

Street Railway Service

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V. III

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WORKMAN WILL VOTE FOR FARES BY-LAW IN JUSTICE TO STREET RAILWAY MEN

Had No "Kick" Coming When the Fare Readjustment was in Effect—Is Willing to Live and Let Live—Everything but Street Car Rides have Gone Up.

Two men were riding on the back of a Hamilton Road street car enjoying a smoke on the way home. They were talking street railway matters.

"What do you think of the change of fares they are going to vote on shortly?" asked one.

"I don't hardly know, Jack," replied the other. *"To tell the truth I had no kick coming when the change was made last summer. I didn't feel it."*

"What was the idea of getting the courts to dump the thing, Jim? It really wasn't worth the trouble."

YOU NEVER CAN TELL

"No, it wasn't. But you can never tell whose axe is being ground when a thing like that is pulled off. Of course, understand me, I find it hard enough to live, and I am not breaking my neck to hand out any more money to anybody. But I was figuring out my house expenses last night with the wife, and I found that everywhere I looked I was paying more money than I was one, two, three, four or five years ago.

"Bread, milk, butter, eggs, meat—in fact everything to eat is gone up and is still going up. My clothes and the clothes for my family cost me three times what they did before the war. I pay eighteen dollars now for the house that I rented for ten dollars in 1915. Coal is twelve dollars a ton now, as compared with eight dollars before the war."

"Of course, my wages have gone up. You remember, back in 1914, \$20 dollars a week was looked on as good wages in our business. I get thirty now, but it won't go round. **WE ARE GOING TO ASK FOR MORE MONEY AND WE WILL GET IT.** In fact, we had a

chat with the boss, and he said he was putting ten per cent. onto his goods the first of January, and that he will meet our demands. We went into the matter and found he was not making a fortune and we believe the ten per cent. boost for him is only fair."

ROUGH ON SOME

"But the thought occurred to me," continued Jim, "that it must be a pretty rough time on the boss who has to pay more money to his hands and cannot get any more for his goods. Did you ever think of that? I noticed the argument in a street railway 'ad.' and, to be fair and square, I think there is something to it.

"The street railway boys have to live the same as the rest of us, and the company has to pay them a living wage. But the company can't get any more money for its tickets unless we say so. I don't see why I should knock the street railway man's chances of a decent living by voting against the change in the fares, when I do not object to my boss increasing the price of his goods in order that I and the other fellows in the shop shall get more money. What do you think of it, Jack?"

WILL VOTE FOR BY-LAW

"I think I'll vote for the by-law, Jim," was the reply. "I think the change is justified. The fellow who works for the street railway has as much right to live as I have. You know I always supported Adam Beck and public ownership. He has been compelled to raise the rates on the London and Port Stanley Railway. When he had to do it. I can easily believe that the street railway has a right to the change in fares.

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.

Six-Cent Fares Two-Cent Transfers

**These Put into Effect in Providence
by Public Service
Commission.**

The Electric Railway Journal, of Chicago says: Six-cent fares with a charge of 2 cents for transfers were authorized for the lines of the Rhode Island Company, Providence, R.I., in an order handed down by the State Public Utilities Commission. This is an increase of 1 cent in the unit fares and of 1 cent in the charge for transfers.

As illustrative of the effect of the increased cost of operation the commission points out that the cost of operation per car-mile increased from 26.07 cents in 1917, to 36.05 cents in the first six months of the present year. This cost in 1920 is estimated at 40.9 cents. The cost of operating a car per hour jumped from \$2.29 in 1917, to \$3.30 during the first six months of the current year, and for 1920 the cost per car per hour is estimated at \$3.69. The proportionate increase for operating 18-hour cars is even larger. In 1917 it cost \$15.045 per car for eighteen hours, and for the first six months of this year it cost \$21.680. The estimated cost of 18-hour cars in 1920 is given as \$24.240.

The commission's order says in part:

Of each nickel received in revenue for the year 1919 there will have been paid for mere operating expenses (including only \$47,000, expended in the year for renewals and replacements), 4.29 cents, leaving 0.71 of a cent, from which 0.495 of a cent, to which a non-operating income of 0.085 of a cent (now in default), must be added, leaving a total income of 0.3 of a cent available for return on capital.

INCREASE FARE FROM 5 TO 7 CENTS

**Massachusetts Street Railway has Filed
a Petition.**

The Lowell & Fitchburg Street Railway, Ayer, Mass., has filed with the State Public Service Commission notice of an increase in its single passenger fare from 5 cents to 7 cents.

MUSCATINE WALKS

Trouble Follows Refusal to Grant a Seven-Cent Fare.

Muscatine, Ia., is still walking. In spite of the action of the courts to compel operation of the lines of the Clinton, Davenport & Muscatine Railway, there has been little progress in the direction of re-establishing service, which has been cut off ever since the city of Musca-

tine refused to grant the company a 7-cent fare following a wage increase.

The system has been placed in the hands of the sheriff by court order. The sheriff has so far proved a failure as a general manager. He has applied to the court for detailed instructions, but has received no answer.

SEVEN CENT FARES ON BALTIMORE LINES

**This is the Decision of the Public Service
Commission.**

Six and a half cents is the basic rate for fares on the lines of the United Railways & Electric Company, Baltimore, Md., beginning on October 1, with no changes from the rates formerly in effect for children. Four tickets are sold for 26 cents, but the passenger who does not buy tickets will pay 7 cents. This is the decision of the Public Service Commission.

The Spice of Life

A Neat Worker

"Father, please let me marry Jim. He's so neat—why, when he was in France he got two medals for cleaning out dugouts and mopping up."

He had been instructed to always give his seat to a lady in a car. This time the car was crowded and Johnny was sitting on daddy's knee. "Shall I give up my seat, daddy?" he asked as a young lady stood before them. There was no response.

Six little kiddies with their mother in the car,
But one ticket in the box and there, oh there,
you are.

Dearest one, do you remember, the time when
we first met?

The motorman put on the brakes and in my
lap you set.

Tell me not in mournful numbers life is but an
empty dream,
At the front some seats are vacant—not so full
as they may seem.

Found in Our Cars

**These articles may be obtained by their
owners, upon application to Lyle Street
offices. Phone 605. Notices of articles
lost in street cars will be published in this
column without charge.**

Awaiting Claimants.—One auto drill; a book, the New Testament and Modern Speech; pair gray mitts; pair of eyeglasses; man's right foot sole rubber; child's rubber (right); one parcel of laundry; one bottle of Hennessy's three star brandy (empty).

FIXED INCREASES ARE A DETRIMENT NOW

Universities and Street Railways are Pretty Much in the Same Plight.

A fact of much interest to the people of London who have a street railway and a university, is that these most necessary institutions are perhaps the only two which under the stress of ever-increasing costs of operation have no means of redress, unless the people come to their assistance.

In both cases the income is fixed. This is true of the street railway by reason of the clause in the franchise of twenty-five years ago, which sets forth the fares to be charged and in the case of a university, it, as a rule, secures most of its income from endowments and this is arbitrarily fixed by investments made perhaps years ago when money was very cheap.

The costs of the operation of both the street railway and the university may mount as they will, yet the income remains the same. University professors must eat and wear clothes

and live in houses just as street railway men must have food, clothing and shelter. They all look to their employers to provide the wages necessary for them to live.

But the street railway finds itself "up against it" financially and so does the university. The latter appeals to the public for more funds to meet the changed conditions. In the United States such institutions as the Massachusetts Institute of Technology at Boston, and Harvard and Princeton Universities, are conducting extensive campaigns for more money.

Scores of street railways in Canada and the United States have been compelled to rearrange their fair schedules to meet the high cost of operation.

The London Street Railway is in this position. Its men must have wages sufficient to provide for the necessities of life. The company wants its men to be well paid and contented. The fares stipulated twenty-five years ago do not prove sufficient to meet the wage requirements of the employees and the other expenses of operation. **VOTE YES ON THE FARES BY-LAW IN JANUARY.** You will be voting for a fair wage for the street car men.



SOMEWHERE TO GO



Notices for this column sent to Publicity Department, Phone 1307, in advance will be published without cost, in STREET RAILWAY SERVICE.

AT THE GRAND

Saturday Evening and Matinee, Dec. 6.—Triumphal return of the Gallo English Opera Company. Matinee, 2.30, "The Mikado." Evening, 8.15, "H.M.S. Pinafore."

Monday, Tuesday and Wednesday, 2.15 and 7.30, Dec. 8, 9 and 10.—Viola Dana in "Please Get Married." Vaudeville, "The New Model," a miniature fashion show. Burns and Foran, dancers. George Buck, xylophone virtuoso. Orpheus Comedy Four, a quartette of comedians. Everest Monkey Hippodrome, an unusual animal novelty.

Thursday, Friday and Saturday, Dec. 11, 12 and 13.—Evenings, 8.15; Saturday matinee, 2.30—F. Stuart Whyte's fourth annual English Pantomime, "Red Riding Hood."

THE MAJESTIC

Saturday, Dec. 6.—Constance Talmadge in "An Experimental Marriage." Miss Esther Burns singing. Christie special comedy, "Wild and Western." Ditmar's Book of Nature. Pathe Revue (News). **On Saturday Matinee Double Program**—Amongst the host of added attractions will be Marguerite Clark's feature, "Uncle Tom's Cabin."

Monday, Tuesday, Wednesday, Dec. 8, 9 and 10.—Tom Moore in another great special, "The Gay Lord Quex," a superb comedy romance of the numerous love affairs of an English society favorite. Snub Pollard comedy. Chester Outing picture. Vaudeville.

Thursday, Friday, Saturday, Dec. 11, 12, and 13.—Pauline Frederick in "The Loves of

Letty." Saturday matinee only, Douglas Fairbanks in "He Comes up Smiling."

THE PATRICIA

Saturday Matinee and Night, Dec. 6.—Lewis Stone in "A Man's Desire." Big Vaudeville, the Alysian Trio. Comedy pictures—Larry Semon in "The Head Waiter." and "Mutt and Jeff in Spain."

Monday, Tuesday and Wednesday, Dec. 8, 9 and 10.—Tom Mix in "A Rough Riding Romance." Hunter, Chick and Hunter in vaudeville. Special comedy pictures and Fox News Weekly.

Thursday, Friday and Saturday, Dec. 11, 12 and 13.—H. B. Warner in "A Pagan God." Annie Sanger Trio, comedy cyclists. Harold Lloyd, in "Captain Kidd's Kids."

OTHER ATTRACTIONS

Saturday, Dec. 6.—"Pop" at the Auditorium.

Tuesday evening, Dec. 9.—Vocal recital pupils of J. Parnell Morris, Dundas Centre Methodist Church Lecture Hall.

Saturday, Dec. 6.—Dansant at the Winter Garden.

Every Night Next Week.—Dancing at the Winter Garden.

Monday, Dec. 8.—Women's Music Club presents J. Campbell MacInnes and Signor Guerrero at the Auditorium.

Friday, Dec. 12.—Lecture on General Alenby's Campaign in St. Andrew's Hall.

Tuesday, Dec. 9.—Gordon Craig recital, St. Andrew's Hall.

Wednesday and Thursday, Dec. 10 and 11.—St. James School-room and Askin St. Church School-room, "Bill the Coachman."