

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

SAFE, reliable transportation service is a necessity in the daily life of the city. The service given by the Chicago Elevated Railroads is safe, reliable and time-saving. It is worth more than it now costs.

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The north shore of Lake Michigan offers many ideal spots for a day's outing among the woods and wild flowers. The most economical and most convenient way to reach Nature's beauty spots is over

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The Elevated News

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LUKE GRANT, Editor

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Correcting a Wrong Impression

BECAUSE increased fares on electric railroads have failed in most instances to produce a proportionate increase in gross revenue, an entirely erroneous impression prevails in some quarters that the increased fare has proved a failure. Traffic temporarily has fallen off in most cities where higher fares have gone into effect and because of that some newspapers and others have jumped to the conclusion that the higher fare has proved a loss rather than a profit to the companies.

Such a conclusion is directly at variance with the facts. The increased fare in most instances has failed to give the *full* relief asked by the companies, but in every instance where it has been given a fair trial, it has afforded *some* relief. The higher fare has not proved a failure. It has resulted in every instance in increasing gross revenue, and in a few cities, where local conditions were favorable, the companies are carrying more passengers at the increased rate of fare than they did before the increase went into effect.

The 6-cent fare on the Elevated Railroads has given the companies substantial relief. There has been a falling off in traffic, which can partly be explained on other grounds than the higher fare, but the gross revenue has increased 10 per cent. The companies needed at least twice that much, so that the 6-cent fare gave them about half what they deemed to be absolutely essential. Had the fare not been increased, the roads would be just that much worse off than they are.

The claims of some writers, afflicted with an occasional "brainstorm," that higher fares are a "menace" to a community, are many times absurd. That is shown pretty clearly in an article by Albert P. Allen, in the *City Club Bulletin*, printed in another part of THE ELEVATED NEWS.

The Elevated Railroads have nothing to conceal from their patrons. They are anxious to have the facts known as they are. They have confidence in the fair-mindedness of the public and of the justice of the claims of the companies. They believe that higher wages and higher prices are here to stay and that the public must realize that higher prices apply to transportation service as to everything else.

Dividends on "Watered" Stock

IN discussing the condition of public utility companies the average man on the street invariably speaks of paying dividends on "watered" stock. The fact that he knows absolutely nothing about the capitalization of a company, the value of the property, or the dividends which it pays, does not prevent him from repeating, parrot-like, the threadbare assertion that its stock is "watered" and it is paying dividends on the so-called "water."

Today, with the rates charged by public utility companies under the supervision of commissions and rate-regulating bodies, there is no such thing as paying dividends on "watered" stocks or intangible values. That day has gone for the public utility company. The rate of return, whatever it may be, is based on the actual value of the property, and on that alone, regardless of capitalization. The bugaboo of paying dividends on "watered" stock does not therefore exist in fact. It exists only in the mind of the demagogue, who does not take the trouble to inform himself, although such information is always available to the public.

The capitalization of a public utility company is of no importance to the public as long as a commission sees that

no return is allowed except on the actual appraised value of the property.

The Chicago Elevated Railroads never have paid dividends on "watered" stock, so-called, nor do they seek higher fares to enable them to do so. They ask only for a rate of fare sufficient to pay a fair return on the actual appraised value of their properties, and the present 6-cent fare does not provide any such return.

Elevated Property Values

HERE are the facts concerning the value of the Elevated Railroads. Several valuations have been made of the properties within the last few years as follows:

Cost to Reproduce New

1912—Harbor and Subway Commission.....	\$62,154,432
1912—A. L. Drum & Co.....	98,279,727
1912—Professor Swain.....	98,196,994
1916—Chicago Traction and Subway Commission..	81,767,779

Reproduction Cost Depreciated to Present Value

Harbor and Subway Commission.....	\$53,451,181
A. L. Drum & Co.....	94,257,095
Professor Swain.....	93,279,143
Chicago Traction and Subway Commission.....	*70,400,916

(*Certain property items not included in the report of the Chicago Traction and Subway Commission were added by the City Council of Chicago, making the value of the properties in 1916, \$70,943,020.)

The last valuation of 1916, made by three of the most eminent transportation engineers in the United States—William Barclay Parsons, Bion J. Arnold and Robert Ridgway—was based on the average prices of materials and labor for a period of ten years prior to 1916. In this pre-war period prices were very much lower than they are today and lower than they are likely ever to be again. This Commission was not chosen by the Elevated Railroads, but by the City of Chicago.

Valuation of Right of Way

IN placing a value on the right of way of the Elevated Railroads, the real estate experts employed by the Chicago Traction and Subway Commission took the bare value of the land as part of the individual original tracts, making no allowance for the greater cost in connection with acquiring a continuous strip. That this method was unfair to the railroad companies is implied in the report of the Commission which says:

"The original cost of these rights of way to the companies included damages to parts of tracts not taken, damages to buildings on parts of tracts not taken, demolition of buildings, excess price above market value of the land actually acquired for rights of way, which the railroad companies may have been compelled to pay, and acquirement cost, interest and taxes on the above items."

It will be seen from the foregoing quotation that the Commission recognized that to reproduce the properties new in 1916 would cost more than the amount given in the valuation. The fact is that it cost the Elevated Railroads many hundreds of thousands of dollars to acquire their rights of way in excess of the market value of the bare land. Neither did the Commission in its valuation allow one cent for franchise values, although demagogues frequently say that utility companies capitalize franchise values.

Returns on Commission Valuation

TAKEING the admittedly low valuation placed upon the Elevated properties by the Chicago Traction and Subway Commission—which the companies believe to be several millions of dollars below the actual value—the companies are not earning anything like a fair return. Here are the actual figures, the correctness of which cannot be disputed: For three months of this year, January, February and March, under the 6-cent fare, the net revenue of the companies, available for interest and dividend payments, amounted to \$620,244.44. On that basis the net revenue for the year will

amount to \$2,480,977.76, which is a return of less than 3½ per cent on the valuation of \$70,943,020

Will any fair-minded person contend that a return of less than 3½ per cent, on an admittedly low valuation, made by a disinterested Commission in whose selection the Elevated companies had nothing to say, is a fair or adequate return? In face of the facts herein stated can any one say that the Elevated Railroads are paying dividends on "watered" stock, or that they are seeking to pay dividends on intangible values of any kind? Is it not time for the public, which depends on the Elevated roads for its daily means of transportation, to look squarely at the facts?

Service and Rates of Fare

OCCASIONALLY some patron of the Elevated road will say: "I wouldn't mind paying a higher rate of fare if the service was improved." No local transportation company ever gave, or ever will give service satisfactory to every one. The service on the Elevated roads on the whole is better than in any other city in the country. But it could be improved and the Elevated roads are as anxious as the public to improve it. The question is how can it be done on the present revenue? The roads have no surplus earnings to put into improvements and new capital cannot be attracted to an industry which pays such a return as it has been shown the Elevated roads pay. Capital must have a reasonable assurance of a fair return, or it will not invest. Improvements cannot be made or new equipment purchased without money. The cost of the service now, including a fair return on the investment, is more than the public pays for it, and if improvements are to be made it follows that they can be made only by increasing fares. If a higher rate of fare is granted them, the Elevated roads are willing, after paying a fair return on the investment, to put all surplus into service betterments under the direction of the Public Utilities Commission. That is the way and the only way through which the public can be given improved service.

ARE HIGHER FARES "A MENACE"?

BY ALBERT P. ALLEN

City Club Bulletin, May 5, 1919.

THE *Bulletin* of April 28th, just at hand, contains a report of a very interesting article by John P. Fox of New York under the caption, "The Menace of Higher Trolley Fares." Mr. Fox's views, I am sure, will make a strong appeal to many members of the City Club and to many citizens, all of whom are, of course, interested in the general subject; and it contains just enough of truth, and "supporting data," to leave the reader in a very erroneous frame of mind, as I believe, regarding the present situation, when the reading of the article has been completed. It is a presentation so one-sided and so incomplete as to demand a reply. A complete reply would fill chapters, if not volumes, so I shall not here attempt to do more than outline a few thoughts which at once occurred to me as I read your quotations from his article. I have not, as yet, seen the full article in the *Survey*.

Mr. Fox's main plea is that increased fares (presumably to any sum above 5 cents, for any distance within the city) will cause people to live in tenements or apartments within walking distance of their work rather than to build separate houses in the less densely populated part of the city, thereby checking the city's healthy growth.

No Check to Growth

Now nobody denies that the outer fringes of Chicago, with the cottages and separated two-flat dwellings are healthier and better places to live than the crowded six to ten-story tene-

ments of New York's East Side. And if a 6-cent fare in Chicago will result in our losing the former and acquiring the latter, then a 6-cent fare will be a real menace to this city. But does anyone believe it? Do we not have to lose all our sense of proportion to believe such a thing? In other words, has not the old 5-cent piece automatically become at least 6 cents at this time, when it is compared with the old dollar, of wages, rents, food, clothing, amusements and everything else for which money is used? Would it not be a miracle if the old 5 cents paid for a 2-mile horse-car ride in 1880, or a 4-mile cable car ride of 1890 was still the right fare for a 10 to 20-mile electric car ride in 1910 and the same in 1919?

But aside from that thought, as to necessary or proper street car fares at any period, why should we be so afraid that a 6-cent fare will change the entire distribution of population and the kind of homes people will live in when rents themselves are making a still greater increase? Why should a working man move from

Silly and Preposterous

the suburbs to a crowded tenement to save 2 cents per day at the very time that his wages have been increased from at least 50 cents to \$1.00 per day and when he knows, or should know, that the chief reason why the extra cent a ride is asked of him is in order to give a similar workman, in the street car company's payroll, a similar raise in wages? To my mind the exaggerated ideas which are being so generally expressed at this time as to the di-

rect effect on the riding public of a six or seven-cent fare are first silly and then preposterous. A 6-cent fare may well tempt men and women to walk a little further to work, thus saving the whole amount and *greatly improving their health*; but it will not tempt them to give up a comfortable home 5 miles away for a tenement a few blocks from their shop or factory.

And here we hit an argument of Mr. Fox's which is sound and which needs very careful consideration. Incidentally, also, I believe it leads to the reverse of his conclusion against zone fares, as I shall try to show. It is true that any increase, even of one cent, in fare will decrease the total traffic by tempting people to walk short distances. He quotes Columbus, Ohio, as a place where higher fares reduced the traffic 35½ per cent and the revenue 16½ per cent. Of course this result may still represent some financial gain to the company in a short time if the volume of traffic then continues to increase and especially if the loss is chiefly at the rush hour and not at other hours.

Serious to Companies

So we see that while increased fares are comparatively unimportant to the public, under present general conditions, if necessary to maintain living wages for the street car company employes, the adoption of such fares is a serious matter to the companies; and not one that they are likely to run wild with even if given a free rein; the reason for that fact being very clearly pointed out by Mr. Fox himself.

Mr. Fox unfortunately, and unwisely, I think, ignores the possibility that the average street car ride ever costs more than a 5-cent fare—presumably including free transfers, and applying

to all cities from the size of Columbus, Ohio, to Chicago and New York, with their through routes of 20 miles or more. At least he speaks of most companies being "unwilling to earn their living at a fair price" and speaks of "the movement for higher fares spreading its blight over the country like the influenza, *uncomprehended* and unchecked," as though there never had been any increase in the *cost* of giving service (largely wages) and therefore that any need of increased fares was merely "incomprehensible."

But assuming, even if only for argument, that there has been or may be a case where the revenue from 5-cent "city-wide fares will not sustain an honestly financed and well managed street car or elevated railroad company so that it can continue to give the good and adequate service which Mr. Fox says is so desirable for the public, and the increased wage scales which the employes, and company, admit are desirable for them if they can be paid out of earnings; assuming such a case, the question is, what can the company do about it? By this I do not mean what will it be allowed to do, in spite of political and socialistic unbalanced opposition, but what practical plan of relief can be suggested to make the company again self-supporting?

What Is the Remedy?

If a higher, flat-rate, city-wide fare of six, seven, eight or ten cents, as Mr. Fox suggests, will merely cut down the gross revenue through loss of short-haul traffic, then there are but four methods of relief:

1. *Stop trying to make the service self-supporting.* Adopt a 3-cent, 4-cent or 5-cent fare (nothing higher); adjust wage scales to fit the labor conditions; adjust

equipment and train schedules to suit the public; and let the public, including those who do not ride, pay in taxes for the deficit incident to operation. This is the present Government railroad policy—except as to increased rates.

2. Try a higher fare and see how it finally does affect the finances of the company after a reasonable trial period.

3. Make a small charge for transfers if this is an important feature of the fare system and actual routing; this being done either separately or in addition to "2" above.

4. Adopt a Zone System of fares (which Mr. Fox particularly objects to) so as to be able to retain the short-haul traffic at the old or even a reduced rate, while applying a sliding scale of increased charges for increased distances.

To my mind, unless some great change in service costs takes place soon, the latter plan will be the accepted alternative and the most satisfactory. Its chief objection at present is the mechanics of its application—the detail method of carrying out the general plan, fairly and economically. But necessity has solved many harder problems and may

Service Is Important

solve this. Certainly frequent service, adequate service, safe and sanitary service, a proper proportion of seats to total fares, a service which anticipates suburban growth—all these are fully as important to Mr. Fox's housing ideals as is merely the *cheap* service which he so greatly emphasizes. And certainly a city as large as Chicago cannot expect to improve all these items of service as they should be improved, pay the present prices for materials and labor, and then take it for granted that the old

5-cent nickel is still a proper fare. The old "5-cent cigar" is now 7 or 8 cents. Cracker-Jack and chocolate bars abandoned the "5-cent" class long ago, and yet the beautiful lawns in our parks are as littered with the empty boxes and wrappers as they ever were. The laundress, who used to get \$2.00 per day now gets \$3.00. Day labor, as well as skilled labor, has risen in proportion. Groceries, meats, fruits, clothing, movies, everything the same.

Why, then, should any reasonable man expect either that the price of a street car fare is a natural and phenomenal exception to the general rule or that a raise in it will be a special burden to the population, noticeable to them above all these other current prices? Why will that 1 cent a ride be the one thing to change the health and living comforts of even the poorer of our population? It will not. Such dire results exist only in the imagination of the few. If left free from manufactured opposition, or with any reasonable explanation of its necessity, such a slight increase in daily expense, to make possible increased wages of fellow workmen, would pass almost unnoticed and would be paid at least as willingly as are the other and still greater costs of living.

Higher Fare Reasonable

Of course it is rather plain that Mr. Fox has up his sleeve the "real cure-all" for the present unfortunate situation—municipal ownership. Well, perhaps so. But I cannot forget that only a very few years ago the railroads found, and said, that increased rates were necessary. The Government heard their case and told them to return home and save a million dollars a day! The war came. The same Government took over the same railroads.

They were able to force economies of trains, routing, loading, interchange of facilities, pooled management, etc., which to the private owners were denied as both commercially and legally impossible. Did the Government then make the million dollars a day saving? No; it raised all rates much higher than private owners had dared suggest; it curtailed service much more than private owners would consider reasonable; and the taxpayers are now paying a current deficit of over a million dollars a day!

So far, then, we have absolutely no assurance in this country that public ownership and operation of utilities does anything, in the long run, but *impair the service*, both as to quality and adequacy, and add to our taxes. It thus seems a poor remedy for our troubles. A much better one is to face the facts; pay living

Pay What It Costs

wages, to insure good service; pay reasonable dividends, to insure continuous and adequate service; insist on the delivery of both and agree to *pay what it costs*, in fares, as determined by a careful and scientific public examination of all matters involved, and as provided for by our public utilities regulatory acts.

In regard to the relative merits of private versus public handling of traction service, Mr. Fox gives the answer in two sentences which, however, he unfortunately places far apart in his article, but which should be placed together, as follows:

"The American railway manager has rightly boasted of the *superiority* of our street railways over those in Europe; the advantage of our *cheap flat fare*; our network of lines enticing people out into the suburbs; our *exceptionally long rides for five cents*; our principle of building electric lines in *advance* to spread out the population, instead of using them to make money out of congested cities."

The above very true description of the American private ownership practice and *motif* he rightly says is superior to European governmental practice and *motif*. How, then, can he justify the following conclusions:

"There will never be any real solution of our transit problems until we have followed the *British example* and recognized the principle that transportation is a *public function* that *cannot be delegated to any private interest*."

Apparently this is where Mr. Fox's logic and reasoning power went "off its trolley" and his argument against continued private initiative and management "went dead for lack of juice."

All talk that "a 5-cent fare is necessarily right and high enough" and that we should proceed to arbitrarily reduce all higher rates to 5 cents" is most unfortunate; it gets us nowhere, and it should be frowned upon by all self-respecting citizens. Especially so, in my opinion, by all members of the City Club.

PATRIOTIC AND THRIFTY

Employees of the Elevated Railroads are patriotic and thrifty. In every war loan issued by the government, they have shown a readiness to subscribe that is very commendable. Upward of \$1,200,000 has been subscribed by the employees in the five war loans, the records showing the following:

Loan	Subs.	Amount
First	2,470	\$ 175,850
Second	1,994	151,550
Third	4,047	267,950
Fourth	5,503	410,400
Fifth	2,431	196,750
Total		\$1,202,500

In every campaign for voluntary funds during the war, as well as in the purchase of War Savings Stamps, the employees of the Elevated Railroads have done their part.

RAISE RABBITS TO PAY FOR HOMES

DO you know that many families in Chicago are buying homes and meeting the monthly payments on them by raising rabbits in their back yards? Never heard of such a thing, you say.

Well, the editor of THE ELEVATED NEWS didn't either until one day recently when Earl H. Johnson, a trainman on the Oak Park Elevated and the champion rabbit breeder of the Elevated Railroads, called to show him a few rabbit pelts. By this time the said pelts probably are being paraded on Michigan boulevard or Sheridan road attached to milady's garments. Of course, the fur dealers don't call them rabbit skins. They have a fancy name for the furs, which the editor failed to write down when Mr. Johnson told him about it, and can't think of it now to save his life. Anyway, you remember what Shakespeare said about a rose by any other name. It seems it is the same way with a rabbit skin.

Everyone has heard about chicken-raising in the city, and many have heard the chickens in the early hours when they wished to sleep. According to Mr. Johnson, who knows all about it, being the vice-president or something of the American Rabbit Breeders' Association, rabbits have the chickens beat forty ways as revenue producers, even at the present market price of eggs. Chickens eat their heads off and make a lot of noise about it, too, while the rabbit fills up on alfalfa at night and sleeps all day without disturbing anyone.

That, in fact, is one of the strong points in favor of Mr. Rabbit. The rabbit-breeder can attend to his daily work, as Mr. Johnson does, and feed and care for his rabbits at night.

Rabbits don't know and don't care anything about the Malthusian doctrine. They believe in raising large families and they work on a fast schedule. Mr. Johnson says, however, that to obtain the best results they should be bred only four times a year and allowed to raise only eight to a litter. That conserves the strength of both the mother and the young. At four months of age the young are ready for the market, when the flesh is very choice and readily brings 20 cents a pound, live weight. If raised for stock purposes the young mature at from six to seven months, according to the type, and they bring much higher prices than when sold for food. Mr. Johnson gets \$15 each for the females and \$10 each for the males.

According to Mr. Johnson's experience each stock doe earns from \$20 to \$50 net per year in meat and skins, that is the fur-bearing kind. The ordinary rabbit skin is worthless. The fine fur comes from the imported breeds and after being put through a certain process, it closely resembles sealskin. One local fancier tells of a doe of this type which netted him \$100 in a year.

The Department of Agriculture says that it costs 6 cents a pound to produce rabbits for the market. Mr. Johnson says it can't be done for that price in Chicago, but any novice can raise them at a cost of 9 cents a pound. As they sell for 20 cents a pound, there is a good profit, especially as each stock doe will

produce an average of 160 pounds of meat a year.

Rabbits are the cleanest little fellows in the animal kingdom, according to Mr. Johnson. Poultry have vermin and require space and expensive houses if they are to be raised successfully. Mr. Rabbit hasn't any fool expensive notions on the housing problem. A few dry goods boxes are all he needs and a few tiers of those in the back yard will produce more revenue in a year than could be produced on an acre of ground devoted to poultry-raising.

The government is urging the workers to buy homes. Mr. Johnson suggests that when you buy a home, you might put a rabbit or two in the back yard and they will pay for it.

WHITE CITY

White City, Chicago's big South Side amusement park, opened for the season with many new attractions. For weeks an army of carpenters, painters and decorators were employed brightening up this popular amusement center, so that it presents a spick and span appearance.

The big free attraction this season is the Garden Follies of 1919, staged by Al Laughlin and a large company of musical comedy stars, together with a big beauty chorus. The show is staged in the Terrace Garden.

Among the many new attractions this season is a novel show entitled "A Million Smiles." The rides have been all newly painted and the big ballroom and Casino freshly decorated. White City is the ideal place for an afternoon and evening's enjoyment.

Take South Side Elevated to entrance at 63rd and South Park avenue.

RESULTS OF GOVERNMENT OPERATION OF RAILROADS

DURING the first year of railroad operation under government control, according to figures just available, increased rates put into effect produced an increase in gross revenue of \$865,000,000. Notwithstanding this additional charge upon the public for passenger and freight transportation, net earnings fell short of the guaranteed rental by \$450,000,000 and this deficit must be made up by appropriating public funds at a special session of Congress before July 1. The government is in honor bound to make up deficits out of taxes and see that railroad stockholders get their guaranteed dividends. This means that every citizen, regardless of whether he rides on the trains or sends a box of freight, will have to help foot the bill.

The report of the Railroad Administration just made public, comparing December, 1917, the last month of private operation, and January, 1919, contains these striking items:

In the thirteen months the number of employes rose from 1,703,000 to 1,848,000 or 8.5 per cent.

The number of clerks rose from 108,000 to 205,000 and their wages went up 19 per cent, while the average rate of pay increase of all employes was 43 per cent.

In spite of the increase in rates it was found necessary to greatly reduce service, to take off many trains and extend running time, and efficiency has been materially lowered.

The recent wage increases announced brings the total of advances under government administration up to \$910,000,000, while the railroad companies in 1916 and 1917 raised wages by \$350,000,000, making a total increase

in three years of \$1,260,000,000. The average increase in wages since 1910 has been 117 per cent and since the war it has been 80 per cent. Railroad officials say this vast increase coupled with the high cost of materials has more than absorbed the additional revenues from higher freight and passenger rates, leaving a big deficit.

In December, 1917, the last month of private operation, the aggregate railroad operating pay roll amounted to 46 per cent of revenue. In January of this year it was 59 per cent of railroad revenues. Another surprising comparison of the same months shows that in last January there was a decrease of 5 per cent in the number of tons handled, from December, 1917.—Illinois Committee on Public Utility Information.

7-CENT FARES RESTORED IN NEW JERSEY CITIES

THE New Jersey Public Utility Commission has issued an order permitting the Public Service Railway Company, of Newark, to resume seven-cent fares with a one-cent charge for transfers, on all of its lines in Newark, Camden and other cities. The rate will continue until the commission passes on the proposed zoning system of fares. The reason for allowing the increase is that the railway company's operating expenses have abnormally increased and at a faster ratio than the increase in revenue, a condition similar to that which exists with street railways generally throughout the country. The commission also finds that the increased fares are necessary if the company is to continue giving service.

SCOTLAND NOT EXEMPT

Municipal and Private Roads Want 100 Per Cent Increase in Fares

ACCORDING to the *Winnipeg Electric Railway Service News*, the municipally and privately owned electric railways of Scotland are united in an effort to secure an increase of from 50 to 100 per cent in fares. At a recent meeting of the representatives of both classes of roads the following resolution was adopted:

That the responsible officials of the Scottish tramways industry pledge themselves to call meetings of their directors and committees, and to advise and do everything in their power to induce these bodies to take united action until the responsible Government departments admit, and take immediate steps to put into effect, the principle of allowing tramway undertakings to increase their present scales of tolls and charges by not less than 50 per cent and not more than 100 per cent.

OUR COURTESY COLUMN

EMPLOYEES of the Elevated roads frequently have to submit to abuse from unreasonable passengers. That they keep cool under such circumstances is highly commendable. Usually when a trainman has been abused and in the right, some passenger on the car who witnessed the incident writes a letter in his defense, to offset the complaint which may be lodged against him by the abusive passenger.

Such an incident occurred recently on a Logan Square train and Jack Marnie, 2440 N. Washenaw avenue, writes THE ELE-

VATED NEWS on behalf of the trainman. Mr. Marnie writes: "While riding through the loop on a Logan Square train about 5 o'clock, I witnessed the most genuine politeness on the part of Trainman No. 4413. A rather elderly man, about 65 years old, was late in changing cars at Randolph and Wells and furiously pounded on the door after the bell had gone. The conductor in question used good judgment in not opening the door, as the man was old and very drunk.

"The conductor came up to the patron and tried to explain. He was met with a shower of profane language about himself and the poor service. The extreme coolness of this conductor caused a lump to rise in my throat, so I feel proud to write this note and wish it placed in the NEWS, as an example to all who question the service on the Elevated. I have been working at the yards for Armour & Co. steadily for five years and have not been late once from this poor service, as the old fossil said. You may use my name and address if you wish; anything to clear the trainman who was so polite and may lose his job on account of a drunk."

The trainman referred to in the foregoing letter is Metropolitan Trainman H. Hope, badge 4413.

Metropolitan Conductor J. Fortin, badge 4161, is commended and thanked for restoring a lady's pocketbook left on his train.

Metropolitan Trainman Roy J. Cook, badge 4371, is commended for courtesy.

Metropolitan Trainman T. Kutschke, badge 4093, is commended for courtesy and giving a passenger detailed information on how to reach his desired destination.

South Side Trainman Michael

Conway, badge 2585, is commended in two letters for the excellent way in which he calls stations and his extreme courtesy to passengers.

Northwestern Trainman M. Chapman, badge 1176, is commended for conspicuous politeness and attention to duty.

Northwestern Trainman A. H. Meyer, badge 1362, is commended for the attention he gave a sick passenger on his car.

Northwestern Conductor J. Michels, badge 598, is commended for finding seats for passengers and the efficient way in which he performs his duties.

Northwestern Trainman H. M. Donovan, badge 777, is commended for making a passenger remove his feet from car seats.

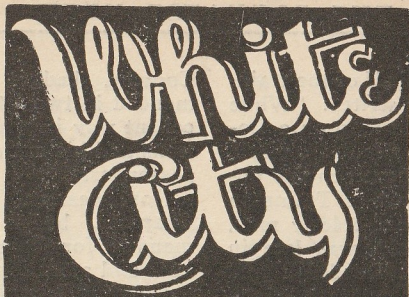
Metropolitan Conductor E. W. Haber, badge 4227, is commended for the kindness shown a blind woman passenger in helping her from the car.

Metropolitan Motorman John M. Reagan, badge 4018, and Conductor P. McKenna, badge 4142, are commended for saving the life of a little child which had strayed onto the tracks where they run on the surface near Harlem avenue. The little tot, about two years old, was lying on the rail a short distance from an approaching train. Motorman Reagan brought his train to a sudden stop and Conductor McKenna picked up the child and carried her to Harlem avenue. Passengers on the train commended the quick and thoughtful work of the crew.

Northwestern Conductor John McCormick, badge 574, is commended for making his passengers comfortable and using excellent judgment.

Northwestern Trainman John Bauer, badge 690, is commended for the kind treatment given a passenger.

SOUTH
PARK
AVE.
AT
63rd St.



THE
PARK
OF
SNAPPY
RIDES

**NOW
OPEN**

THE WONDERLAND OF THE WEST

**FREE Grand FREE
Feature**

The GARDEN FOLLIES of '19

CHICAGO'S GREATEST SUMMER SHOW

**MIRTH & GIRLS &
MELODY GOWNS
DANCING and ROLLER SKATING**

When in Doubt Where to Eat
Try a White City Special
CHICKEN or FISH
\$1.00 Dinner 75c
SERVED IN CASINO