

NOON EDITION

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# THE DAY BOOK

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## SAN FRANCISCO MUNICIPAL CAR LINE MAKES "SQUARE DEAL" HIT

*Conductor Compares Private and Public-Owned Corporation Service—Washington May Take Over All Its Lines To Show Other Cities How "People's Street Car Line" Is Done—Good Hours a Feature in 'Frisco.*

San Francisco, Cal., Feb. 9.—George H. Benker, conductor 32 on car 23 of the Geary Street Municipal Road, stopped after he had passed a crossing to let an old lady off.

"Ever see them stop like that for a passenger on the United Railroads' line?" he asked. "Not much! They can't keep up their headway if they do. Yet you notice we do."

The United Railroads is the corporation which, before the municipally built, municipally owned Geary Street Road came to compete, had a strangle-hold on the street car traffic of city.

"This municipal railroad is successful," continued Benker, "because it is run on the 'square deal' plan—a

square deal to the public and a square deal to the employees."

While he spoke a lady stood by the cash box searching her purse for her fare. She seemed embarrassed. "I—I haven't a bit of change," she faltered. "Could you change five dollars?"

"Why certainly," answered the conductor.

The lady was surprised. "They wouldn't have done that without an argument on the United Railroads cars," she said. "There's a different spirit on this line."

"Yes," said Benker. "They're satisfied here. The hours are better, the pay is better, the people are better, the service is better, and everybody is contented."

"Nearly all who work here are old