

CHEAPEST STREET RAILWAY FARES IN WORLD ARE ON THE LONDON STREET RAILWAY

People Have Saved a Tremendous Amount of Money as Result—Fares Were Stipulated in Franchise Secured by the Company 25 Years Ago—Ex-Mayor Little Drove a Hard Bargain With the Street Railway.

London has for years enjoyed the cheapest street car fares in the world. In no other place to-day is there a record of seven unrestricted tickets for a quarter, and nine workingmen's tickets for the same amount. The fares were stipulated in the franchise which was drawn up under the supervision of the late Mr. J. W. Little, who is admitted to have been one of the very best Mayors the City of London ever elected. He drove a hard bargain with the street railway. But electricity was just then coming into general use in the replacing of the horse-drawn cars, and wonderful things were expected from it. The result was that the men who had their money invested in the road finally agreed to Mr. Little's terms in order that the system might be electrified.

A RESULT OF THE WAR

Time wore on. Long before the war the cost of living began to mount, but it took the great world conflict to shoot it to the skies. Wages and the cost of operating all around rose to heights never dreamed of. But the fares remained the same as Mr. Little had set them a quarter of a century ago.

Now the Company is compelled to seek relief. That the people of London want to deal fairly by the Company and its employees in this matter is proven by the fact that last summer when the fares rearrangement went into effect the people accepted it in a spirit of goodwill and co-operation. They did not complain, because they knew that the small extra amount they were contributing for car rides went to the men for wages they are well entitled to.

BY-LAW IN JANUARY

On January 1st, the people of London will be asked to endorse the new fares arrangement which was tried out in the summer and which is necessary to provide the money for a living wage for the employees of the road. In justice to these men, every voter should vote "YES" on the by-law.

London's railway through cheap fares has given a tremendous amount to the people of this city in the past quarter of a century. Through all vicissitudes of that time the company has stuck to its guns and has kept faith with the citizens. But in order to meet the perfectly justifiable demands of its employees, as well as all other increased operating costs, it must have more money now.

ALL OVER THE WORLD

As has been pointed out before, the situation in London is not one peculiar to itself. Street railways throughout the world have been caught in the financial vortex occasioned by the war and 238 systems, in the United States and Canada, whether privately owned or municipally owned, have been compelled to raise the fares to meet the constantly increasing expenses.

Once upon a time the people used to look to Cleveland, where Tom Johnson was mayor, for a model city in regard to low street railway fares. But even Cleveland has been forced to adopt a five-cent fare, and one-cent is charged for transfers.

Glasgow, Scotland, whose municipally-owned system has set an example for the world in the matter of low fares, has cut off the services to the suburbs after 9:30 on Sunday nights in order to save money. There is even talk of further curtailment or higher fares to meet the increased wages paid to the employees.

IN THE WEST

In the Canadian West, where practically all the street railways are municipally owned, the fares have been gradually increased. In Regina they are considering seven-cent fares and one-man cars.

It is the same everywhere. The cost of living has gone up and men must have more wages. Everything a street railway requires has risen in price. **HIGHER WAGES TO EMPLOYEES CANNOT BE PAID OUT OF DEFICITS.**

Make it possible for the London Street Railway to pay its men a proper wage by voting YES on the fares by-law in January.

Ten Cent Fare For Bus Rides

Proposal to Establish a Line is Made in St. Louis.

A proposal to establish three motor bus lines with fifty-two buses in operation in St. Louis, Mo., has been presented to Mayor Kiel, by the St. Louis Motor Bus Company, a subsidiary of the National Motor Bus Corporation, New York. The fare proposed is 10 cents.