

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

The trouble with the electric railway industry is that it is trying to function by meeting a post-war outgo with a pre-war income. It cannot be done. The longer the public insists in trying to make it do that which is impossible to be done the worse the situation will become.

—Peter Witt, former Cleveland Street Railway Commissioner.

THE ROAD OF SERVICE

Vacation Season Here

Delightful short outing trips to the beautiful spots along the north shore of Lake Michigan can be made to suit your convenience over the

North Shore Line

Trains leave Terminal Station, Wabash and Adams, every hour for Milwaukee, Racine and Kenosha. Trains every thirty minutes for Waukegan and intermediate points. Milwaukee trains every half hour Saturday afternoons, Sundays and holidays.

Chicago North Shore & Milwaukee Railroad

The Elevated News

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LUKE GRANT, Editor

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Municipal Railways and Rates of Fare

ALTHOUGH the rate of fare charged by a local transportation company in one city, has no bearing on the rate in some other city, comparisons frequently are made by some newspapers to stir up prejudice against the local company. Conditions in each city are peculiar to itself, so that a rate of fare which would be ample in Cleveland, for instance, would mean bankruptcy to the operating company in Cincinnati. That has been fully demonstrated recently by expert investigation.

In line with its policy of misrepresentation, one newspaper recently said that the United States was the only country which had found it necessary to increase its rates of carfare, although high prices prevailed in other countries as they do here. The truth is that in Great Britain, where many of the street car lines are municipally owned, the rates of fare have been increased and further increases are being considered at the present time by the Municipal Tramways Association. The London County Council has recommended that the fares in that district be increased from a maximum of 2 cents a mile to 3 cents a mile. Twenty-five companies recently have been granted increased fares. Demands have been made by the street railway employes for an increase that would bring their wages up to 44 shillings a week over the prewar scale. That increase, at the old rate of exchange, would mean about \$10.56 a week in United States money. It means much less at the present time owing to the depreciation of sterling in this country.

How do these rates and wages compare with Chicago? In 1914 the wages of motormen on the elevated lines were

34 cents an hour. The scale at the present time is 67 cents an hour, or an advance of \$15.84 a week; on a basis of eight hours a day and six days a week. That is compared with an \$8.16 increase which the street railway workers in Great Britain now receive and the \$10.56 increase which they are demanding.

The average length of ride on the Chicago Elevated Railroads is $6\frac{3}{4}$ miles. At the rate of 3 cents a mile proposed by the London County Council for the Metropolitan district the fare on the elevated would be 20 cents a ride. Wages and other operating expenses have increased in Chicago much faster than they have in Great Britain, while the increase in fares has been proportionately much less. Still we read at times about the low rates of fare on the municipally-owned street railways of Great Britain.

The heavy taxes which the British people are paying as a result of the war are making them think of raising fares to make their street railways self-supporting, instead of making up the deficit from the general tax fund as they did in the past. It is the same story everywhere. Experience has shown that a street railway cannot be operated as economically by a city as it can under private management, and if lower fares are charged on a municipally-owned system, the deficit is made up from general taxes.

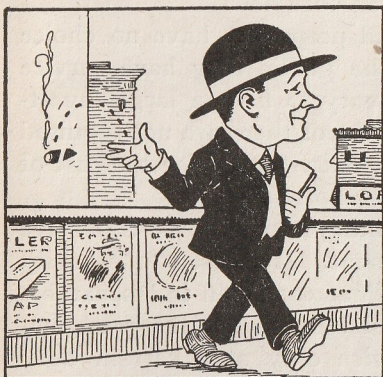
The situation is expressed in a nutshell in a recent decision of the Public Utilities Commission of Oregon, which in the case of the Portland Company said: "Under city management, service could be maintained only by a resort to one or more of the following expedients: reducing service, cutting wages, raising fares, or making up the deficit by taxation."

Danger in Throwing Away Lighted Cigars

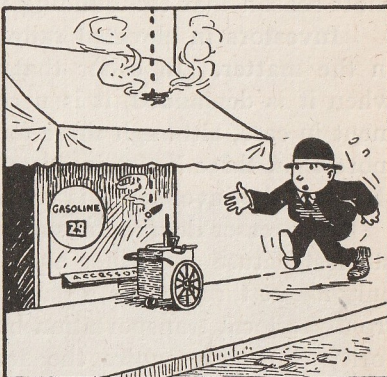
MANY fires are caused and considerable property is damaged by careless patrons of the elevated lines, who throw lighted cigars and cigarettes from station platforms. In extremely dry weather it is not an uncommon

thing to have half a dozen fires at the same time on some branch of the elevated roads.

The property damage is not always confined to the railroads, either. Window awnings along the right of way, especially where the roads run in a street, are often set on fire by a cigar or cigarette tossed carelessly from a platform. It is a usual thing for the fire department to be called to put a fire out that was started by a lighted cigarette.



THE THOUGHTLESS MAN WHO
TOSSES A LIGHTED CIGAR OVER
THE RAILING-



OFTEN CAUSES
COSTLY DISASTERS

This form of carelessness is an economic waste. It means loss to property owners, insurance companies and indirectly to all taxpayers and it could be avoided so easily by the exercise of a little common sense. The careless patron waiting on a station platform throws his lighted cigar or cigarette off the platform on the approach of a train. Usually he throws it down on the structure where it may find lodgment in a piece of paper caught between the railroad ties. The result is a fire that takes the time of someone to put out. Occasionally a motorman seeing a fire smoldering on the track, stops his train and puts it out with the fire extinguisher which is carried on all trains. That means some delay and lost time to every passenger on that train.

Please be careful and throw your cigar stub where it will not do any damage. It is just as easy to throw it on

the platform and to step on it as to throw it lighted down on the structure or on the street.

Big Investments and Small Returns

IF you had money to invest, would you put it in a building with certain knowledge that it would be rented only six weeks in a year? The chances are you would not, unless you had reasonable assurance of very large returns for the short season that the building was occupied.

Investors in elevated railroad properties have no choice in the matter. In order that the public may have service when it is demanded, it is necessary to have a large investment in cars, although three-fourths of them are not required more than three hours in every twenty-four. For the rest of the time the investment is earning nothing.

In a lesser degree the same thing is true of the expensive steel structure and other equipment. It is used to capacity only about three hours a day. That condition is inseparable from the local transportation business, because the great majority of users require the service only at a certain hour morning and evening.

Few patrons of the elevated lines appreciate this phase of the transportation problem. They travel only in the rush hours and finding the cars crowded they jump to the conclusion that the companies are making huge profits. They do not stop to consider that for twenty-one hours a day a great part of the equipment not only does not earn anything, but represents a heavy expense which must be borne out of the earnings of the other three hours.

The average number of cars in daily use in the rush-hours on the elevated in March was 1,461, while the average in the hour of minimum travel was 415. The cars were crowded in the maximum hour and only partially filled in the minimum hour, which shows the wide range in the public requirements. It shows also the difficulty and complexity of the problem, which nearly every car user thinks he could handle better than the men who have made a life work of it.

The investment in cars is a heavy one, too. At the pres-

ent prices of labor and material a new car of the type in use on the elevated costs approximately \$20,000. The price has doubled in ten years. Interest on the investment does not stop when the cars are out of service. Think that over next time you are in a crowded car and it will help you realize why the elevated lines do not buy more cars. The reason is that they cannot borrow the money necessary because at the present rate of fare they are not earning interest on their indebtedness.

WOMEN'S CLUBS IN ANNUAL CONVENTION

ROUNDING out a quarter century of useful work, the Illinois Federation of Women's Clubs will hold its twenty-fifth annual convention in Chicago this month. The convention will be held in the Congress Hotel, May 25-27, and the local committee has arranged an elaborate program for the entertainment of the delegates and visitors. On Wednesday evening, May 26, there will be a dinner with more than a thousand women guests and on Thursday evening a pageant typifying the twenty-five years of the federation's activities.

It is appropriate that the federation should celebrate its silver anniversary in Chicago, as it was in this city it was organized in 1894, when Mrs. Charles Henriotin was president of the General Federation of Women's Clubs. The fourth, twelfth, fifteenth and twenty-third annual conventions were held in this city, so that this will be the sixth time that Chicago has had an opportunity to entertain the delegates and visitors. Chicago also has been honored with the presidency six times, the past presidents being Mrs. Robert Hall Miles, Mrs. James Drake, Mrs. George Watkins, Mrs. Minnie Starr Goodwin, Mrs. Frederick A.

Dow and Mrs. Charles Zimmerman.

The federation functions



MRS. W. H. HART

President Ill. Fed. of Women's Clubs

through various departments, each in charge of a chairman, as follows:

Art—Mrs. James W. Parker, Chicago.

Civics—Mrs. F. J. McNish, Oak Park.

Civil Service—Mrs. Oliver Watson, Chicago.

Conservation—Mrs. W. L. Arnold, Chicago.

Education—Mrs. Albert Evans, Chicago.

Home Economics and Pure

Public Health and Child Welfare—Dr. Violet Palmer Brown Kankakee.

In addition to the regular department, ten standing committees and five special committees are necessary to carry on the work.

During the twenty-five years that it has been organized, the women of the federation have taken an active interest in every undertaking for the general welfare of the people of the state, especially the women and children. Among the many reforms in which they have been particularly interested may be mentioned: The civil service laws, the library bill, the child labor law, the juvenile court bill, the compulsory education law and the law providing for the establishment of a home for epileptics.

Vacation schools were introduced and fostered in many cities by the women's clubs until the work was taken over by the school boards; free kindergartens were among the first state-wide activities; small parks and playgrounds were made possible in many cities by the club women; they made a tuberculous survey of the state in the interest of the fight against the great white plague that was very helpful to the state health commissioners; they have interested the public in the value and need of birth registration, and in the weighing and measuring of babies and in countless other ways have sought to improve the social and industrial conditions. They have built and maintained at Park Ridge a home for girls of the state needing such a home and such training and they are now well along in the raising of a fifty thousand dollar maintenance fund for its upkeep.

During the war the women of the federation did much work aside from the general activities along all lines of war relief; they



MRS. JOHN T. MASON

Vice-Pres., Ill. Fed. of Women's Clubs

Food—Mrs. D. W. Redfield, Evanston.

Industrial and Social Conditions—Mrs. Joseph Nachbour, Joliet.

Legislative—Mrs. R. M. Reed, Chicago.

Library Extension—Miss Anna May Price, Springfield.

Literature and Reciprocity—Mrs. Walter Scott McGee, Chicago.

Music—Mrs. E. F. Burkholder, Streator.

equipped and maintained soldiers' rest rooms at Rockford and Rantoul, and homes for girls at Waukegan and Rockford, and raised their quota for sending two young women to France to assist in the Y. W. C. A. hostess houses. In the reconstruction work since the war they have been equally unceasing in their efforts, carrying on their work for the soldiers through the community service, the protective work for girls through their own lines and co-operating with the Y. W. C. A. They have been spreading the propaganda of conservative buying and increased production and carrying on Americanization work through all the thirteen different departments of work under the direction of the civics chairman.

The officers of the Illinois Federation of Women's Clubs are: President, Mrs. William H. Hart of Benton; vice-president, Mrs. John Mason of Aurora; recording secretary, Mrs. Martin K. Northam of Evanston; corresponding secretary, Mrs. Charles Carver of Oak Park; treasurer, Mrs. Frederick Blocki of Chicago.

The committee on general arrangements for the convention is composed of Mrs. John Mason, Mrs. James W. Parker and Mrs. E. S. Bailey. Other local committees with their chairmen are:

Program—Mrs. E. B. Griffen.

Finance—Mrs. Edmund Graff.

House—Mrs. R. M. Reed.

Banquet—Mrs. Frank Funk.

Badges—Mrs. Oliver Watson.

Transportation—Mrs. William Hulbert.

Social—Mrs. W. L. Arnold.

Seating—Mrs. J. F. Nachbour.

Press—Mrs. N. LaDoit Johnson.

Publicity—Mrs. Albert Evans.

Entertainments—Mrs. Charles Ware.

Mrs. Frederick Dale Wood is chairman of the \$25,000 fund being raised as an anniversary com-

memoration to be used in furthering the work of the federation.

MRS. N. LADUIT JOHNSON,
Chairman Press Committee.

WOMEN'S PRESS ASSOCIATION

The Chicago Association of Commerce has reserved the French Room, Congress Hotel, for the use of the Illinois Woman's Press Association during the convention of the Illinois Federation of Woman's Clubs in Chicago, May 25, 26, 27.

Writers, authors, newspaper women are cordially invited to make the French Room their convention headquarters. An informal reception will be held each afternoon from four to five. A luncheon has been planned for Thursday noon, at which some of the best known writers of the country will be guests of honor.

PLACES OF INTEREST ON THE ELEVATED

DELEGATES to the Illinois Federation of Women's Clubs will find the elevated lines most convenient when visiting places of interest in the city. Among the places of interest convenient to the elevated lines are:

Northwestern University, Evanston—Take Evanston Express to Davis street station.

Chicago University—Take Jackson Park Express to University avenue.

Garfield Park Conservatory—Take Oak Park trains to Hamlin avenue.

Lincoln Park Zoo—Ravenswood or Wilson local trains to Sedgwick street.

Jackson Park, Field Museum—Jackson Park Express to Jackson Park.

Douglas, Humboldt and Washington parks are all on the lines of the elevated.

VISIT THE NORTH SHORE

THIS is the season for a trip along the beautiful north shore country from Evanston to Milwaukee. The best route is on the North Shore Line. Trains leave the North Shore station at Wabash and Adams every thirty minutes for Great Lakes, Fort Sheridan, Lake Forest, Highland Park and Waukegan. Trains for Kenosha, Racine and Milwaukee every hour. Excellent dining car service on trains leaving Wabash and Adams at 8 o'clock a. m., 12 o'clock noon and 5 o'clock p. m. From the heart of Chicago to the heart of Milwaukee without changing cars on the clean, convenient electric line.

INTERESTED

Mistress (to cook)—"I have some friends coming to dinner today, Mary, so I want you to do your very best. I'd like something especially nice if you can manage it."

Cook—"You can depend upon me, mum; I've got some friends of me own comin'!"

"Now, boys," said the teacher in the juvenile Sunday School class, "our lesson today teaches us that if we are good while here on earth, when we die we will go to a place of everlasting bliss. But suppose we are bad, then what will become of us?"

"We'll go to a place of everlasting blister," promptly answered the small boy at the pedal extremity of the class.

An old farmer and his wife were standing before their pigsty looking at their only pig, when the old lady said: "Say, John, it will be our silver wedding tomorrow. Let's kill the pig."

John replied with disgust: "What is the use of killing the poor pig for what happened twenty-five years ago."

OUR COURTESY COLUMN

THAT the courtesy of employes of the elevated lines attract the attention of strangers in the city has many times been shown by letters sent to THE ELEVATED NEWS. Here is one from Columbus, O., written by J. W. Mayhew, assistant to the president of the W. M. Ritter Lumber Company of that city:

"I want to commend trainman No. 2320 with whom I rode on the Evanston Express last week. I could not help but be impressed with the courtesy which he extended to the different passengers. His manner of address was very pleasant and his articulation distinct and plain. I got off the car feeling that it had been really a pleasure to ride. If I owned the railway company and all my employes were as courteous as this man, I think I would have the general public with me on all my desires."

The employe in question is Conductor B. F. Doughty and the letter is the best evidence that the courtesy was appreciated. The last sentence, however, shows that Mr. Mayhew has never been engaged in the railroad business. The same service and courtesy given by the Elevated Railroads in a private business would assure its success, but a public utility is different.

Following are other letters of commendation received in the last month.

Miss Julia Dama, agent at Randolph and Wells, is commended for her courtesy.

Metropolitan Conductor Harry Schoennemann, badge 4763, is commended for reminding a passenger when he had reached his destination.

Metropolitan platform men F. A. Marshall and A. Hilberg are commended for the courtesy and attention given a passenger when he met with a slight accident.

Northwestern Conductor Geo. Grening, badge 1263, is commended for his clear and distinct enunciation of stations.

South Side Conductor Bartel Wilkinson, badge 2102, is commended for finding seats for women passengers.

Metropolitan Conductor B. Keegan, badge 4186, is commended for his courtesy and distinct enunciation of stations.

Platform man George Wise, badge 57, is commended for his courtesy and efficiency in directing passengers, especially strangers.

Metropolitan Trainman Geo. Andrekopolus, badge 4924, is commended for his distinct calling of stations.

South Side Trainman Fred Rechoff, badge 2763, is commended for assisting a lady who had a child in her care; also for calling the stations in a distinct manner.

Metropolitan Conductor Edward Maher, badge 4768, is commended for the efficient manner in which he does his work.

Northwestern Trainman O. L. Brown, badge 1521, is commended for his courtesy and efficiency.

Metropolitan Trainman F. Lindner, badge 4759, is commended for returning a pocketbook which a passenger had lost. He is also commended for the excellent manner in which he does his work.

Platform man J. N. Petscher, Adams and Wabash, is commended for the good humor he displayed during a slight unavoidable delay in the rush hour.

South Side Trainman B. D. Justin, badge 2825, is commended for his clear enunciation and for giving directions to strangers.

Northwestern Trainman Wm. H. Reusch, badge 1162, is commended for making room for standing passengers and for courtesy.

Metropolitan Conductor H. Bach, badge 4192, is commended for finding seats for passengers and for courtesy.

South Side Trainman George Griffin, badge 2753, is commended and thanked for lending carfare to a passenger.

Northwestern Trainman Herman Winzen, badge 1662, is commended for finding seats for standing passengers.

Metropolitan Conductor H. M. Gillette, badge 4166, is commended for his courteous manner and distinct enunciation of stations.

South Side Trainman Edward McHigh, badge 2702, is commended for his courtesy.

Metropolitan Trainman Jacob Wendt, badge 4156, is commended for calling the station names distinctly, also for his courtesy.

Northwestern Conductor W. J. Troost, badge 1026, is commended for turning in a pocketbook with sum of money found in his car.

South Side Conductor Theo. J. Wallen, badge 2854, is commended for calling transfer for North Shore, West Side and Loop trains when he reaches Adams and Wabash.

Platform man A. J. Beckett, Madison and Wabash, is commended for turning in a pocketbook with sum of money lost on platform.

Northwestern Conductor Adolph Lehman, badge 1478, is commended for turning in a purse containing medals and sum of money.

Platform man Tom Keckich, Randolph and Wells, is commended for recovering a lady's pocketbook which was dropped from the platform onto the tracks.

White City

SO. PARK
AVE.
AT
63RD ST.

CHICAGO'S BRIGHTEST SPOT

DANCING AND ROLLER SKATING THE YEAR AROUND

OPENING

WEDNESDAY
MAY 12

FREE EV'RY EVE. **FREE**
MAT. SUN.

Chicago's Reigning Summer
Musical Success

The Garden Follies

Plus VAUDEVILLE

Company of 100
Mostly Girls

Best Dancing and
Singing
Chorus in Town

Rides That Thrill!

The Frolic
Racing Derby
Giant Ferris Wheel
Over the Falls
Racing Coaster
The Peep
Venice
Chutes
Whip

Visit the
Fun House
Noah's Ark
1001 Troubles
Million Smiles

