

# National Drive Wins Transit Fare Hikes In Six Cities

## 10-CENT RATE IS BELIEVED FINAL GOAL

PSC Hearing to Be Given Evidence of Boosts in Other Places.

By RICHARD LEWIS

The drive of transit interests for nationwide higher transportation fares has produced rate increases in six cities this year, according to Indianapolis Railways, Inc., exhibits.

The exhibits were made public last night and will be presented in evidence before the Indiana public service commission during the current hearing on the railroads' petition for higher fares.

The railroads are now getting increased fares via temporary court injunction. In its efforts to have the 8 1/2-cent token rate made permanent by the commission, the company intends to show that higher fares are a national trend.

Promoted by Association

The Times disclosed yesterday that this trend is being promoted by the American Transit Association, the top echelon organization of street railway and motor bus interests in the United States.

Efforts to increase fares are not confined to privately owned systems. Municipally owned systems are raising fares as well. The objective generally appears to be a 10-cent straight cash fare, which is 1 1/2 cents more than what Indianapolis Railways is asking.

Cities where rates have been hiked this year are: Chicago, where Chicago Rapid transit fares went from 10 to 12 cents; Detroit street railways department, 6 to 10 cents; Los Angeles Transit Co., 7 to 10 cents; Cleveland Transit, elimination of six for 50 cents token fare in favor of straight 10-cent cash fare.

San Francisco, California st. railroad, 7 to 10-cent cash fare or three tokens for 25 cents; San Francisco municipal, same; Gary, elimination of 5-cent short haul fare in favor of straight 10-cent cash fare or three tokens for 25 cents.

Systems Seek Raises

Five other systems are fighting for rate increases in addition to the six which have won them. These, including to Indianapolis Railways, are:

Chicago surface lines, 8 to 10 cents; Philadelphia Transportation Co., 8 to 10 cents cash and two for 15 cents token fare for four to 35 cents tokens; Buffalo, elimination of the five for 40 cents token rate in favor of straight 10-cent cash fare, and Oakland, Cal., seven tokens for 50 cents to three for 35 cents with 10 cent cash fare.

Meanwhile, the Indianapolis rate case dragged on before the public service commission today with the presentation of company experts and their cross examination by the city and commission attorneys.

The company is trying to prove that an 8 1/2-cent token rate is justified on the basis of its theories of fair return on its investment in which conflicting claims on depreciation are involved. The city and the commission contend that company has ballooned its depreciation accounts in order to pad its valuation and reduce its apparent revenue.

## 15 HOOISER WOMEN TO ATTEND PARLEY

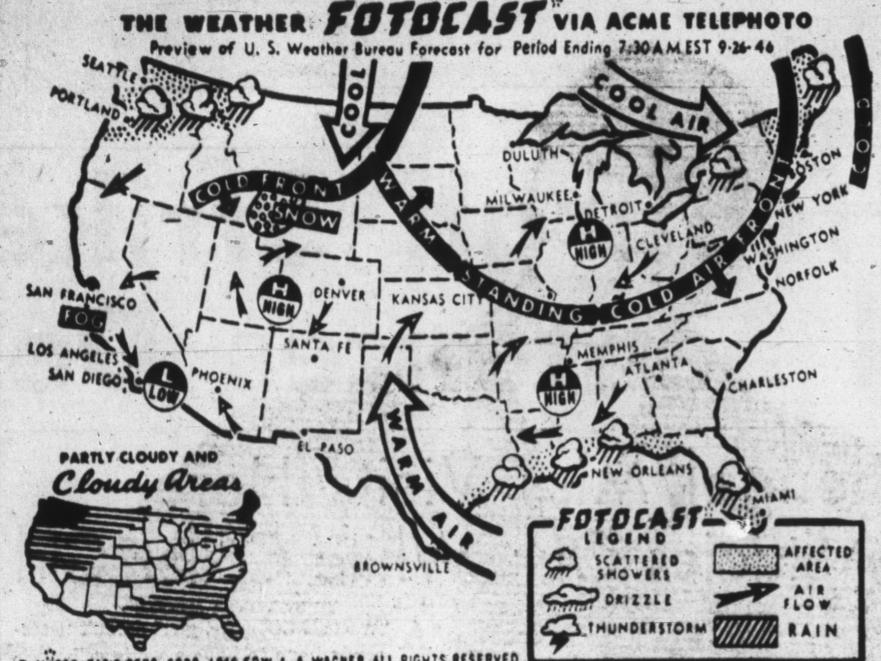
Fifteen Indiana Republican women go to Philadelphia today to attend the fourth biennial convention of the National Federation of Women's Republican clubs Thursday and Friday.

Included in the group were Mrs. Mabel S. Fraser of Delphi, who serves both as president of the Indiana federation and as vice chairman of the Republican state committee, and Mrs. Cecil Hardin, Covington, national G. O. P. committee woman from Indiana.

Others were Mrs. Mary Benadum, Muncie; Miss Emma C. Hill, Evansville; Mrs. Minnie Quinley, Lebanon; Mrs. Helen Achon Anderson; Mrs. Norma Watt, Gary; Mrs. Clara Coynor, Frankfort; Mrs. Audrey Hess, Kentland; Mrs. Jane Harrington, Chesterton; Mrs. Myrtle Krull Hobart; Mrs. Cleo Foote and Mrs. Charles Kerlin, Delphi, and Mrs. Fern Norris and Mrs. Edward J. Hecker Sr. of Indianapolis.

POPE RECEIVES FARLEY

CASTEL GANDOLFO, Italy, Sept. 25 (U. P.)—Pope Pius XII received James A. Farley today in a 20-minute audience at the pontiff's summer villa.



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NATIONAL 24-HOUR FORECAST SUMMARY: Rainfall in form of showers is pictured for three sections of U. S. in northern New England, along the Gulf coast and in Washington state. Some showers are noted also for a small sector near the Great Lakes in western New York state, while snow flurries will occur at scattered points in northern Wyoming.

Cool air is moving into the nation from two northerly directions. Polar air is flowing into the Great Lakes region, North and Middle Atlantic states and the leading edge of the cool air mass is the cold air front in the northeast sector. As the front advances toward the coast line it will cause partly cloudy skies and the indicated showers. Also, thermometer readings will be about 10 degrees lower than on Tuesday morning throughout Ohio, western Pennsylvania and western New York.

Onshore breezes along the Gulf coast and in southern California coastal areas will bring showers to the former and fog or low

clouds to California's beaches during the period covered by this forecast. The Gulf showers will occur Wednesday afternoon and the west coast's fog or clouds will form Thursday morning.

OFFICIAL WEATHER

United States Weather Bureau All Data in Central Daylight Time

—Sept. 25, 1946—

Sunrise 6:05 Sunset 4:38

Precipitation 24 hrs. ending 7:30 a. m. .00

Wind speed 10 miles per hour .28 .41

Deference since Jan. 1 .28 .41

The following table shows the temperature in other cities:

	High	Low
Atlanta	75	60
Boston	71	46
Chicago	76	56
Cincinnati	73	53
Cleveland	73	53
Dayton	73	53
Des Moines	73	53
Florida	73	43
Ft. Wayne	73	52
Gainesville	75	52
Indianapolis (city)	70	52
Kansas City	80	53
Las Vegas	75	52
Los Angeles	60	45
Minneapolis-St. Paul	50	46
Montgomery	74	56
New York	74	58
Oklahoma City	79	57
Omaha	75	52
Pittsburgh	75	52
St. Louis	80	52
St. Paul	75	52
Seattle	60	45
St. Louis	75	52
Washington, D. C.	75	52

Need Profit to Win War, Says Kaiser

(Continued From Page One)

the committee's investigation of wartime shipbuilding profits.

He said he resented efforts to compare profits with the amount of capital investment made by the shipbuilding companies.

Saved Government Money

If a shipbuilder can deliver the stuff and save you money, I don't think it makes any difference what his capital investment is, he told Rep. Alvin F. Weichel (R. O.).

Mr. Weichel had been questioning Mr. Kaiser about his participation in the formation of the Walsh-Kaiser company at Providence, R. I.

"I want you to recognize," Mr. Kaiser said, "that we built the ships. We built them cheaper and faster than others and saved the government \$250,000."

Mr. Weichel, obviously referring to the maritime commission's estimate that the Kaiser interests made a gross profit of \$192,000,000 from their shipbuilding—with a capital investment of only a few million

Mr. Kaiser claims this total is way off. He produced figures for four companies—he wouldn't talk about the other two because he claims to have no present interest in them—to show that he wound up in the red.

Willing to Go Along

"All right, if you want to place everyone in a soup kitchen and have congress set up a system so that nobody makes a dime during war," Mr. Kaiser said, "I am willing to go along. You know—every country knows—that the profit incentive is the way to win wars."

The committee, in its inquiry into the profit and loss figures of the Kaiser holdings, found itself in a wilderness of bookkeeping statistics.

Mr. Kaiser figured that he and his family might lose pretty close to \$18,000,000—a sum he arrived at by employing a few "butts" and "ifs."

Committee members aren't so sure he lost. They are still trying to get some clarification of the \$192,000,000 profit figure for six companies in which Mr. Kaiser has or had an interest—a figure worked out by the maritime commission.

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