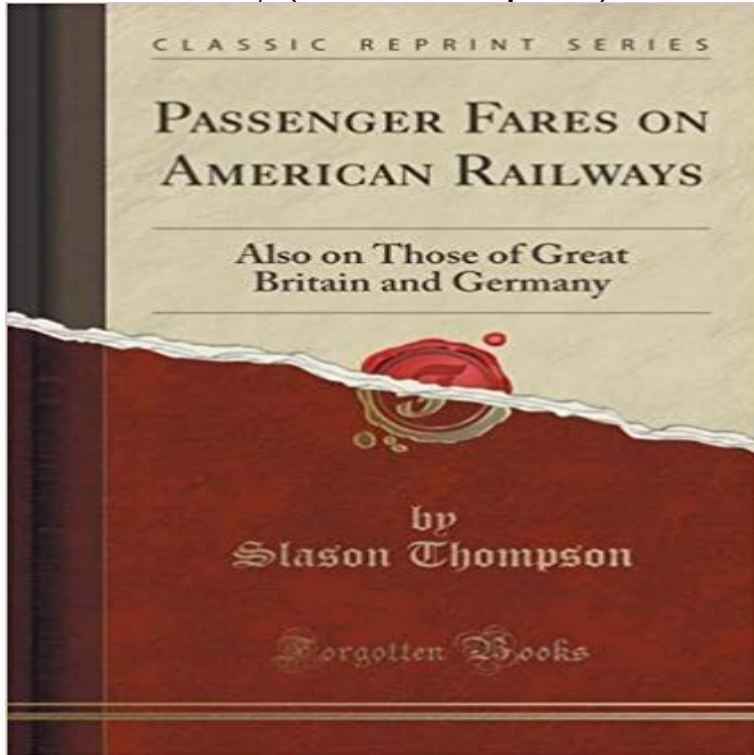


Passenger Fares on American Railways: Also on Those of Great Britain and Germany (Classic Reprint)



Excerpt from Passenger Fares on American Railways: Also on Those of Great Britain and Germany In the following paper it is assumed as indisputable: That the general prosperity, convenience and happiness of the American people are inseparably interdependent on efficient, accessible and prosperous railway service; That the public scattered over 3,000,000 square miles of territory cannot expect efficient, accessible and adequate service from unprofitable railways; That to be profitable and progressive railways must earn sufficient income not only to pay expenses of operation, but to provide sufficient net income to pay taxes and a reasonable return on capital actually invested; That low freight rates are the first essential requirement of American railways in order to facilitate the interchange of the common commodities of commerce and civilized existence - in other words, that it is more necessary that all the people should be fed and clad in summer and housed and heated in winter than that a minority of them should travel; That the present average passenger receipts of 2 cents per mile is a mean arrived at through averaging down regular fares by the sale of commutation and mileage tickets, excursion rates to fairs, conventions, conferences, and other special inducements to frequent trips and full trains; That if it can be demonstrated that this mean fare does not provide sufficient income to make the railways reasonably profitable: the establishment of that mean as a maximum passenger rate would not only work disaster to the railways, but to the whole country. That state legislatures cannot impose passenger rates below the remunerative level on the theory that the railways can make up the deficiency on intrastate passenger business either from domestic freight or interstate passenger traffic. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic

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