

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

THE railroad business must be made attractive from a financial standpoint. Wages and salaries and profits to the investors must be made worth while. Money must be put back into the railroad business to lift it up to efficiency. Nothing else will do it.

—Percy A. Rockefeller.

THE ROAD OF SERVICE

GRAND OPERA by the
World's Most Famous Singers
at RAVINIA PARK, on the

NORTH SHORE LINE

Express Trains leave the Elevated Station at Adams and Wabash every hour, stopping to receive passengers at Randolph and Wabash and Wilson and Broadway.

Special Train every evening leaving Adams and Wabash at 7:09 (Chicago time), stopping only at Wilson Avenue, and returning after the performance.

**CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD**

The Elevated News

Issued Monthly by Chicago Elevated Railroads

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Room 1105, Edison Building

Volume VI

July, 1920

Number 8

Wages and Car Fares

EMPLOYEES on the Elevated Railroads were granted a wage increase, dating from June 1st last, amounting to approximately \$150,000 a month. Including the latest increase, wages on the Elevated Lines have advanced \$5,973,-788 a year since August 1, 1918, when the first big increase was awarded by the U. S. War Labor Board. The increased cost of materials, power, rentals, taxes, etc., brings the total increase in operating expenses up to \$7,125,039 a year over the year prior to August 1, 1918. To say that these increased expenses can be met and that fares should remain at the old rate, is to argue that black is white.

Wages and living costs, including carfare, are relative. The really important thing is how much of the necessities of life will an hour's labor buy. How much in the way of transportation will an hour's labor buy today compared with an hour's labor in 1914, when pre-war prices obtained? Take, for instance, the building laborer. In 1914 when the fare on the Elevated was 5 cents, the building laborer could buy 8 rides for an hour's wages. With fares on the Elevated $7\frac{1}{2}$ cents a ride, the building laborer can buy 13 rides for an hour's wages and have the price of a newspaper left over. His transportation today is relatively much cheaper than it was six years ago. Even were the fare on the Elevated 10 cents, the building laborer could buy ten rides for an hour's wages, as against eight rides when the fare was 5 cents. Has he any just grounds for complaint?

What has been said of the building laborer is true of all

building mechanics and other workers. The carpenter in 1911 could buy 13 rides on the Elevated for an hour's wages. Today he can buy 16 rides at $7\frac{1}{2}$ cents and have 5 cents left over. Has he any ground for complaint?

The truth is that neither the building laborer, carpenter, or other patron of the Elevated is complaining about the increased fares. The complaint comes from some newspapers which have doubled or tripled their own prices and from the politician who uses the public utilities as bait in the political fishing pool. The owners of the Elevated Railroads have few votes. The patrons of the lines have many votes. That is the real secret of the opposition to a reasonable rate of fare.

* * *

A Costly Education

SOME American cities which experimented with municipal ownership and operation of their street railway lines are learning by experience that there is quite a difference between theory and practice. Seattle, during the administration of Ole Hanson, was one of the larger cities to take over its street railway lines. Everything was expected to be lovely. The people were to have a 5-cent fare, adequate service and everything.

Now Mr. Hanson is touring the country telling from the lecture platform that he made a mistake when he advocated municipal ownership of the street railway system. He deserves credit for his frankness in admitting his mistake, but the taxpayers of Seattle have been paying heavily for his education. The Seattle Argus says the education of Ole Hanson is costing the city at least \$2,000 a day.

That sort of thing couldn't go on indefinitely, so the city council of Seattle has decreed that the rate of fare shall be increased to 10 cents for a cash fare, or $6\frac{1}{4}$ cents when met tokens are purchased. The new rate of fare goes into effect July 19. The passenger in Seattle doesn't get nearly as much

transportation for a single fare as does the passenger in Chicago, either.

Tacoma has a municipal street railway line. It isn't much of a line, to be sure, being only eight miles in length. But with only 8 miles of line the system managed to run up a deficit of \$84,603 last year, or at the rate of \$7,000 a month. In order to double-track the line during the war period the Emergency Fleet Corporation advanced \$232,400 with the expectation that the loan would be repaid at the rate of \$40,000 a year. Presumably the creditor will have to wait a long time for that money, just as the creditors and owners of the Chicago Elevated Railroads have had to wait.

Ocean City, N. J., went into the street railway business last year. It is sorry now that it did. The private company refused longer to operate the lines at a loss. The city took them over and fares were raised to 7 cents. That didn't solve the problem, so the fares were raised to 10 cents. It remains to be seen whether the city will get by on that rate.

In Butte, Mont., they haven't municipal ownership, although the street railway company wishes they had. The street car employees demanded higher wages and as the money wasn't in sight to pay them, the employees walked out. The company made no effort to operate cars, so that its franchise automatically was forfeited. The manager of the company said in substance: "Take your old franchise. It isn't worth anything, anyway. You tax us on a valuation of \$75,000 a year for it, when it isn't worth 75 cents. Take it and we'll give you the rails and the rolling stock at one-half what it would cost to replace them." So far no one has accepted the offer and the company in Butte was getting a 7-cent fare at that.

The story is about the same in all sections of the country. Transportation cannot be furnished indefinitely at less than cost any more than bread, or meat, or milk. It may be furnished for a time, as it has been for months on the Elevated Railroads, but there is a limit. The people must have transportation service and they must be prepared to pay what the service is worth.

Step Lively, Please

THE cumulative effect of a few seconds' delay in boarding or alighting from a train on the Elevated is remarkable. The average passenger does not realize what it means. That is why platform guards and trainmen constantly urge passengers to "Step Lively" and to "Move Forward, Please," so as not to block the doors. To get results the co-operation of the passenger is required and it is a situation in which each one must do his individual part.

A matter of a second or two appears to an individual passenger as being of no importance. It wouldn't be very important if it stopped with that individual, but it doesn't stop there. When it is applied to the 300 or 400 passengers on that train it means a great deal of time lost. In the rush hours trains on the loop are run from 45 to 60 seconds apart. If one train is unnecessarily held up, even for a few seconds, it blocks all the trains following and means delay to thousands of passengers. That delay may easily be caused by one individual.

Passengers, especially in the evening rush hour, are apt to become a little irritable when asked to "Step Lively." A few evenings ago at Adams and Wabash in the evening rush hour, a platform guard called out the usual "Step a little lively, please, before the bell rings." "O - - - the bell," said an irritated passenger, "give the people a chance to get on." He kept muttering about that bell until the train reached the next station. Now the guard was trying to expedite the loading of that train in the interest of all the passengers on it and in the interest of all the passengers on the trains following. It was in the interest of better service and passengers should view it in that light.

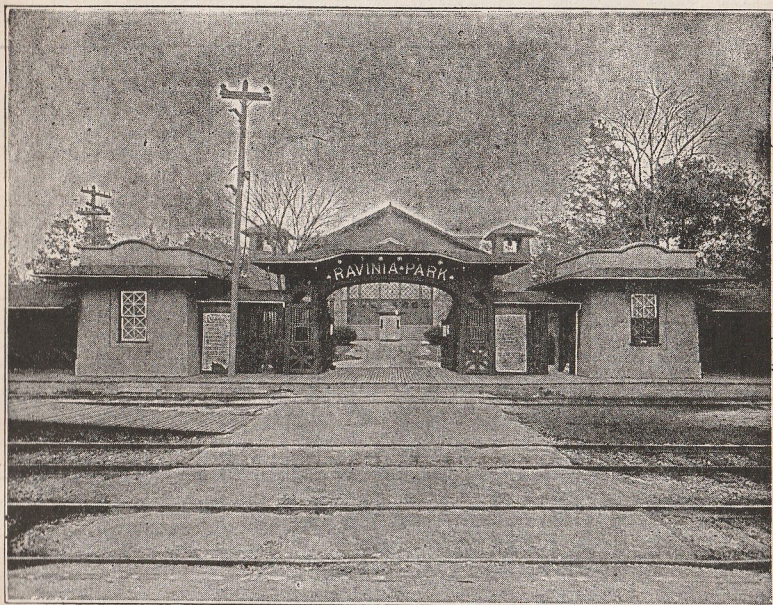
One can see many sidelights on human nature by standing on an elevated platform during the rush hours. In the morning the average passenger is good-natured and smiles at trifles, which in the evening will drive him to profanity. In the evening he is tired and irritable, anxious to get home and ready to find fault with everyone and everything. The trainmen have to be good-natured all the time. Help them all you can, because in so doing you are helping yourself and thousands of fellow passengers.

VISIT RAVINIA PARK

OPERATION of through trains of the North Shore Line to the loop is giving a service to Ravinia Park, which brings it closer to Chicago than ever before. That the better transportation service is appreciated was shown on the opening night of the season when more than 6,000 persons attended the initial performance.

Limited trains, leaving Adams and Wabash at 2 o'clock and 7 o'clock, also stop at the entrance. All trains Express and Limited stop at Wilson avenue to receive and discharge passengers.

In addition to the regular service a special train for Ravinia Park is being run every evening on the North Shore Line. The special leaves Adams and Wabash at 7:09, Chicago time, and Wilson avenue at 7:29, reaching



Entrance Ravinia Park on North Shore Line

In past seasons many found it rather inconvenient to reach Ravinia Park, unless they went by automobile. The through service on the North Shore Line has solved the problem for them. Express trains stopping at the entrance to Ravinia Park leave the elevated station at Adams and Wabash every hour throughout the day and evening. Two

Ravinia Park at 8:04, fifteen minutes before the evening performance begins. The special returns to Chicago immediately after the close of the performance.

The Chicago Symphony Orchestra is giving concerts every afternoon and grand opera is being given every evening by the world's best known artists. You

cannot afford to miss these performances and you will find trains to suit your convenience on the North Shore Line. Take any elevated train to Adams and Wabash or to Randolph and Wabash and connect with North Shore trains direct to Ravinia Park entrance. If you live on the north side, you may find it more convenient to take North Shore trains at Wilson avenue.

THIS HAPPENED IN NEW YORK

The Interborough Rapid Transit Company of New York recently received a letter from E. B. Maloy of Pittsburgh, Pa., with a check for \$2.50 enclosed. The letter read:

Gentlemen:—I have recently returned from a several weeks' visit to New York City and rode as a matter of course over the different transportation systems of the city the usual number of times.

The 5-cent fare, as you know, gives no adequate return for capital invested in the different properties controlled by your company. This deficit of many millions of dollars must be made good by the people of New York City, whether they pay taxes directly or not.

There is no city in the world that has as many transient visitors as has New York City, who go there for relaxation and pleasure, and who are abundantly able to pay for what they receive in transportation as well as in other things. Now I am one of this class and I feel that I am morally bound to make good what your company has lost in carrying me about the city. I enclose my check for \$2.50, which if it does not cover all the deficit, in any case it is at least an evidence of good will.

The Pittsburgh conscience evidently is better tuned than the Chicago conscience.

A SOLDIER OF THE LEGION

A soldier of the legion

Lay on the fields of France,
Some one had relieved him

Of hat and coat and pants.

A comrade knelt beside him

And asked if he were hurt

And when he got no answer

He copped his undershirt.

DIVORCE UTILITIES AND POLITICS

The fact that politics cares nothing for business, except the business of bunking the people, and the fact that public utilities have been damned by the high finance of other days, does not repeal, however, the third fact that utilities rest upon business principles and that they cannot be run at a loss. The prices of goat's milk and street car fares bear a definite relation to the cost of production.

Nothing is more timid than a million dollars unless it is forty million dollars. Investors have feared utilities because politics will not permit them to adjust prices to market conditions.

A citizen who scarcely counts his change when he enters a moving picture house yells himself hoarse when asked to pay a penny or two more for street car fare. He has been taught to do this by politics. The steam railroads, which also are public utilities, have suffered from the same kind of exploitation. Everything on wheels is slipping on rails greased with demagoguery. Is it not time for public opinion to grant public utilities a permanent divorce from demagogic politics? —Peoria (Ill.) Transcript.

FARES AND RETURN ON CAPITAL

The Public Service Commission of Maryland, in the matter of rates to be charged by the United Railways Company of Baltimore, has taken the position that the company is entitled to earn a surplus over interest charges, operating expenses and taxes, of \$1,500,000 a year. That amount equals a rate of return of 7½ per cent on the common stock, which the Commission says is necessary

to establish and maintain the credit of the company. Until the surplus earned exceeds the amount stipulated, the commission has ruled that there shall be no reduction in fares. The Chicago Elevated Railroads are not earning enough to meet their fixed interest charges much less to pay any return to stockholders.

MANY THANKS!

A lady all powder and perfume and paint
And diamonds and silks and furs,
And twenty-buck pumps, and things that ain't

What they seem at a glance, were hers.
She stood on the platform at Adams street,

While the crowd increased more and more,
And when she stepped on there was no vacant seat,

Which made her indignant and sore.

And though the poor guard knew her kind very well,

(She was one of those Rush Hour cranks)

Still he found her a seat after passing the bell,

And received a faint smile and a "Thanks."

And the guard all oblivious called aloud
As the train kept along on its way,—

He felt he had done one good act at least,

And it seemed like a well-spent day.

But he shifted his gaze to the lady de luxe,

Where she crouched by a man six foot four,

Who chewed an Old Abe in one side of his jaw,

And glared at the trinkets she wore.
And when she arose to depart from the train,

She scowled at the guard as she went,—
And she snapped as he opened the rusty gate,

"That's the guy I owe three months' rent."

—C. W. A.

ODE TO A STREET CAR FARE

A barber trims the festive beard
At great advance in price;

The grocer lifts the price of eggs
Beyond a point that's nice.

The undertaker shifts the cost
Of shrouds in which we sleep.

There's but one consolation left—
Our car fare still is cheap.

OUR COURTESY COLUMN

PATRONS of the Elevated who have forgotten parcels in a car, or who may have lost a pocketbook and had it restored promptly, have sometimes expressed surprise at the perfection of a system which can produce such results in such a short space of time.

The secret is co-operation and a hearty willingness to be of service to passengers, which is characteristic of employes of the Elevated, from the president down the line to the station porter.

The following letter from Commander R. C. Culp, inspector of recruiting for the U. S. Navy, central division, shows how effective the system is in the way of tracing lost articles:

"I wish to thank you for the prompt attention you gave to recover a package which I left on the Elevated this morning. The loss was reported to you about 10 a. m. and the package returned to me at 11:30 a. m. This shows excellent co-operation in your system. I assure you that the promptness in the return of the package is very much appreciated."

When Commander Culp reported his loss at the General Offices, the superintendent of transportation at once called the despatcher at Loomis street and asked if the package had been turned in. He learned that it had not and tried to call the despatcher at 69th Street. The company telephone was out of order, so it was necessary to again call the despatcher at Loomis street and have him send a message by a trainman to the despatcher at 69th street. There it was found that the package had been turned

in by E. B. Johnson, badge 1296, Northwestern trainman. It was sent out on the first train to Train Clerk James Gallagher at Congress street, who sent it by station porter to the General Offices. The tracing and restoring of the package was a matter of an hour and a half and it would have been done in less time if it had not been for the fact that the telephone line in the 69th street despatcher's office happened to be out of order for a few minutes.

Another instance of good service and a pleased passenger was witnessed a few days ago on the Metropolitan. A lady alighting from a westbound train at Harlem avenue found she had left her pocketbook in the car. She told the station agent and asked his advice. He advised her to wait on the platform until the train returned from the end of the line, two stations farther west. She did and received her pocketbook containing \$217 from Conductor J. McLoughlin, badge 4182.

A lady writes to express appreciation of the courtesy and consideration shown her in connection with the recovery of a pocketbook left in a car. She says at both the Ravenswood and Wilson terminals the employes were courteous and obliging and she mentions particularly Northwestern Trainman John Walsh, badge 1357, who turned the pocketbook in, and Northwestern Trainman D. R. Long, badge 1194, who gave her full information on how to recover it.

Others commended last month are:

Northwestern Trainman F. J. Avery, badge 1662, is commended for his courtesy and efficiency in handling seat hogs.

Oak Park Trainman Fred Buss, badge 6132, is commended for his courtesy.

Metropolitan Trainman John Van Balen, badge 4645, is commended for his general efficiency.

South Side Trainman Wm. Akeman, badge 2926, is commended for distinct enunciation of stations.

Metropolitan Trainman Paul Himmel, badge 4777, is commended for his efficiency and for finding seats for standing passengers.

Metropolitan Trainman H. Hamburg, badge 4509, is commended for efficiency and for calling station names in a distinct manner.

DISCONTENT

The cost of discontent is great, and we're all discontented; and some fine morning, soon or late, our grouch we'll have repented. We've kicked so much, we've kicked so long, it's got to be a habit, and everything on earth seems wrong—if there's a grief we grab it. It is a costly habit this, when every ill we treasure; we've grown impervious to bliss, we can't distinguish pleasure. We look ahead to better days, but if they come to greet us, we can't shake off our carping ways, our grouches will defeat us. And when we land at heaven's door, led there by priestly tutor, we'll call St. Peter down and roar and say the crowns are pewter. We let the trifling ills annoy, in knocks there's satisfaction; and so we've spoiled ourselves for joy, for sane and cheerful action. The workman kicks about his wage, the boss is sore as blazes, and e'en the poet and the sage are framing dismal phrases. It's hard to find a normal gent who smiles and sings and twittered who breathes no word of discontent, nor talks of taking biters.—Walt Mason.

This Year's 1-Day Lake Trips

To Milwaukee and Return Days **\$1.50**

Sundays and Holidays \$2.00

War Tax Extra

Daily

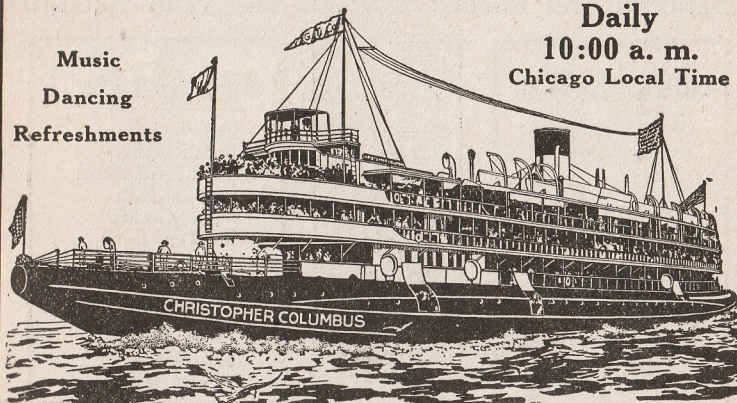
10:00 a. m.

Chicago Local Time

Music

Dancing

Refreshments



Always in Sight of Land—The Trip Along the Shore

To Michigan City and Return Days **\$1.30**

Sundays and Holidays \$1.75

War Tax Extra

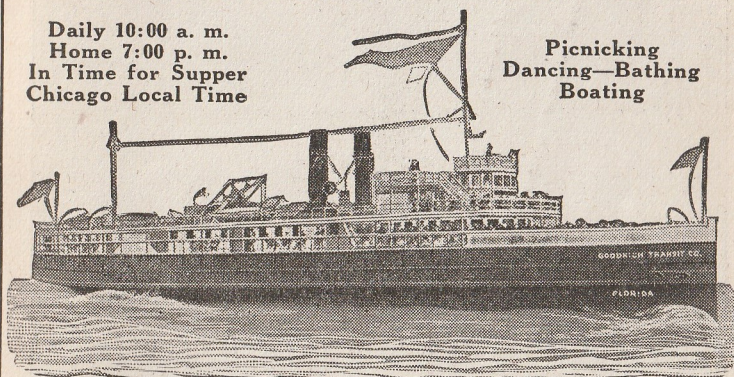
Daily 10:00 a. m.

Home 7:00 p. m.

In Time for Supper

Chicago Local Time

**Picnicking
Dancing—Bathing
Boating**



Three Hours Lake Ride—Three Hours Ashore

**GOODRICH TRANSIT CO. DOCKS FOOT MICHIGAN BLVD.
East of Link Bridge**

MOONLIGHT EXCURSIONS 75c

NO DULL MOMENTS!

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Million Smiles

