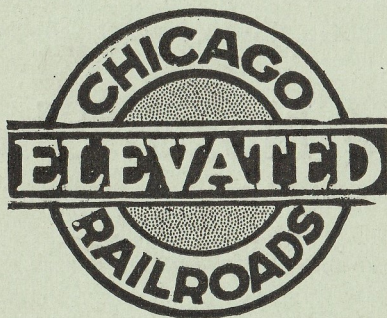


THE ELEVATED NEWS

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The Elevated News

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

Room 1226, Edison Building

Volume V

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Number 8

An Alarming Situation

ALARMED over the serious financial situation in which the electric railroads of the country have been placed, through no fault of their own, and the effect which their bankruptcy would have on other industries, President Wilson has decided to create a federal commission to make a thorough investigation of the industry and recommend methods of relief.

The action of the President in approving the creation of a commission to study the electric railway situation was taken on the recommendation of Secretary Wilson of the Department of Labor and Secretary Redfield of the Department of Commerce. In a joint letter to the President the secretaries said in part:

The continued shrinkage in the value of hundreds of millions of electric railway securities held by savings banks, national banks, life insurance companies and by the public at large, threatens to embarrass the nation's financial operations. Furthermore, the withdrawal of this industry's buying power, which is said to rank third in magnitude, involves the unsettlement of collateral industries naturally entailing labor dislocation that will affect hundreds of thousands of employes. The return to normal conditions is being hampered and the efforts of the Government to avert strained conditions in finance, labor and commerce are being less fruitful of satisfactory results than should be expected, if some solution of the electric railway problem were in view.

The personnel of the commission as recommended by Secretaries Wilson and Redfield will include one representative from each of the following bodies: Treasury Department or War Finance Corporation; Department of Commerce; Department of Labor; National Association of State Commissioners; American Cities League of Mayors; Amalgamated Association of Street and Electric Railway Employes; American Electric Railway Association; Investment Bankers Association of America.

President Wilson cabled his approval from Paris and the appointment of the members of the commission has already been made.

Better Late Than Never

THE proposed investigation of the electric railway situation comes too late to save a lot of companies from receiverships, but better late than never. For the last two or three years the electric railways throughout the country have been petitioning state and local regulatory bodies for relief, with only partial success. Fares have been increased in some 389 cities, representing 55 per cent of the urban population of the United States, but in many instances, as in the case of the Chicago Elevated Railroads, the increased rate has been inadequate to meet the steadily increasing cost of operation. Where relief was denied the companies were forced into the hands of receivers with the result that of the 44,800 miles of electric railway track in the United States 5,897 miles, or more than 13 per cent were being operated by receivers on May 1, 1919. Since January 1, 1915, more than 528 miles of electric railway track have been dismantled and sold as junk. Service has been wholly abandoned on 240 miles. Securities have shrunk in value more than one-half. No wonder that the Government officials have become alarmed and have asked for an investigation. There may have been a time years ago when utility companies did not court investigation of their affairs. That day has passed. They are now

asking for investigation in the belief that when the facts are disclosed they will be accorded the justice which hitherto has been denied them.

Higher Fares the Answer

IT DOES not require the wisdom of a Solomon to understand what the trouble is with the electric railways, or to suggest the remedy. The trouble is that they have been furnishing transportation at less than cost. Their revenue has not been enough to meet the increased cost of operation, due in large measure to the higher wages they are paying their employes. The higher wages and higher prices of materials are here to stay, according to the opinions of the best authorities. Greater economies in operation are impossible, at least on the Elevated Railroads, where every economy is practiced consistent with good service. It follows that the remedy lies in increasing revenues through higher fares. The 6-cent fare granted the Elevated Railroads has been a material help, but it was not enough. A further increase is imperative if the properties are to remain solvent and furnish the public with the service which it demands. It is absurd to expect that a transportation company can today supply service at the same rate it did ten, or even five years ago. Measured in terms of income of the individual patron, a 7-cent fare in 1919 is less than was a 5-cent fare in 1914. The average patron of the Elevated understands that and would pay the increase for transportation service as cheerfully as he pays it for everything else, were it left to himself. He may not like the idea of paying 7 cents or 8 cents for a car ride, but neither does he like the idea of paying 15 cents for a loaf of bread or 75 cents for a pound of butter. He understands, however, that the whole country is on a new high price level and that it is likely to remain so for years. It is unreasonable to expect that with wages and materials of all kinds advanced from 40 to 300 per cent in five years, the price of transportation service should remain the same.

Regulated and Unregulated Rates

HAVE you ever considered what part of your annual income goes to public utility companies in return for local transportation, electric light, gas and telephone service? You probably have never thought about it, but have accepted as truth the vaporings of office-seeking demagogues that all utility companies are robbers.

Isn't it rather strange that politicians should ride into power on extravagant promises that they will see that street railway fares, gas or telephone rates are not increased, when those rates are such a small part of the expenses of the average family? Landlords raise rents, coal dealers, milk and ice dealers and all retailers advance the price of their products and you never hear a protest. The motion picture theatre, the place of amusement of the average workingman, advances prices 200 or 300 per cent and the waiting line is as long and as cheerful as in the days of low prices.

If a public utility company announces that it must raise rates to meet the increasing cost of everything it needs in its business, immediately every politician rises to champion the cause of the "down-trodden workingman." Yet the part of the workingman's wages which goes to utility companies is less than 8 per cent of his expenditures. Over 92 per cent goes for necessities the prices of which are entirely unregulated and about which you rarely hear a word of complaint.

Assume the wages of the average workingman are \$125 a month. The electric light bill for such a family is less than \$2 a month. The gas bill and telephone bill are less than \$2 each on the average. His carfare, if he rides on the Elevated, is 12 cents a day, or about \$3 a month. He pays, therefore, at the rate of \$9 a month for transportation, light, fuel for cooking and telephone service, which is less than 8 per cent of his expenses.

Transportation Service Cheapest Necessity

SUPPOSE the utility companies were allowed to raise rates 50 per cent, which is much more than any of them ask. Such an increase would cost the average workingman less than he had to pay last spring for the item of rent alone, for rents generally were raised from \$5 to \$10 a month. If the workingman lives in a flat or house which he has to heat, the coal for which he paid \$6 or \$7 a ton in 1914 now costs him \$10 or \$12 a ton. He pays it, and the politician who is so anxious to protect him from having to pay 4 cents a day more for carfare, or 25 cents a month more for gas bills, hasn't a word to say. Yet the wages of electric railway men have increased proportionately more than the wages of coal miners and the price of coal in Illinois has increased about 90 per cent since 1914.

Isn't it about time to take a sane view of the situation and look at the facts? The truth is that public utility rates are the only rates which have not been advanced proportionately to wages and other costs. In Illinois, electric light rates in 54 per cent of the communities are either lower or the same as they were in 1914. In 65 per cent of the communities the gas rates either are the same or lower than in 1914, although the wages paid by these utilities have advanced on an average 44 per cent during that period. The operating costs of the public utilities in Illinois have increased since 1915 from 41 to 90 per cent, the average for the state being about 60 per cent.

Fast and Reliable Service

HOW often have you been late for work because of failure of the Elevated Railroads. Be honest with yourself. Have you been late as often as ten times a year? Have you been late as often as five times due to the "L" trains failing to carry you to your destination on schedule time?

Perfection is not easily attainable in anything and on a

transportation system like the Elevated many things might happen to cause slight delays. But they rarely do. The service is as reliable as it is humanly possible to make it. Patrons of the Elevated know that. They board their train at a certain time each morning feeling confident that it will land them at their destination on time. Seldom are they disappointed, so seldom in fact that they can count the times they have been delayed in a year on the fingers of one hand and have some to spare.

On a foggy morning trains run slow and patrons should allow themselves a few minutes extra. In a fog trainmen have imperative orders to run at a speed which will enable them to stop within the distance they can see ahead. If they disobey that order they will get into trouble, because in a case like that safety is more of a consideration than speed. Fogs are not common, however, so that delays from that cause are infrequent. Under all other weather conditions "L" trains will be found running on time, safe and reliable. They are there for your convenience all hours day and night.

Aren't the men who operate those trains entitled to fair wages? Aren't the owners of the properties entitled to a fair return on the money they have invested in them? Isn't such safe, reliable service worth what it costs?

A CHRISTIAN BURIAL

A clergyman who was not disinclined toward an occasional glass, hired an Irishman to clean out his cellar. He brought out a number of empty whisky bottles, and as he lifted each one looked to see if there was anything in it.

The clergyman, who was walking on the lawn, noticed him, and said: "They are all dead ones, Mike."

"They are," answered Mike. "But there is one good thing about it, they all had the minister with them when they passed away."

"If I cut a beefsteak in two," asked the teacher, "and then cut the halves in two, what do I get?"

"Quarters," returned the boy.

"Good, and then again?"

"Eighths."

"Correct. Again?"

"Sixteenths."

"Exactly. And what then?"

"Thirty-seconds."

"And once more?"

"Hamburger," cried the boy impatiently.

Small Boy—Father, what is a cafe de luxe?

Father—About 10 per cent cafe and 90 per cent looks.

HELP CHEER THEM UP

WHEN riding on the Elevated in recent weeks have you noticed the number of soldiers on the cars with bandaged legs and arms, limping painfully on crutches or heavily leaning on stout canes? There are hundreds and thousands of them up at Fort Sheridan and they need your help and sympathy. Not financial help, for the government is doing everything for them in a material way that can be done, but they need your company. They are lonesome.

When our Chicago boys of Reilly's Bucks and of the Prairie division returned from the fields of fame, how you cheered and welcomed them. That was fitting and proper. They deserved all and a thousand times more than we could bestow on them. They appreciated the welcome they received, but our duty to the men who fought our fight as much, and more than their own, didn't end with the waving of flags and the strewing of flowers in the path of the returned conquerors. We owe even a greater duty to the boys who were not in the line of march, to the boys who are out at Fort Sheridan lying in hospital cots, or being wheeled around in wheel-chairs, patiently paying the price of their devotion to duty and to their country.

The occasional wounded soldier that you see on the Elevated cars is among the more fortunate. He at least is able to move around and meet friends and acquaintances. There are hundreds who are not, hundreds who must depend on you going to visit them to bring them a word of cheer and sympathy.

In the reconstruction hospital at Fort Sheridan there are now about 4,000 wounded heroes. They are being received at the rate of about 100 a day and being discharged at the rate of about 200

a week. If that proportion is to continue it may soon overtax the capacity of the hospital, but other provision for the care of the wounded is being made. Many of those at Fort Sheridan are from distant parts of the country, so that it is hard for their families and relatives to visit them. Some have no relatives left to visit them. They especially need you and the hospital authorities wish to have you go out and spend an hour or two a day with them.

The visiting hours in the hospital are from 2 o'clock to 4 o'clock in the afternoon, although relatives may visit at other times. There is no restriction, however, as to the time you may stay within the grounds and there are many who are able to leave the hospital and sit beneath the trees and visit with friends.

The invitation is especially for women and girls. Fort Sheridan is a beautiful spot and you will enjoy the outing as much as will the boys you wish to cheer and comfort. When you read this make up your mind to pay the wounded soldiers a visit this week. Once you start it will bring so much satisfaction that you will continue it.

The most convenient way to get to Fort Sheridan, because you can get a train almost any time, is by the way of the Northwestern Elevated to Central street, Evanston and on the Chicago North Shore Line from there. In addition to local cars which run at frequent intervals there are two Express trains and one Limited train every hour during the week and the Limited train service is doubled on Saturday afternoons, Sundays and holidays. The fare on the electric line from Evanston to Fort Sheridan is 76 cents a round trip and all trains stop at that station.

"GASSING" MOTORMEN

THE efforts of certain aldermen, and the trust tobacco interests to annul the health order prohibiting smoking on street cars, is a crime against motormen and a menace to the health of passengers who must use the front exits of street cars. The average time a smoker spends on a street car is not so long that he cannot reasonably forego the use of tobacco. The serious part of it is that the motorman is unable to escape the fumes that pollute the platform space during the full period he is operating the car, which is anywhere from nine to eleven hours. This is not the worst feature of it. The saliva deposits attending smoking on cars are not only filthy and disgusting, but a serious menace to the health of motormen. Most smokers spit, and during the smoking period on cars the front platform after a rush trip usually resembled a hog pen.

The city ordinances prohibit spitting in public places. Fines are levied against citizens for spitting on the sidewalk. The street and elevated cars always carry notices announcing the law's prohibition against spitting and the penalties attached thereto. Notwithstanding this some of our city alderman are attempting to revive a custom that must necessarily bring about the violation of health ordinances.

Men affecting some degree of decency neither smoke nor spit in churches or theaters, where they remain for at least an hour. The average street car ride is much less than an hour, and a decent regard for the motorman, who must inhale the fifty-seven varieties of smoke and the myriad of germs resulting from dried saliva, should be sufficient incen-

tive for smokers to do without the weed for the brief period they ride on street cars.

On the front platforms of our cars during the smoking period it would remind one of the notorious "black hole of Calcutta," where out of a total of 146 prisoners, 123 died in one night because of the putrid air they were forced to inhale.

During the world war the story came that in a Russian prison 300 prisoners were confined, and 26 of these died within four hours, due to inhaling respired air.

When the "flu" epidemic was at its height last winter the doors and windows of our cars were kept open by city order to protect the lives of passengers. How quickly we forget. Today we have aldermen trying to restore a practice that is sure to jeopardize the health of passengers and car employes and multiply the violations of city ordinances.

No successful method has been found to ventilate car platforms where smoking is allowed, and the street railway experience has been that smoking and spitting always go together.

In the interest of the public good and the welfare of electric railway employes the "no smoke" order should be retained. The members of our Association should request the aldermen of their respective wards to vote against any proposal to revive smoking on surface and elevated railways.—The Union Leader.

HAD NOTHING ON HIM

"You know," said the lady whose motor car had run down a man, "you must have been walking very carelessly. I am a very careful driver. I have been driving a car for seven years." "Lady, you've got nothing on me. I've been walking for fifty-four years."

WHAT MAKES A DIFFERENCE

THE city of Seattle recently took over the street car lines and is operating them. One of the first steps taken by the municipality was to discontinue the service on some feeder lines which were unprofitable, and to eliminate all free riding by policemen and city firemen. The chief of police has made a strong protest that his men are late in reporting at the various stations, because they walk rather than pay carfare. He says it is impairing the efficiency of the police department. The city officials have replied that there is no reason why policemen should not pay fare the same as other citizens.

Now when the lines were privately owned the city compelled the company to carry policemen and firemen free. No doubt the next step will be to make property owners pay for paving the streets on which the car lines are located, the same as they have to do on streets where there are no car lines. When the lines were privately owned the company had to pay for paving its tracks, although an electric car cannot possibly wear out paving.

If the lines cannot be made profitable under those conditions, the deficit will be made up from the general taxes, so that the man who pays taxes but doesn't ride on the street car will pay the transportation of the man who doesn't pay direct taxes and does ride on the cars. It makes a lot of difference whose ox is being gored.

A CHEAP RAILROAD

ANYONE looking for a cheap street railway system might apply to the Wisconsin Valley Electric Company, which operates two miles of street railway in the city of Merrill, Wis. The

company has offered the city its entire system for the sum of \$1, provided that the city will continue to operate the line. If the city does not accept the proposition the property will be scrapped when the company's franchise expires at the end of December. It's awful the way those street railway "barons" rob the people, isn't it?

SUMMER VACATIONS

IT really isn't necessary for anyone to leave Chicago to enjoy a vacation. The city has the finest parks and bathing beaches in the country, golf links, tennis courts, ball parks and everything in the way of healthful outdoor sports. It has the reliable "L" to all the parks and bathing beaches and out into the suburbs if one desires one-day outing trips. But if you must leave the city there are many delightful resorts in Northern Michigan, easily reached by way of the Chicago North Shore & Milwaukee Railroad to Milwaukee and the Pere Marquette Line steamers every night to Ludington and Manistee. The Northwestern Elevated connects with the North Shore Line at Central street, Evanston. Limited trains on the North Shore Line run between Evanston and Milwaukee every hour on weekdays and every half-hour Saturdays, Sundays and holidays. This is the fastest as well as the cheapest route to Northern Michigan resorts. You can obtain full information at the Chicago offices of the North Shore Line, 66 West Adams street.

"Why is a woman's mind cleaner than a man's?"

"Probably because she changes it oftener."

GET OUT IN THE COUNTRY

IF you are looking for a delightful spot for a picnic and a real Saturday or Sunday outing, you couldn't select a more picturesque place than the falls on the Root River near Racine, Wis. The place is known as "Ye Olde Mill," situated at Horlick's dam, just north of Racine on the North Shore Line.

Above the dam the river broadens out to a width of a quarter of a mile, making it ideal for canoeing. Below the dam the river is narrow and runs through a deep rocky ravine, the sides of which are covered with grand old trees and wild flowers.

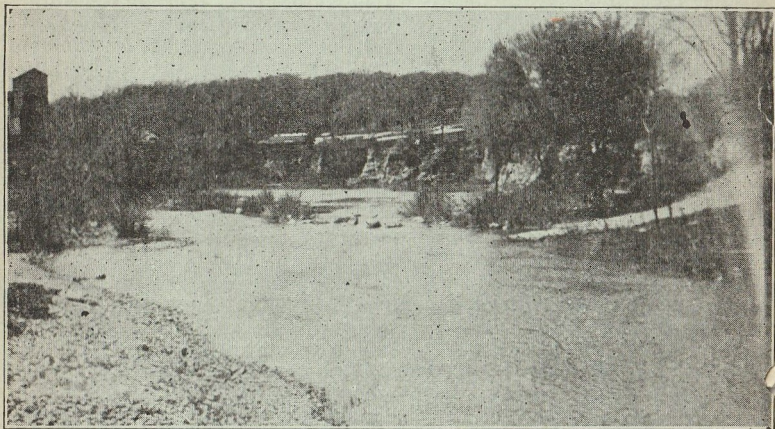
The North Shore Line runs through all the pretty residential towns on the north shore, so that you see something of interest every minute you are on a train.

Don't miss a trip to "Ye Olde Mill" if you wish a day's outing.

IT SOUNDS FAMILIAR

In a lengthy editorial under the heading "Straphangers' False Friends" the Indianapolis "Daily Star" sums up the street railway situation in that city as follows:

"For a long time now men have run for office in Indianapolis, and been elected, on the ground that they were going to swat the utilities, especially the street railway



Scene on Root River, Near Racine, on North Shore Line

It isn't a long trip from Chicago, either. The fast and frequent service given by the North Shore Line makes it easily accessible to parties looking for a day's outing. The running time from Central street, Evanston, to Racine is one hour and twenty minutes and you get a Limited train every hour during the week and every half-hour on Saturdays and Sundays.

Besides, the ride is a pleasant one, free from smoke and cinders.

company. We all know the type of man and paper that tries to find out what the popular prejudice of the hour is, and then ministers to it. The idea is to stir up discontent and represent oneself as the champion of the toiling masses and charge the utilities with fraud and oppression. A man or a newspaper can work up a lot of applause that way. Self-respect may be lost, but a cheap reputation may be acquired for the moment."

A BUSINESS WOMAN'S SOLILOQUY

(With Apologies to Shakespeare)
To wed or not to wed, that is the question.

Whether 't is better, after all, to marry

And be cajoled and bullied by a husband,

Or to take up stenography or clerking,

And slave, alas! for someone else's husband?

To love—to wed—and by a wedding end

The struggles and the thousand petty cares

That "slaves" are heir to—'t is a rare vocation.

Devoutly to be wished for! To love—to wed—

To wed—perchance divorce! Aye, there's the rub!

For in that dream of bliss what jolts may come

When we have cast aside our little jobs

Must make us wary. There's the sorry tho't

That makes so many spinsters hesitate;

For who would bear the long, eternal grind,

The employer's joke, the chief clerk's contumely,

The insolence of the office boys, the smoke

Of last week's stogies clinging to the hair

When she herself may quickly end it all

By getting married? Who would not exchange

A dingy office for a kitchenette—
A keyboard for a cook stove or a cradle—

But that the dread of something worse to come

After the honeymoon—that life of chance

From whose dark bourne so many have returned

By way of Reno—fills us with dismay,

And makes us rather bear the joys we have
Than fly to evils that we know not of?

Thus cowardice makes spinsters of—so many.

—Mountain States Monitor.

HAVING A GOOD TIME

"HAD a great time yesterday," said the workman with the dinner-pail to a friend on an early Monday morning "L" train. "Took the old woman and the kids out to White City. Some place, believe me. Say, the Garden Follies are great and the rides and everything better than ever. The kiddies certainly had the time of their lives. I felt like a kid myself. Fellows with lots of money can have their automobiles. The old 'L' is good enough for me. It's me for the parks on Sunday after this. Going to Forest Park next Sunday if it's fine and to Riverview the Sunday following. Been sticking around the house too much. Didn't realize what I was missing. Well, so long. Here's where I get off."

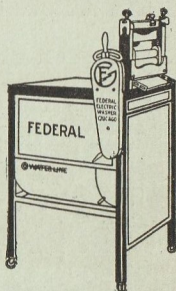
VISIT RIVERVIEW PARK

RIVERVIEW PARK has opened its 1919 season with many new and novel attractions. Most striking is M. Emile de Recat's revue and ballet, the "League of Notions," with a score of pretty dancers, tuneful lyrics and pretty costumes. The interval between the first and second partitions of the revue is devoted to community singing, the latest San Francisco craze. The singing is led by adept vocal leaders and accompanied by the massed orchestras of the park.

Many novelties in the way of rides for the speed fiends are in operation this year so that the visitor who spends a day in the park will find something to amuse him every minute.

DO YOU LOVE HER?

BUY HER A FEDERAL WASHER



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Both the Washer and
Lamp delivered for

\$4⁵⁰

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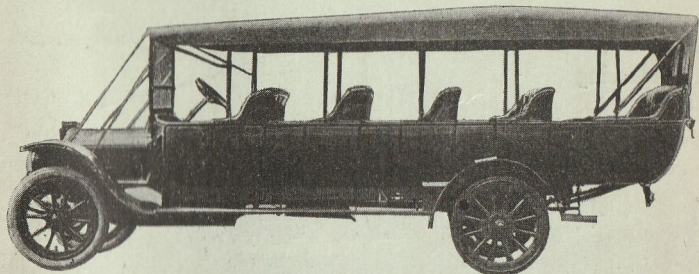
448 North Parkside Avenue
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FORTY MILE AUTO TOUR SEEING CHICAGO

Taking in JACKSON, WASHINGTON, LINCOLN, HUMBOLDT, GARFIELD and DOUGLAS PARKS.

Also Principal Boulevards. This trip takes in Entire Park and Boulevard System of Chicago. \$1.50 Round Trip. Cars leave daily at 10:00 a. m. and 2 p. m.



TWENTY MILE TRIP—Taking in JACKSON and WASHINGTON PARKS via Principal South Side Boulevards—Round Trip \$1.00. Cars leave at 10:30 a. m. and 2:30 p. m.

All Cars Leave Daily From Corner Quincy and State Streets

OUR COURTESY COLUMN

WHEN you ride on the Elevated you get something more than cheap transportation. You get real courtesy and service from the employees. They are always ready to give you any information you desire about the city and to render you any little assistance you may need.

This courtesy on the part of employees is so marked that strangers in the city notice and comment on it. A visitor in the city from far off Sydney, Australia, recently had occasion to use the Elevated daily during his stay of two weeks. He writes: "I feel it is my duty to commend a lady cashier, Miss J. Walsh, on duty at University Avenue station. I have had occasion to use this station during the last two weeks and found her always willing to give strangers direc-

tions in the city, no matter how busy the station was."

Other employees commended in the last month are:

Metropolitan Conductor H. Collicott, badge 4179, is commended for his distinct station announcements and for finding seats for standing passengers.

South Side Trainman Michael Conway, badge 2585, is made the subject of a "write-up" in the Chicago American for calling stations as if he wished to sell them to his patrons and for running his train as if he owned it and considered his passengers his guests.

South Side Conductor William O'Donnell, badge 2156, is commended for courteous treatment of passengers.

South Side Trainman Joseph Teigh, badge 2802, is commended for courtesy and kindness shown a blind passenger on his car.

This Year's 1-Day Lake Trips

To Milwaukee and Week \$1.25
Return Days

Sundays and Holidays \$1.50

Fare \$1.39 War Tax 11c

Fare \$1.16 War Tax 9c

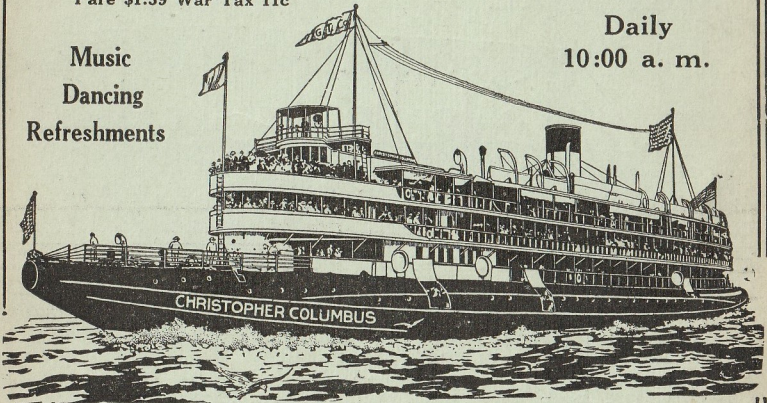
Daily

10:00 a. m.

Music

Dancing

Refreshments



Always in Sight of Land—The Trip Along The Shore

To Michigan City and Week \$1.00
Return Days

Sundays and Holidays \$1.25

Fare \$1.16. War Tax 9c.

Fare 93c. War Tax 7c

Daily 10:00 a. m.

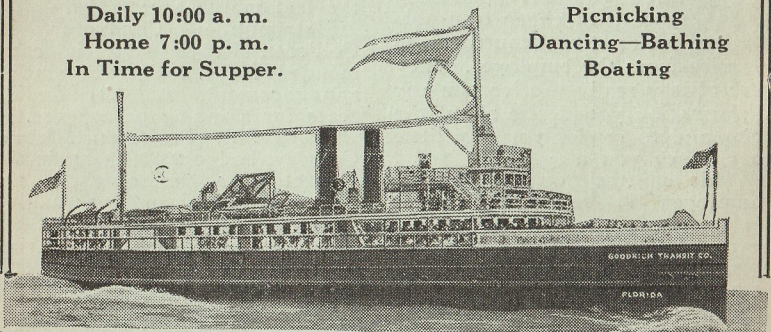
Home 7:00 p. m.

In Time for Supper.

Picnicking

Dancing—Bathing

Boating



Three Hours Lake Ride—Three Hours Ashore

GOODRICH TRANSIT CO.

DOCKS FOOT MICHIGAN AVENUE
East of Rush Street Bridge

Moonlight Excursions Fare 46c 50c **No Dull Moments!**
War Tax 04c

LEAVE MUNICIPAL PIER 8:45 P. M.—RETURNING 11:15 P. M.

Special Party Rates.

Call City Ticket Office—152 W. Jackson Blvd.