefore, that the increase in operating expenses exceeded the increase in revenue by \$339,502 for three months. That is a condition which cannot go on. The Elevated Roads are practicing every economy possible without curtailing the service. There is no way of further reducing expenses while the present prices for materials and wages for labor prevail. The only way by which the roads can avoid receiverships and continue to give the public the service which it must have, is to increase their revenues by raising fares. In their petition to the Public Utilities Commission last summer, the Elevated Roads asked for a 7-cent fare. The rate was asked for after a careful consideration of the entire subject. It was based on the most accurate estimates that could be made of the increase in operating expenses due to the wage award of the U. S. War Labor Board. Results have shown that the estimates were correct and that a 7-cent fare is the minimum on which the roads can operate and meet the increased expenses. That is the reason why the roads are preparing to renew their petition to the Utilities Commission to save them from financial ruin and save to the public the service of rapid transit lines which is essential to the life of the city.

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### BUY TICKETS

Patrons of the Elevated lines will find it greatly to their advantage to purchase tickets and save themselves delay at stations as well as the inconvenience of carrying pennies. When you buy tickets it is not necessary to make change in pennies, as five tickets cost 30 cents, ten tickets 60 cents and so on. Tickets are for sale at all stations, except the stub terminals, during the non-rush hours. That means that tickets may be bought from the agents on all lines at all hours except

between 6 o'clock and 9 o'clock in the morning and on the Loop all hours except from 4 o'clock to 7 o'clock in the evening. Save your own time by buying tickets.

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### Read The Elevated News.

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It costs a trifle more to ride on the "L," but it is more than worth the difference.

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Looking backward or forward doesn't help. Keep looking upward.



## BRITISH AND AMERICAN ELECTRIC RAILWAYS

### A Comparison of Conditions in the Two Countries

By William D. Mahon

(International President Amalgamated Association Street and Electric Railway Employes)

[The following interesting and instructive article by Mr. Mahon appeared recently in the Union Leader, the official organ of the street railway men's union in Chicago. It is worthy of careful perusal, because it is written by a man who knows the electric railway business from the worker's point of view, as perhaps no other man in America does. Mr. Mahon has been the international president of the union since it was organized twenty-seven years ago and was delegated by his own organization and by the American Federation of Labor to visit European cities and study conditions in the electric railway field, with particular reference to the conditions of the workers.—Ed.]

At the present time there is going on in a number of American cities an agitation for reform in street railway fares and conditions affecting the riding public. This agitation has grown out of the conditions produced by the war. The war created an abnormal condition that compelled many producers and manufacturers to raise the price of their products. Other producers, whether compelled to increase their prices or not, did so and the results have been that practically every product that is used by man has been increased in price far above what prevailed prior to the war. Transportation companies were affected by this increase the same as all other business con-

cerns, and as a result they have been compelled to raise their prices, and the increase of street car fares has brought about the present agitation for the proposed street railway reforms.

As to the propositions of reform, there are several. Some are advocating service-at-cost; others private ownership and municipal operation; others municipal ownership and operation. It is not the intention of the writer in this article to discuss the merits or demerits of the various propositions that are now being proposed as a solution of the street railway problem, but the object in writing this article is to correct, if possible, many misstatements that are being made by those who are advocating certain of these reforms, and who are continually holding up the conditions of the municipal roads of Great Britain as a comparison and a guide for us to follow; also to show, if possible, that any reform that comes to our street railway situation must be an American reform, from our own viewpoints and our own environments and conditions. It is my contention that there is nothing in the conditions of Great Britain that is of any benefit to us as a guide to direct and reform our street railway systems by, and if our American railways are reformed they must be reformed from our own viewpoints and from American conditions, for there is no comparison in the conditions of the roads in Great Britain, or in fact any other part of Europe, that would improve the conditions of our street railways were we to follow their system.

There are some persons in their agitation upon this subject who are always referring to and boasting of the advanced conditions of



the street railways of Great Britain, and in their contention making special reference to Glasgow, Scotland, as the shining example for the cities of the United States to follow. It was the pleasure of the writer in 1914, just prior to the war, to visit a number of the countries of Europe, and especially certain cities in Great Britain, and make an investigation of the conditions of the street railways, both as to their treatment of the public and of their employes. Again it was the writer's privilege in 1916 to make observations of the street railway conditions in a number of the cities of Great Britain. Now, when we speak of Great Britain it includes England, Ireland, Scotland and Wales.

When we come to make a true comparison of the conditions of Great Britain with those of America we find that none of the countries of Great Britain has anything to compare with our American system of street railways. The first street railways of the world were built and operated in the United States. The first lines were constructed in New York City in 1832. By 1870 we had developed a number of street railway systems and had them in successful operation. Great Britain did not give thought to, or commence to build street railways until after 1870. It was old George Francis Train, a well-known eccentric American citizen, who laid the first tracks for street railways in Great Britain. These tracks were laid in London in the year 1871, but the British did not take friendly to the street railway proposition even at that late date, and tore up the tracks laid by Mr. Train, claiming that they would interfere with street traffic. Germany followed with street railways long before Great

Britain, commencing in about 1861.

In the year 1914, when the writer visited Great Britain, statistics for the United Kingdom showed that they had a total of but three thousand six hundred miles of street railway, while the statistics of the United States government for the year 1912 showed that we had over forty-one thousand miles of street and interurban railway. The cost of the construction of these same roads, as given by the government in that year, was four billion five hundred and ninety-six million dollars (\$4,596,000,000). Great Britain operates no suburban railways. They have yet to learn the benefit of the suburban and interurban railway. In the cities of Great Britain they operate no owl or all-night cars as we do in America. They operate all their roads upon a zone system, that is, fares are charged by zones. They have nothing to compare with our universal fare system. No transfers are issued by the British roads. Such a thing as a transfer is unknown. Passengers changing from one line to another must pay an additional fare. In 1912 the United States statistics showed that the street railways of America issued over two and one-half billions of transfers, while Great Britain issued none.

New York State alone has more street railway mileage than the entire kingdom of Great Britain, that state having four thousand six hundred and five miles. A number of our other states have more mileage than the entire kingdom. The gross annual income of our American street railways in 1912 was five hundred and eighty-five millions of dollars (\$585,000,000), and there was paid in taxes by the street rail-



ways of the United States, thirty-five millions of dollars (\$35,000,000). In 1912 there were two hundred eighty-two thousand four hundred and sixty-one persons directly engaged in the operation of the street railways of the United States, and there was paid in wages over two hundred millions of dollars (\$200,000,000), more wages paid than the total income of the roads of Great Britain, and that, of course, is only to those who are directly interested. Thousands of other persons are indirectly interested, but of these we have no means of obtaining the figures. So you will readily see in a comparison of the conditions of the two countries, America has nothing to gain by adopting Great Britain's system.

But let us go a little further and make a comparison of the fares paid in Great Britain with our American cities, for in the end that is the real issue, and the reason for the proposed reform. Let us take Glasgow, which is the city that is held up as the bright and shining light for us to follow. Glasgow is a city of over one million inhabitants. In the year 1914 Glasgow had one hundred and ninety-four miles of street railway; the longest ride, including what might be called its suburban, was about fourteen miles. The fare ranges in Glasgow from one cent for the first mile to fourteen cents if you ride the full extent of its roads. Now let us compare Glasgow with Buffalo, N. Y. Buffalo has a population of about five hundred thousand, one-half that of Glasgow. Buffalo has four hundred and three miles of street railway, as compared with Glasgow more than twice the mileage. I have not the figures of passengers carried in Buffalo for 1914, but have them for 1917, which shows that

in that year Buffalo carried one hundred thirteen million, six hundred forty-two thousand, five hundred twenty passengers, while during the same year—1914—Glasgow carried three hundred thirty-six million, six hundred fifty-four thousand, six hundred twenty-four passengers on her one hundred ninety-four miles of track, which should have been done at practically one-half the cost as compared with Buffalo.

The boast of Glasgow is that sixty-two per cent of its passengers rode at the low rate of fare of one cent per passenger. Now, remember, Glasgow has no transfer system. When you go from one line to another you must pay an additional fare. Taking the size of the city as compared with Buffalo, being double, we are safe to assume that it would have more transfers, yet each one of these had to pay an additional fare. In the year 1917 Buffalo issued fifty million, seven hundred eighty-nine thousand, two hundred forty-four transfers. This means that transfers were issued to forty-four per cent of the revenue passengers carried.

In the city of Buffalo you could start at Vulcan street, down Tonawanda street to Hertel and could transfer to Hertel-Fillmore car and ride to Smith and Abbott, where you could transfer to South Park car—all for one fare—riding a distance of thirteen miles. Now, if you took that thirteen-mile ride in Glasgow it would cost you thirteen cents, while it cost but the one fare in Buffalo of five or six cents, as the case may be.

In Buffalo you could board a car at Kenmore city line, which would carry you to Exchange street, then to South Park, over twelve miles, for one fare. In Glasgow that would cost you twelve cents.



Let us make a brief comparison with Cleveland, Ohio. The United States statistics of 1910 show that Cleveland had a population of five hundred sixty thousand, six hundred sixty-three, about one-half the population of Glasgow. Let us take the same years for the two systems. Cleveland has three hundred eighty-four miles of track compared with Glasgow's one hundred and ninety-four miles—four miles less than double the amount of track in Cleveland compared with that of Glasgow. Cleveland carried two hundred thirty million, one hundred forty-nine thousand, two hundred and seven passengers, as compared with Glasgow's three hundred thirty-six million, six hundred fifty-four thousand, six hundred twenty-four. Cleveland issued in transfers during the year 1914 ninety-two million, six hundred fifty-two thousand, four hundred and fifty-nine, or 40 per cent of transfers issued to total fares collected, or in other words, compared with the Glasgow system carried over ninety-two millions of passengers for nothing. Cleveland has many long single lines, of which one fare will bring you the distance of eight and nine miles, while in Glasgow that would cost you for nine miles nine cents. In Cleveland you could ride from Sackett Loop, via St. Clair to the City Square, and thence by Clifton boulevard to Rocky River, over seventeen miles, for one fare. Of course, Glasgow has nothing that could be compared with this—Glasgow's longest route being fourteen miles—but take the same rate of fare as charged in Glasgow it would cost you seventeen cents for this ride.

Let us make a brief comparison with Cincinnati, Ohio. Cincinnati has a population of four hundred and fifteen thousand, much

less than one half of Glasgow, yet it has two hundred and thirty miles of street railway as compared with Glasgow's one hundred and ninety-four. During the year 1918 the Cincinnati company carried one hundred ten million, two hundred twenty-one thousand and seventeen passengers. This company issued thirty-six million, eight hundred eighty-one thousand, three hundred forty-one transfers—or about thirty-three and one-half per cent transfer passengers to revenue passengers carried—while Glasgow, as stated above, issues no transfers. This would mean that over thirty-six millions of passengers in Cincinnati, compared with Glasgow, rode for nothing.

In Cincinnati you could board a car at Madisonville and ride to its down-town terminus at Fifth and Main streets, a distance of over nine miles for one fare, which in Glasgow would cost you nine cents. Then you could transfer to College Hill line and ride a further distance of over eight miles, making a total mileage of eighteen miles—all for one fare. Of course, Glasgow has nothing to compare with this in mileage, but to follow the Glasgow rate, it would cost you eighteen cents to take the same ride in Glasgow that you take in Cincinnati the one fare.

Now, this is a comparative condition that could be made with practically every city in the United States. So when we come to honestly compare the street railway conditions of the two countries there are no benefits for America to gain from the comparison, or in other words, by adopting the systems of Great Britain.

Then in considering this matter there is another vital point for the American people to think about. The zone system of fares



of Great Britain leads to congestion. Workingmen are compelled to live in the congested districts to be close to their work. They cannot afford to pay the high rate of fare that it would cost them to live in the suburbs. The mechanics of Glasgow, as shown in this article, receive at the highest rate a wage of about \$9.50 a week, and they could not afford to pay fourteen or fifteen cents in the morning and in the evening to ride to their homes. Our universal fare system has been the means of developing an entirely different life in America, carrying our people out of the congested sections, and out of the factory districts, into the suburbs, where they have had the benefit of fresh air, sunshine and the open fields for their children to live, play in and to gain the benefits of a brighter and happier life.

Then when we come to talk of the cheapness of the Glasgow fare, even in the shorter rides of its one, two and three-cent fare zones, and compare the wages of the workmen having to pay these fares, the Glasgow rate is not as cheap as our American rate of fare. In 1914, while making an investigation as to the conditions in Glasgow, I also investigated the conditions of wages to some extent. Motormen and conductors in Glasgow at that time were paid for the first year in service twenty-seven shillings a week, which would mean about six dollars and forty-eight cents (\$6.48) in our money. After a man had been in the service of the company for seven years he was paid thirty-five shillings, which would be about eight dollars and forty cents (\$8.40) in the money of the United States. The carpenters at that time in Glasgow were receiving equivalent to twenty-one cents an hour in our money, and the printers, who were about the

highest paid mechanics that I found, were receiving in United States money about nine dollars and fifty cents (\$9.50) a week. So you will see that the difference in the purchasing power of money is vastly different in the two countries. Compare the American printer and his wage with this and you will find that he receives double, and in some cases triple the wages received by the British workman. Then when we consider the purchasing power in the payment of fares, we find that the English workman, even though he may live in the cheap zone district, is paying more for his transportation than is the American workman, who may ride out into the suburbs and in addition to his long ride have the benefit of living under entirely different and better environments and conditions.

The conditions here pointed out are facts and not theoretical deductions. They are facts gathered honestly and carefully. There are other conditions of comparison, so far as labor is concerned, that could be made, but as I said at the outset, it was not the intention of the writer to deal with anything but the misstatement of facts that is being continually made by certain persons.

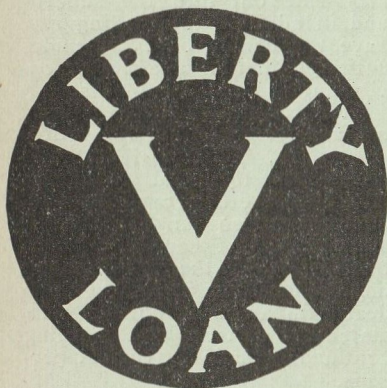
As I said at the outset, my contention is that if we are to reform the street railways of the United States we must reform them from our own viewpoints, and from the conditions and environments that surround them in America, for there is nothing to be gained by a comparison, or by the adoption of the systems of Great Britain, or in fact any other part of Europe, so far as my investigations have gone.

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For speed, safety, reliability and courtesy, use the "L."

## SUBSCRIBE TO THE VICTORY LOAN

The Victory Liberty Loan campaign began April 21, and the drive will continue for three weeks. During this time every citizen of the United States will be given an opportunity of participating in the loan, and in the measure that one participates according to his financial ability will he express his appreciation of the meaning of citizenship and his gratitude and thankfulness for the peace that has come to the world through the efforts of our government and the men in khaki and blue who made peace possible.



It has been held by many that this, the last big war loan, should be financed largely by the banks of the country. That is to say, it should be a cold, business proposition, and there should be no express appeal to the sentiment and patriotism of the country.

The Secretary of the Treasury, Carter Glass, is opposed to this view. According to Secretary Glass, it will not be necessary to offer the inducement of a more than ordinary high rate of interest to secure subscriptions to the

loan, but that the loan will be floated through the co-operation of the great mass of American citizens, exactly the same as in the previous popular loans. He holds to the belief that every American, appreciating the benefits of citizenship and also its obligations will rally patriotically to the support of the government now as in the past.

In the last few weeks the country apparently has veered sharply to the views held by the Secretary. There is more optimism now than ever. It is realized that the overwhelming success of the loan will not only be the expression of patriotism and the desire to fulfill the obligations of citizenship, but that it will be the greatest possible boost to prosperity and general business expansion. Money borrowed from the banks to the extent of billions to pay the war bills, maintain the army and navy, take care of the wounded, bring back the men from overseas, and other extraordinary expense, will be paid back to the banks, which will then be able to finance business undertakings and stimulate industry throughout the country to the ultimate benefit of everyone.

The absorption of the Victory Liberty Loan is not going to be a great hardship. Even where individual financial sacrifice is entailed buyers will be well paid. The new loan is to be for four years, and in all probability the new securities will never sell below par. Moreover, leading banking interests, as well as the government Treasury officials, predict all issues of Liberty Bonds will shortly sell at a premium instead of at a discount.

The wealth of the country is much greater than before the war. Compared with other countries our financial burdens are



small. The greatest income tax in the history of the country was paid last month without a ripple of excitement. The Victory Liberty Loan will be absorbed the same way.

The need of the government for funds is as great, if not greater now than any time during the war. Consequently, there is the same responsibility resting on every citizen. We believe there will be the same hearty, patriotic response as in the first four loans, and that the spirit of gratitude and thankfulness as well as purely business considerations will dictate active participation in the purchase of the Victory Liberty Loan securities.

#### THE COMMUTERS CATECHISM

Q. Why was it necessary to raise fares on the Elevated Railroads?

A. Because the roads were furnishing transportation at less than cost.

Q. Does it cost more to carry a passenger now than it did five years ago?

A. Yes. Wages and the prices of materials have advanced from 30 to 300 per cent in that period.

Q. Hasn't the nickel the same value today that it had five years ago?

A. Try it on your butcher, baker, grocer, milkman, coal dealer or tailor and see if it will buy as much. Why expect it to buy as much transportation service?

Q. Is a further increase in fare on the Elevated necessary?

A. Positively, if the companies are to avoid receiverships.

Q. What effect has the 6-cent fare had on gross earnings?

A. For the first three months of operation under the increased fare the increase in gross earn-

ings (as compared with the corresponding period the previous year), amounted to \$248,849.

Q. How much have operating expenses increased in the same period?

A. Operating expenses, taxes, etc., have increased for the three months \$588,351.

Q. Then the additional fare of 1 cent has proved insufficient to meet the increase in expenses?

A. During those three months the increase in operating expenses exceeded the increase in revenue by \$339,502.

Q. How much does the wage increase granted by the U. S. War Labor Board cost the Elevated Railroads?

A. About \$1,500,000 a year.

Q. How much additional revenue does the extra cent in fare produce?

A. Based on results to date it will produce about \$900,000 a year.

Q. Then the increase in fares all goes to the wages of the employees?

A. Yes, and it is \$600,000 short of meeting that one item alone.

Q. Is the wage increase granted the Elevated employees to become a permanent operating charge, or was it merely a war measure?

A. The increase was granted as a war measure, but a wage rate higher than the former rate should be continued.

Q. Why should higher wages be continued?

A. Because public safety requires that employees of the Elevated be well paid and satisfied in their employment.

Q. Then it is to the interest of the public that the Elevated employees be paid good wages?

A. Most decidedly. The public expects reliable service with cour-

tesy and should be willing to pay for it.

Q. How does the rate of fare on the Chicago Elevated Lines compare with the rate in other cities?

A. Patrons of the Chicago Elevated Lines get more for their money than do the patrons of any other local transportation company in the country.

Q. In what respects do they get more for their money?

A. In the length of ride, the rate of speed, the reliability of the service and in personal safety.

Q. What is the average length of ride on the Elevated Lines?

A. Six and one-half miles. The rate of fare is less than one cent a mile.

Q. Can the lines be operated successfully on such a low revenue?

A. No, the rate is below actual cost under existing conditions.

Q. Are the Elevated Roads asking higher fares so they can pay increased dividends?

A. No, the Elevated Railroads never have paid large dividends.

Q. What rate of return on the capital stock have the Elevated Roads paid since their inception?

A. The average is less than 2 per cent.

Q. Not as much as the car rider receives from his savings account in a bank?

A. No, and less than one-half what he receives from Liberty Bonds.

Q. If higher rates are allowed the Elevated Railroads, will they devote surplus earnings to improving the service?

A. After allowing a fair return on the fair value of their properties, the Elevated Railroads are willing to put all surplus earnings into service betterments under the direction of the Public Utilities Commission.

Q. What improvements would

the Elevated Railroads make if granted increased fares?

A. Lengthen platforms and operate 7-car trains; purchase some new cars; remodel old cars by making wider doors and cross seats; provide better shelter for passengers at stations; build express tracks on Garfield Park branch, and otherwise improve the service.

Q. How much would these improvements cost?

A. The estimate is approximately \$3,000,000.

Q. Can the companies borrow money to make these improvements?

A. They can not unless their earning power is increased through higher fares.

### OUR COURTESY COLUMN

Patrons of the Elevated Railroads frequently forget packages on the cars and at times drop pocketbooks containing large sums of money or valuable papers. Several such instances have occurred in the last month. On three such occasions the trainman who found the article was rewarded for his honesty.

The honesty of employees of the Elevated Railroads is as noteworthy as their courtesy. In more than two-thirds of the cases where articles are lost on train they are restored to the owners through the Lost and Found departments. There are, of course, instances of articles being lost that are not restored, because they may have been picked up by some passenger who failed to turn them over to the trainman. The fact, however, that in more than two-thirds of the cases reported the articles are restored to the owners, speaks well for the honesty of the employees and of patrons generally.

Northwestern Trainman E. H. Treskett, badge 1471, was sent



a check for \$100 by a grateful patron who lost his pocketbook on a train, and had it promptly restored to him. The pocketbook contained \$300 in currency and checks and negotiable securities amounting to \$2,300. That one incident speaks volumes for the honesty of employees.

Northwestern Conductor J. A. Prange, badge 1328, received a check for \$25 for turning in a portfolio found on his train, which contained papers of considerable value to the owner.

South Side Conductor John J. Burns, badge 2672, is commended and thanked for turning in a pocketbook lost on his train.

Northwestern Trainman David R. Long, badge 1194, is commended and thanked for restoring a pay envelope dropped in his car.

Metropolitan Motorman H. Van Schoick, badge 4012, is thanked, and given a check for \$5 for picking up a grip left on a station platform and turning it in, so that it was restored to the owner.

Ticket Agent Miss Mary Hayes at 63rd and Harvard station is commended for courtesy and polite treatment of passengers.

Ticket Agent Mrs. Anna Holmbeck, Lake Park Avenue station, is commended for courtesy and ability.

Northwestern Conductor John Michels, badge 593, is commended for courteous attention to passengers.

Metropolitan Trainman John Feeney, badge 4432, is commended for assisting a blind passenger from his train to the stairway.

Metropolitan Trainman F. W. Haussmann, badge 4319, is commended for the pains he took in directing a passenger to his desired destination.

Northwestern Trainman H. P.

Lindahl, badge 1619, is commended for courtesy and for finding seats for passengers.

South Side Trainman Ruben B. Patten, badge 2626, is commended for finding seats for passengers.

Northwestern Trainman George Koehler, badge 1507, is commended for the attention given a man who has taken ill on his car.

Metropolitan Conductor G. Hokenson, badge 4254, is commended for attention given to comfort of passengers and calling stations distinctly.

### CONSCIENTIOUS

An enterprising drummer once tried to bribe a Scotch merchant with a box of cigars.

"Na, na," said the Scot, "I canna tak' them. I dinna do business that way."

"Nonsense," replied the drummer, "but if you have any conscientious scruples you may pay me a shilling for the box."

"Vera weel," said the honest shopkeeper, "I'll tak' twa boxes."

### IT WAS CHARITY

Two Highland farmers met on their way to church. "Man," said Donald, "I was wonderin' what you will be askin' for yon bit sheep?"

"Man," replied Dougal, "I was thinkin' I wad be wantin' fifty shillin's for that sheep."

"I will tak' it at that," said Donald, "but man Dougal I am awfu' surprised at you doin' business on the Sawbath."

"Business!" exclaimed Dougal. "Man, sellin' a sheep like that for fifty shillin's is nae business; it's just charity."

She (after the waltz)—Why is the Danube blue?

He (thoughtfully)—Because it's a civilized river and the Germans control most of it.

