

Six-Cent Fare Is Already in Effect in Many Communities

LARGE CITIES AFFECTED

When, on October 1, last, the Connecticut Company raised its fare from 5 to 6 cents, it became effective in every city and town in the state, except two, and included all four of the largest cities, namely:

New Haven, with a population of 144,505 (1914)

Bridgeport, with a population of 115,289 (1914)

Hartford, with a population of 107,038 (1914)

Waterbury, with a population of 82,517 (1914)

Here, then, are four large communities, with a combined population of approximately 450,000 (three years ago), all served by the same company, which are now operating under a straight 6-cent fare.

The increase affects more than 30 other smaller cities and towns in Connecticut and a total of 692 miles of electric railway lines.

ARE GIVING IT A FAIR TRIAL

Ever since last July, the Bay State Street Railway Company, of Boston, Mass., has been operating on a 6-cent fare basis over its entire system. Permission to do this was granted on July 3 by the Public Service Commission of Massachusetts, and this company is now charging a 6-cent fare in 86 different communities in Massachusetts, 4 in Rhode Island and 2 in New Hampshire.

Among the larger cities in Massachusetts affected by the increase are the following:

Fall River, with a population of 124,791 (1915)

New Bedford, with a population of 109,568 (1915)

Lowell, with a population of 107,978 (1915)

Lynn, with a population of 95,803 (1915)

Lawrence, with a population of 90,259 (1915)

Why a Six-Cent Fare

The principal causes for asking for an increase in fare are that in the last six months the price of labor, influenced by the higher cost of living and reduction in hours, has increased more than 50 per cent and the prices of materials more than 100 per cent.

That for more than five years the street railway has been unable to earn sufficient to pay the cost of operating, taxes and fixed charges, and the traffic handled is still less than was cared for five years ago.

Five-Cent Fare Is Now Insufficient

In his recent address to the American Electric Railway Association, President L. S. Storrs declared that increased revenues were an absolute necessity to the continuance of the electric street railway industry. The association of which he was the president until a few weeks ago represents companies having an investment aggregating more than \$5,000,000,000.

"We have gone as far as economy of operation and improvement of methods can take us," said President Storrs.

"We must now seek relief from those within whose power it is to grant relief. It is our duty to lay our cases before the representatives of the public authorized to limit these conditions, before the Public Service Commissions, municipal officers or Legislatures and before the public to whose will these special representatives are responsible and to demand of both that we be given a living wage. In this way we will be doing our duty to the owners of property whose trustees we are and at the same time placing the responsibility for such conditions as may arise to the detriment of both public and owner where it rightfully belongs."

READING, PA., HAS 6-CENT FARE

On November 6th last, the Reading Transit & Light Company, of Reading, Pa., increased its fare to 6 cents in both Reading and the various smaller communities served.

Reading had a population of 103,361 in 1914.

WHEELING, W. VA., HAS IT, TOO

The West Virginia Traction & Electric Company, of Wheeling, W. Va., raised its local fares from 5 to 6 cents on December 1.

Wheeling had a population of 42,817 in 1914.

AND IN LEXINGTON, KY.

On November 20, 1917, the Kentucky Traction & Terminal Railway Company, operating in Lexington, Ky., raised its local fares from 5 to 6 cents.

Lexington, Ky., had a population of 38,819 in 1914.

IT'S 7 CENTS HERE

More than a year ago, in October, 1916, the Manchester & Nashua Street Railway Company, operating in and between the cities of Manchester and Nashua, N. H., raised its local fares from 5 to 7 cents.

Manchester had a population of 75,635 in 1914, and Nashua 26,901 in the same year.

HAVERHILL, A SIX-CENT CITY

Haverhill, Mass., a city of 50,000 population, has been on a 6-cent fare basis since October, 1916.

ONE-CENT INCREASE IN CLEVELAND

In Cleveland, O., the straight cash fares have been increased from 3 to 4 cents or an increase of 25 per cent.

Relief Needed Everywhere

Some protest has been raised against the appeal of this Company for immediate relief in the way of increased revenues, on the ground that no other city of its size in the United States is now on a 6-cent fare basis.

While that objection is literally true, at the same time a very large number of the electric railway companies operating in the big metropolitan centers of the country are praying for relief, either in the form of an advance in fares, a charge for transfers, establishment of zone fare systems, or abolishment of reduced-rate tickets and relief from unjust public charges, and in many cases the various companies are praying for several of the above forms of revenue building.

Among the most important cities where such requests for additional revenues are now pending the following may be mentioned:

Boston Elevated System, Boston, Mass., wants a basic 6-cent fare. Brooklyn Rapid Transit Company, New York, has applied for permission to charge 2 cents for transfers.

United Railways & Electric Company, Baltimore, Md., has applied for a 6-cent fare.

Pittsburg Railways Company, Pittsburg, Pa., has asked permission to go on a 6-cent fare basis, basing its application primarily upon an increase of 2½¢ per hour recently granted its employees.

Springfield Street Railway Company, Springfield, Mass., has applied for permission to charge a straight 6-cent fare on a zone basis which would bring some of the present 5-cent car rides up to 8 cents.

The Rhode Island Company, operating all streetcar lines in the State of Rhode Island, including the important cities of Providence and Newport, has applied for a 6-cent fare on all its lines.

The United Railways of Detroit, Mich., have announced that it will probably be necessary in the near future to abolish the sale of its special 7-for-a-quarter tickets and go to a straight 5-cent fare. Detroit has a population of 16,346 per square mile, while Portland has only 3800.

The street railway systems of Milwaukee, Wis.; Kansas City, Mo.; Trenton, N. J.; Oakland, Cal.; Salt Lake City, Utah; Buffalo and Rochester, N. Y., are only a few of the other important companies that are facing financial disaster unless their applications for increased revenues are granted.

Portland Railway, Light & Power Co.