

Street Railways

(Daily Evening Dispatch, December 16, 1875) The managers of the High street railway deserve the highest praise for the effort they are making to provide every necessary facility for early, late, speedy and cheap travel on that road. The fare is five cents. Cars move as rapidly as a single track and switches will permit. Conductors and drivers are employed who seem to be doing all they can to give passengers the worth of their money. It is believed by some that the managers made a mistake in not providing a double track and narrow gauge, between City and Goodale parks at least, but that would have been attended with great expense. It is gratifying to be able to say that in the opinion of the public, and in accordance with the expressed statement of gentlemen financially interest in the road, more money is being taken in since the fare was reduced to five cents than when seven cent was the rate for a single ticket. The horses, in the main, are in good condition, showing evidence of care in the stable. There is no road in the city better located for taking in the nickels than this road. Public feeling toward the managers has taken a marked change since last summer, being in their favor.

The fact is, this road is setting an example in some respects that other roads might imitate. Last night, at 10:45, when people were ready to go home from places of amusement, they found a car at the proper place. Cars on all other roads were housed at 10 o'clock, or a little later. It is not necessary, and public convenience does not demand, that all cars should be run on the different roads until 11 o'clock. But, as the city spreads herself into suburban neighborhoods, there is a growing necessity for at least one late car. Let it be known that a car will leave High street – on Long, State and Oak, Friend, and on the West Side roads – for the respective car stables at 11 p.m., and the assertion is safely ventured that each road will soon have the necessary increase receipts *per diem* to pay the cost.

Places of amusement usually close at from 10:30 to 11 p.m. Church parties close about the same time. City officials often have business that requires their attention until 10 or 11 o'clock in the evening. The academy of Medicine winds up at 10 p.m. The board of education sometimes adjourns at ten. There is no question but what all the roads in the course of time, will run until 11 o'clock, or a few minutes later. It may be that a sliding scale of departure from High street after ten o'clock in the evening would be better than to fix the time definitely – say when the leading public assemblages have started home. It may be 10:15, 10:30, 10.45 or 11 p.m. Places of amusement ought to close by 11 under all circumstances. Mr. Ellsler did handsomely, last night, in presenting a play of five long acts between 8 and 10:45 p.m.

Suburban neighborhoods would fill up more rapidly if the inhabitants there could be provided with car accommodations after evening entertainments have closed. Even neighborhoods that are within comparatively easy walking distance of High street are frequently slimly represented at fairs, festivals, church entertainments, places of public amusements, and at various places in the central parts of the city, for want of late car accommodation. Real estate men will tell you that the great objection urged by men

who really want to buy and build in the suburbs is that their wives dislike to be obliged to partly abandon some of the pleasant social phases of life down town; and that they (the men) are in the same boat. Therefore, it seems to be to the interest of street railway companies to provide such facilities for travel as will more rapidly develop the settlement of present suburban localities.

The idea is impressing itself upon the wealthier classes that the pure air of a suburban home is much better for health and comfort than the regions contiguous to markets, manufactures, and the busy haunts of trade. The sooner attention is gradually shifted in a direction that will tend to open up and develop the suburbs the better it will be for the general good appearance of the city, the more speedily profitable it will be for street railways.