

THE ELEVATED NEWS

Volume II

JUNE, 1916

Number 9

SAFETY

SERVICE

COURTESY



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THE ELEVATED NEWS, in its new form, hopes to become a medium through which the cooperation of the public with the company and its employes may be more fully developed and expressed. The Elevated Family now numbers half a million. Help extend the circle.

Places To Visit

THOUSANDS of visitors from all parts of the country will be in Chicago this month, in attendance at the Republican and Progressive National Conventions. Hundreds of them will be here for the first time and they will find many places of interest to visit in and around the city during their stay.

THE CHICAGO ELEVATED RAILROADS offer such visitors the fastest, safest and best means of transportation to all parts of the city and to the surrounding country. On the South Side there is Jackson Park, the site of the World's Fair, with its wonderful Field Museum, beautiful lagoons, wooded islands and its wealth of flowers and shrubbery. Washington Park and White City are on the Elevated Lines. The Stock Yards, the world's greatest meat market, is always a source of interest and visitors are always welcome. The **SOUTH SIDE ELEVATED** runs directly into the Stock Yards.

On the North Side is the classic City of Evanston and the beautiful scenery around Wilmette. **THE NORTHWESTERN ELEVATED** runs direct to Evanston and Wilmette and makes connections with the Chicago and Milwaukee Electric Railroad to all points along the North Shore.

On the West Side, **THE OAK PARK ELEVATED** will carry visitors almost to the door of the Garfield Park Conservatory, which is a thing of beauty never to be forgotten. **THE METROPOLITAN ELEVATED** runs to the Forest Park Amusement Grounds and there connects with the Aurora, Elgin and Chicago Railroad to points along the Fox River Valley. No visitor should miss taking this trip.

THE CHICAGO ELEVATED RAILROADS.

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SAFETY IN TRAVEL

SAFETY to the traveling public is the first consideration of the Chicago Elevated Railroads. To insure such safety the companies have expended large sums in improved devices intended to make accidents impossible. In addition, a campaign of education has been carried on among the employes and a Central Safety Committee organized, which has done very effective work.

That the safety movement has produced results is shown by the fact that the American Museum of Safety, a few months ago, awarded the Chicago Elevated Railroads First Honorable Mention in a competition which included all the principal surface and elevated railroads in the country. This record proves that travel on the elevated lines is about as safe as it is humanly possible to make it. It speaks well for the employes of the elevated railroads, in whose hands, to a great extent, the safety of passengers must be placed.

But the human element always is present and it is something which no safety appliances can completely overcome. Carelessness either on the part of an employe or a passenger may result in an accident which no mechanical device, however perfect it may be, can guard against. It is much easier to educate employes than it is to educate the traveling public. The Elevated Family, which numbers more than half a million, should co-operate with the management and its employes so that next year we may land the coveted prize and be first among the electric railroads of the country in the great work of conserving human life and limb.

There are many ways in which the public can co-operate. In spite of warning signs on every window, a careless passenger occasionally will thrust a head or arm out and be struck by some object on the right-of-way. Occasionally a passenger may attempt to board a train as the gates are being closed and the train starting and be thrown to the station platform. Crowding and rushing to board a train leads to accidents. It always is better to be safe than be sorry. If you cannot safely get on one train, you have to wait only a minute or two for the next one and it is better to wait than to take chances. A difference of two or five minutes in the time you reach home in the evening is a trivial matter. An accident is a serious matter. Safety first should be your motto, as it is ours.

TWENTY YEARS AGO.

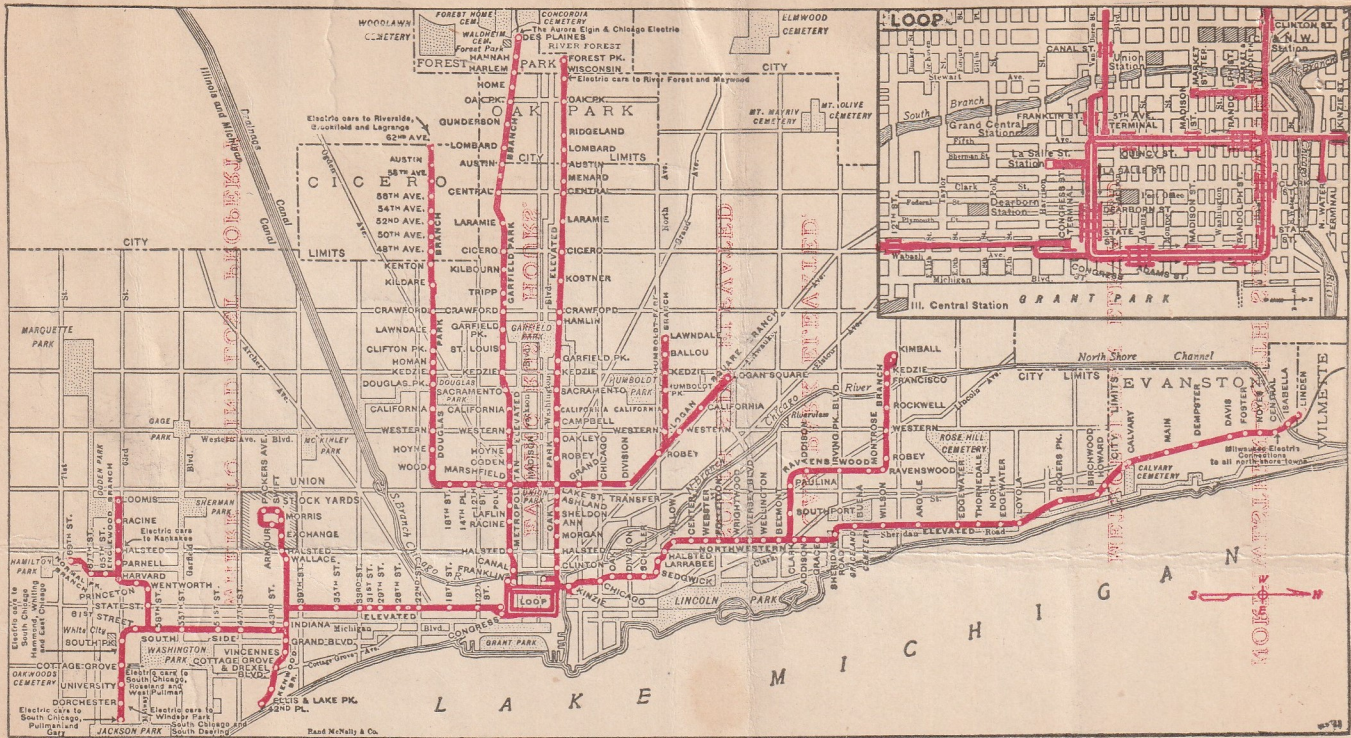
The esteemed Evening Post reminds us that it was twenty years on May 15 last that the Oak Park Elevated substituted electricity for steam motive power. That recalls the saying of a bright boy in a class in mediæval history. "Remember, children," said the teacher, "that the events of which we are reading occurred four hundred years ago."

"So they did," replied the bright boy. "My, my, how the time flies!"

Mary had a little shoe,
It looked extremely well,
But it pinched her so she couldn't
walk,
And so she took the "L."

Read The Elevated News.

Take the family for a Sunday outing in the country. The Elevated Railroads connect with all interurban lines.



Things You Ought to Know

NORTHWESTERN—SOUTH SIDE ELEVATED.

Through trains Jackson Park to Wilmette, 71 minutes.
 Loop to Evanston, 38 minutes; to Wilson avenue, 18 minutes.
 Connections at Evanston with Chicago and Milwaukee Electric to
 Ravinia Park, Fort Sheridan, Highland Park and all points on
 North Shore.

METROPOLITAN ELEVATED.

Garfield Park Branch—Through trains from Loop to Desplaines
 Avenue, 35 minutes; to Laramie Avenue, 23 minutes.
 Logan Square Branch—Logan Square to Loop, 18 minutes.
 Humboldt Park Branch—Lawndale Avenue to Loop, 23 minutes.
 Douglas Park Branch—Sixty-second Avenue to Loop, 34 minutes;
 Crawford Avenue, 23 minutes.
 Connections at Desplaines Avenue (Garfield Park Branch) with
 Aurora, Elgin and Chicago Electric to Lombard, Glen Ellyn,
 Wheaton, Aurora, Elgin, Batavia and all points in Fox River Val-
 ley. Finest scenery in Northern Illinois.
 Connections at 62nd Avenue (Douglas Park Branch) with interurban
 for Riverside and La Grange.

OAK PARK ELEVATED.

Forest Park to Loop, 33 minutes.
 Hamlin Avenue to Loop, 16 minutes.

SOUTH SIDE ELEVATED.

Jackson Park Branch—Jackson Park to Loop, 27 minutes; 58th Street,
 18 minutes.
 Englewood Branch—Loomis Street to Loop, 30 minutes; Normal
 Park, 28 minutes.
 Stockyards Branch—Stockyards to Loop, 18 minutes.
 Connections at Halsted Street (Englewood Branch) with interurban
 to Kankakee.

EVENING RUSH HOURS.

SOUTH SIDE—Trains run out of Congress Street Terminal from
 5:00 to 6:30 daily except Saturdays, Sundays and Holidays.
 METROPOLITAN—Trains run out of Fifth Avenue Terminal from
 5:00 to 6:30 daily except Saturdays, Sundays and Holidays.
 NORTHWESTERN—Trains run out of N. Water Street Terminal
 from 5:15 to 6:20 daily except Saturdays, Sundays and Holidays.
 OAK PARK—Trains leave Market and Madison Terminal every five
 minutes from 5:15 to 6:15 daily except Saturdays, Sundays and
 Holidays.
 Take trains from stub terminals and relieve congestion on the Loop.

WHERE TO FIND LOST PROPERTY.

Lost property found on trains can be claimed at the following offices
 from 8:30 A. M. until 5:00 P. M.:
 METROPOLITAN—421 S. Marshfield Avenue—Phone West 879.
 SOUTH SIDE—61st and Calumet Avenue—Phone Wentworth 853.
 OAK PARK—3860 West Lake Street—Phone Kedzie 956.
 NORTHWESTERN—4430 Broadway—Phone Ravenswood 3.
 UNION LOOP—Randolph and Fifth Avenue Station—Phone Frank-
 lin 4244.

FLOWERY ART.

"A Line o' Type or Two" column in the Chicago Tribune recently contained the following:

"Current exhibitions at the Art institute are written and talked about, but no attention is given to the current exhibitions of growing plants at the Garfield park conservatory. When we asked who contrived these banks of color we were told that his name was Cook; that he was the head gardener, or the superintendent, or something. Cook is an artist, and it is a joy to wander through the galleries in which his arrangements succeed one another like picture shows. There are rooms for primitives, rooms for old masters, and rooms where color donnybrooks as in an exhibition of futurist canvases—polychromatic crashes, as a friend termed them. These flower shows are exceedingly well done, and if you are not acquainted with them you are missing something."

B. L. T., who conducts the column, knows a good thing when he sees it, or even when he hears it. If you don't think his judgment in this case is good, prove it for yourself. Take the Oak Park Elevated to Hamlin avenue. The conservatory is only a few feet from the station. Positively the best show in town and one of its beauties is that it is free.

PRAISE FROM SIR HUBERT, ETC.

In the "Hit or Miss" column of the Daily News, conducted by T. K. H., the following reference was made to the Elevated News:

"Speaking of successful magazines, there is the Elevated News, published by the Chicago Elevated railroads, which is much read, though given to "L" patrons free. One reason for its popularity, aside from its bright contents, may be that it is so small—only eight pages, and those about four by six inches. It is a great thing not to say too much!"

What a fine, discriminating taste this writer possesses.

ADVICE TO SHOPPERS.

When shopping, use the Elevated Railroads. Covered passageways, from the elevated station platforms connect with Carson, Pirie, Scott & Co.; Siegel, Cooper & Co.; Rothschild & Co. Entrance to Marshall Field & Co. and Mandel Bros., at foot of elevated stairways. Other department stores within easy reach.

IF YOU MUST GO.

Chicago is the greatest city in the country. If you must leave it for a time, to go either east or west, take an Elevated train to the La Salle Street Station. Direct connection from Elevated platform to trains of Lake Shore and Rock Island lines.

AMUSEMENT PARKS.

The band concerts at FOREST PARK this season are the talk of the town. Take a Metropolitan Elevated to the park entrance. Only 35 minutes' ride from downtown.

Take a South Side Elevated to WHITE CITY. It lands you right at the entrance. New attractions better and brighter than ever.

Spend an afternoon or evening in the BISMARCK GARDENS. Take a Northwestern Elevated to Grace Street Station.

Grand opera at RAVINIA PARK beginning July 1. Take a Northwestern Elevated to Evanston; transfer to the Chicago and Milwaukee Electric to the gate.

PLAY BALL.

It makes no difference to us whether you are for the Sox or the Cubs, or both. The way to reach the ball parks is over the Elevated lines. But, of course, you know that.

SPECIAL TRAIN SERVICE.

Information regarding rates for Special Train Service may be obtained at the office of the General Superintendent, 1247 Edison Building, Phone Central 8280.

SPEAKING OF GOLF.

The "Royal and Ancient Game of Golf" is steadily increasing in popularity. It is becoming a close rival of baseball as a national sport. There is a reason. Every member of the family can play golf, or rather play at it, and get the enjoyment and the exercise. Who would sit on a hard bench, under a blistering sun, watching a few professionals play ball, when he could get out in the open, walk on the soft green turf and personally engage in the most fascinating game in the world?

Every lover of golf cannot belong to a country club, but Chicago has made provision for those who cannot. Jackson Park offers splendid facilities for the golfer and can be reached by the South Side Elevated from any part of the city. The course in Garfield Park can be reached by either the Metropolitan or the Oak Park Elevated, with only a short distance to walk. There is a good course at Harlem, open to any player on payment of a small fee. It can be reached by the Metropolitan Elevated to Hannah avenue. The Harlem Golf Club has this year opened another nine holes, so that the congestion has been relieved. The temporary links in the new park in Austin, on the Metropolitan line, are closed this season, while the permanent grounds are being laid out. The Elevated Railroads reach a number of country clubs both on the north and west of the city, either directly or through connections with the Chicago and Milwaukee Electric or the Aurora, Elgin and Chicago Railroad.

There are many who play the game of golf who know nothing of its history. Not that knowledge of history of golf will help much in the way of making perfect shots, but it is interesting, nevertheless. The game is believed to be of Dutch origin, deriving its name from the Dutch word "kolf," meaning club. But if golf originated in Holland, it was developed in Scotland, which

is popularly supposed to be the place of its origin. It is not known in what year golf was introduced in Scotland, but it was so popular in 1457 that the Scottish parliament decreed that golf be "utterly cryit down, and nocht usit." It was interfering with the game of archery, which was the heavy artillery of those days.

The order of parliament evidently could not stop the game, for in 1471 King James IV issued a proclamation forbidding "futeball and golf, or uther sic unprofitabill sportis." In spite of the proclamation the records show that King James himself was a devotee of the game.

In 1592 the town council of Edinburgh ordained that no inhabitants be seen playing golf "upon the Sabbath Day." This order was later modified by adding "in tyme of sermons." James V, father of Mary Queen of Scots, was an ardent follower of the game, as was her son, James VI of Scotland, afterward James I of England. In 1618 James I prohibited the importation of golf balls from Holland, as it was taking too much gold and silver out of Scotland.

The first golf links in England were laid out in 1864 by some Scotsmen resident in London, but it was not until about 1890 that the game took hold with Englishmen and Irishmen. About the same time it appeared in the United States. The first golf balls used were leather covered and stuffed with feathers. Later the solid gutta-percha ball appeared. The present rubber cored ball is an American invention.

ELEVATED RAILROAD TICKETS.

Tickets good at any Elevated Station may be purchased in quantities at the office of the Treasurer, 1228 Edison Building. Employers who furnish carfare to employes will find it convenient to purchase tickets. Regular rate 5 cents each.