

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

"THE great percentage of increase in the cost of every material that enters into the maintenance and operation of electric railways requires, as a matter of fairness and equity, that the fares be increased."

—WILLIAM H. TAFT.

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The North Shore Line

To Milwaukee, connecting every night with the Pere Marquette Line steamers, which land you at Ludington and Manistee in the morning. The only daily rail and water route from Chicago.

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66 West Adams Street

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The Elevated News

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

Room 1226, Edison Building

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Number 9

Public Interest in Elevated Roads

FEW patrons of the Elevated Railroads realize how closely their individual interests are linked to the interests of the roads. The present demands of the employes for a wage increase of about 77 per cent have brought about a situation which may bring home to patrons a realization of the part that reliable transportation service plays in their daily lives.

The newspapers of the city have criticised the leaders of the employes' union for making statements that the men had to have the increase and that they did not know or care where the money to pay it comes from. The newspapers have said that attitude on the part of the labor leaders is wrong, because it is a matter of vital concern to the public.

Why criticise the union leaders for making statements precisely the same as some of the newspapers and all the politicians have made, when the transportation companies begged for relief? Isn't the position taken by the labor chiefs exactly the position which public officials have taken when the transportation companies have asked authority to increase their rates of fare to save them from bankruptcy? Haven't such petitions for relief been characterized by weeks and months of delay, ultimately to be denied altogether or only partially granted? Isn't the public itself to blame for this condition by its lack of interest or antagonism to the companies upon which it must depend for its transportation facilities?

Different Methods of Companies and Unions

THERE is a difference in the methods used by the transportation companies and by the unions of their employes in seeking to obtain the relief that they need. The companies file petitions asking relief from the rate-making bodies. They spend weeks in the preparation of their petitions. They show by actual figures what it costs them to do business and estimate as accurately as possible what their future income and expense will be. Meanwhile they continue to give the public service. They realize that they are going deeper into debt each day, but they bear their losses and keep on hoping that some day they will be accorded justice. The newspapers and the public threaten the rate-making bodies if they dare to increase rates. The petitions are considered for months and denied. The companies are forced into the hands of receivers because they cannot pay their debts. More than 13 per cent of the mileage of electric railroads of the country is now being operated by receivers and most of the others are bankrupt and are operating simply because the security holders are lenient and are not pressing the companies for the interest which is due them on the securities they hold.

If the newspapers of the country stood for justice and equity instead of for what is temporarily popular, such a condition would not exist and the federal government would not have to appoint a commission to try and save the electric railroads from utter ruin. Reasonable rates would be allowed and the public, when knowing the facts, would pay the rates as cheerfully as it pays all other increased prices.

How the Unions Increase Wages

THE methods adopted by the unions to raise wages are much more direct and effective. They meet and frame their demands, based upon what they believe their services to be worth and what they need to support themselves and their families according to the existing prices of commodities. Invariably the same politicians who deny justice to the companies are ready to support the demands of the

employees. It isn't so much a question of the demands being just or reasonable as it is that the employees and their families have votes, consequently it is the popular thing to be on their side. The companies haven't votes to speak of. If the increased wages are not granted within a stipulated time, the employees simply quit work and refuse to serve the public. The public is put to great inconvenience, but does it stop to think where the responsibility lies? It does not. It loudly shouts that the employees should have what they demand, but does it offer to contribute its share toward paying the increased wages? Of course not. The public has been educated by newspapers and office-seeking demagogues to believe that transportation companies are earning vast profits, when as a matter of fact they may not be earning operating expenses, to say nothing of any return on the capital invested.

Elevated Lines Treat Employes Fairly

SO far as the Chicago Elevated Railroads are concerned, they always have treated their employes fairly and have preserved mutually agreeable relations. For years before the War Labor Board made a wage adjustment, the employes had not been paid wages commensurate with the service they rendered the public. The reason was that the companies were not earning enough to pay adequate wages to the employes or adequate returns to the owners who had their money invested in the properties. The public was the gainer by being furnished good, reliable transportation at less than cost. When the War Labor Board raised the wages of employes, the companies asked authority to raise fares to 7 cents. An increase in fares to 6 cents was granted by the Utilities Commission, effective November 22. The wage increase had been effective from August 1. The wage increase amounted to \$1,500,000 a year, while the fare increase will yield about \$1,000,000 a year. Before the last wage increase the Elevated roads had not been able to pay dividends. If another increase is granted, it is easy to see that the public must pay it through increased fares.

Carfare Only Small Item in Family Budget

WHY is there so much agitation when transportation companies ask for a small rate increase to enable them to pay their debts and live? Rents and prices of all commodities go up and they attract little attention. If a transportation company asks for an increase that would mean less than 5 cents a day to the average worker, immediately a hue and cry is raised that the people are being robbed, and rate-regulating bodies are importuned not to allow the increase. Why should a transportation company be expected to sell its service at a loss any more than a merchant or manufacturer? The transportation companies in Chicago, as in practically all other cities, are under the control of rate-regulating bodies. Their earnings and expenses are open to the scrutiny of public officials. There is not the slightest chance for them to pay dividends on inflated values. In fact, the public utilities are the only concerns that must do business honestly. Private concerns may charge all that the traffic will bear, but public utilities cannot. They have to pay the unregulated market price for everything which they have to buy, but they must sell their product at a regulated price. That price on the Elevated Railroads is now less than the actual cost of the service. Is it to the interest of the public to drive the transportation companies into the hands of receivers? In other cities where that has been done the courts have raised fares beyond what the private companies asked for. The public has to pay the bill because of its short-sighted policy of antagonism. It is time for a new deal. The Elevated roads ask only for simple justice. They ask only for revenue sufficient to enable them to pay their debts, to give their employes fair wages and to assure the owners of the properties a reasonable return on their investment.

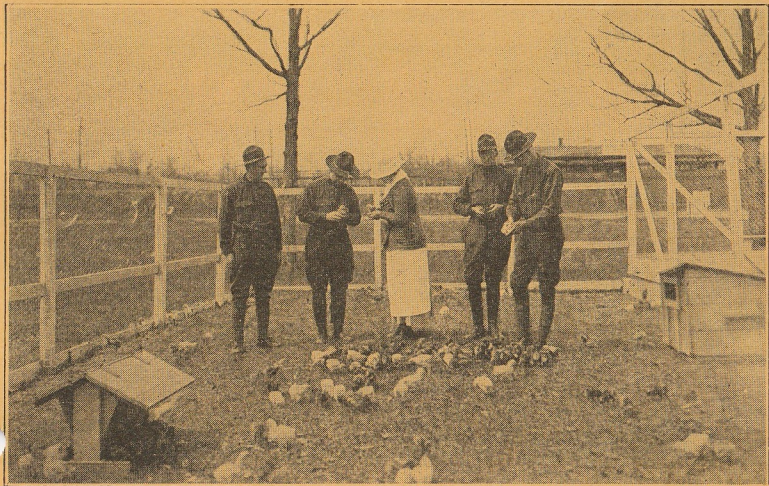
VISIT FORT SHERIDAN

IF you haven't visited Fort Sheridan since it was converted into a reconstruction hospital for wounded soldiers, you should do so. Such a visit will repay you. The workshops fitted up by the government where wounded soldiers are being taught trades are interesting places.

As late as last January no provision had been made at Fort Sheridan for giving vocational

culture. Those main courses embrace a great variety of subjects. The technical course includes such subjects as printing, telegraphy, tailoring, shoe repairing, carpentry, electrical work of all kinds, vulcanizing, oxy-welding, photography, sign painting and other kinds of useful work.

The school is under the direction of Major Fred P. Reagle, who before entering government service was assistant superinten-



Chicken-raising a Popular Study at Fort Sheridan

training to the wounded men. Today there are well-equipped schools, with a corps of 104 teachers, or occupational aids. At the close of the week ended June 14, 1,340 soldiers, out of a total of 3,400 men in the hospital were attending school. Some are being discharged every day, but others are being received in equal or greater numbers.

The main subjects being taught are academic, technical, commercial, newspaper work and agri-

dent of schools in Montclair, N. J. He was in charge of vocational training in the public schools of that city.

In assigning soldiers to particular courses of study, the wishes of the patient and the nature of his previous occupation are considered. The education he receives in the hospital is made to fit in with the work he followed before enlisting, as far as that is possible. It is a continuation school for some, while others

who did not know any trade when they entered the service as being taught trades.

The first consideration, however, is to restore the wounded men to health. Frequently it is found necessary to place a man who may have been accustomed to office work before he enlisted, in some outdoor occupation such as chicken-raising or landscape gardening. The medical officers in the hospital make out blanks

number of young soldiers are turning their attention to farming with a view to taking up land when they return to civil life. That course of study is encouraged by the directors. Another popular study is electricity in its various branches.

In cases where the wounded men are unable to leave the hospital wards classes of study are arranged for them in the wards. English for beginners and for-



A Class in American History

stating the kind of work best calculated to restore the health of the patient, the number of hours a day which he should work and such other information as may be helpful to the director of education in assigning him. The main idea is to keep the mind of the patient off his troubles; to get him interested and where that can be done by giving him work that may be useful to him in civil life, it is done.

Major Reagle says a great

number of young soldiers are turning their attention to farming with a view to taking up land when they return to civil life. That course of study is encouraged by the directors. Another popular study is electricity in its various branches.

One of the most interesting places at the hospital is the printing shop, which is equipped with two linotype machines and a cylinder press. The Fort Sheridan Recall, the official paper of the wounded men, is produced entirely within the grounds. It is written, edited and printed by

enlisted men. Even the photo-engraving work is done by soldiers under the direction of some expert workmen.

Tailoring and shoe-repairing are popular courses with men who had no trade or technical training when they entered the service. The tailor shops and shoe-repairing shops are well equipped and many of the men who have been discharged have readily found employment in those occupations in civil life, so that they are better prepared for the battle of life than they were when they entered the service.

The schools are open to visitors from 2 o'clock until 4 o'clock every afternoon and there are no restrictions about going around the grounds. Many of the wounded men who are not able to attend school spend the time during the day resting in wheel chairs or reclining under the shade trees. They are lonesome and enjoy the company of visitors.

Fort Sheridan is only a short distance from Chicago and is easily reached any day in the week by way of the Northwestern Elevated to Central street, Evanston, and over the North Shore Line from that point. Trains run between Evanston and Fort Sheridan on the North Shore Line at intervals of fifteen minutes or less and the rate of fare is 76 cents a round trip.

Take this trip some afternoon and see what Uncle Sam is doing for the men who helped whip the Huns to make the world a better place in which to live.

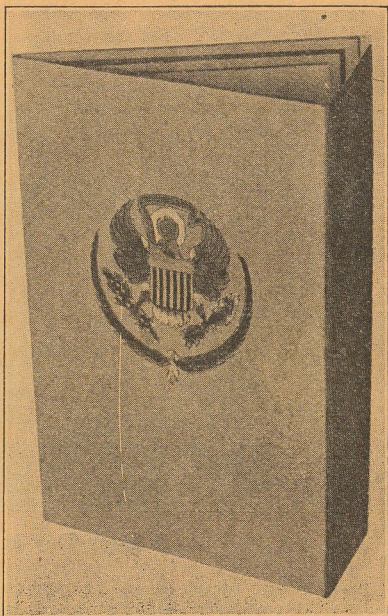
Binks: "A deaf and dumb friend of mine who was wounded in France has received a fifteen per cent compensation for an impediment in his speech."

Jinks: "Whaddya mean, impediment?"

"Binks: 'Lost his forefinger.'"

PHOTOGRAPHING SOLDIERS' GRAVES

IDENTIFIED graves of American soldiers in France are being photographed by the American Red Cross and forwarded to relatives of the dead heroes in this country. On receipt at Red Cross headquarters in Washington, the photographs are placed in attractive cardboard folders like the accompanying il-



lustration. These folders, with the coat of arms of the United States embossed on the cover, contain also the name and rank of the dead soldier, the number of his grave and the location of the cemetery in which he is buried. It is expected that more than 7,000 of these photographs will be forwarded each month. The Red Cross is acting under authorization of the War Department.

THE WATER'S FINE

NOTHING feels quite as refreshing these hot days as a dip in the cool waters of old Lake Michigan. You will enjoy it almost as much as you did in "The Days of Real Sport" when you stole away to the old swimming hole. Of course, in these days one has to be a trifle more particular about the cut of his bathing suit. In the good old days one didn't care whether it

to the bathing beaches from any part of the city. To reach Clarendon Beach take the Northwestern Elevated to Wilson avenue and walk about three blocks east to the lake.

VICTORY LIBERTY LOAN

IN the recent Victory Loan campaign employes on the Elevated Lines formed committees to canvass the roads for



A Busy Day at Clarendon Beach

was a one-piece, or a two-piece suit. Usually it was a no-piece suit. But the water is just the same and there is oodles of it in Lake Michigan.

Take advantage of this price-less treasure right in your front yard and taste the pleasures of the "days of real sport" once more. No finer beaches anywhere than there are in Chicago. Clarendon Beach is as popular this year as ever and the facilities have been improved. The Elevated Lines bring you quickly

subscriptions. Following are the results on the various roads:

Road	No. subs.	Amount
Metropolitan ...	860	\$ 84,700
Northwestern ..	657	43,850
South Side.....	539	40,650
Oak Park	337	23,750
Loop	102	8,000
	2,495	\$200,950

In view of the fact that many employes of the Elevated had not completed their payments on the previous loan, the showing made is quite creditable.

MUNICIPAL OWNERSHIP IN THE CITY OF SEATTLE

Municipal ownership in Seattle seems to be just one darned thing after another. Now the employes of the municipal street railway want time and one-half for their labor in excess of eight hours and the Seattle Argus remarks that this is something which those who were so anxious to purchase the Puget Sound Traction & Power Co. property did not figure on. And the newspaper also says:

"In fact there appears to be many things which they did not figure on, and few that they did.

"The city dads appear to be worried about where the money is coming from to pay the labor bill. This is something that should worry every taxpayer, for when our council begins to express concern over financial matters it is pretty certain that the finances are at a low ebb.

"There is one way that this money can be paid, and the sooner the remedy is applied the better. Raise the fares.

"The people voted to purchase the car lines. It is true that they did not know what they were doing. They were misled by those who should have known better, and whom the Argus believes did know better. It is equally true that they did not vote for the plan which was adopted, but the wise politicians put it in such a manner that they have got what they have got, and will have to make the best of it.

"Now let them pay the bill. There is no sense, no right and no justice in making the employes pay it in order that those who ride may save a few cents and those who put through the deal may save their faces."

VISIT THE STOCKYARDS

ARMOUR AND COMPANY announce the reopening of their great plant to visitors. The Stockyards before the war, used to be one of the show places of the city. No trip to Chicago was considered complete without a visit to the "yards."

Then along came the war and by Government restrictions the Stockyards were closed to visitors. After two years the order has been lifted. Courteous guides are again on hand at Armour's and other plants to show visitors through and explain all the interesting things which they see.

A real feature of the trip on the Stockyards branch, starting from Indiana avenue and Fortieth street, is the view of the "yards" from a point of vantage possible in no other way. From the "L" car you get a birdseye of the wonderful system of pens with cattle, hog and sheep houses, elevated runways, expert livestock buyers on the job, and many other sights.

The Armour general office employes are still talking about the great service given them by Elevated Railroads recently, when a special train of five cars was furnished to take them from the Armour station to 63rd street and Dorchester avenue, where they boarded a train for their annual outing and beach party at the sand dunes of Indiana.

The quickest and most convenient way to reach the stockyards is on the Elevated as cars run directly into the yards and stations are located at the main entrance to each of the large plants. Visit the stockyards and use the Elevated.

Aurora, Elgin & Chicago R. R.

COOL SUMMER TRIPS
and Enjoyable Week End Outings

Fox River Valley

and Nearby Points

Electric Connections to ROCKFORD, FREEPORT,
DEKALB and many other places.

Chicago's Greatest Outing

The Aurora and Elgin Panhandle Trip

110 Miles through beautiful suburbs and
wonderful scenery along the picturesque
Fox River.

\$216
Round
Trip
Including War Tax

Stop at Aurora or Elgin as long as you like. Visit, near Aurora, our "Fox River Park"—a large, completely equipped amusement park in a beautiful, natural forest on the river's edge. In Elgin are Lord's Park, one of the most wonderful spots in the state, and famous Wing Park, with its free Golf Course. Take this greatest of all trips.

Trains leave Wells Street Terminal (near Jackson Blvd. and Quincy St. "L" Station, Union Loop), or change from "L" trains to Aurora, Elgin & Chicago R. R. at Marshfield Station (West Side).

Boating—Pottawatomie Park, St. Charles
Fishing—Yorkville

Glenwood Park may be reserved for chartered car parties.

For Information Phone Wabash 5048

YES, WE REMEMBER IT VERY WELL

"A FEW years ago when the steam railroads asked for increased rates to enable them to live, you may remember that Louis D. Brandeis, now a member of the United States Supreme Court, stirred the country by stating that the railroads could save a million dollars a day by economical management. The rates were denied. Along came the war and the same government took over the same railroads. It affected economies by pooling interests which the private owners hitherto had been prohibited from doing. The government at once increased rates 50 per cent, while all the private owners had asked was less than 20 per cent. Did the government save a million a day? It didn't. It ran more than a million dollars a day behind, even with increased rates. Approximately \$486,000,000 represents the government loss through operation of the railroads since January 1, 1918. That deficit will have to be met from general taxes, so that the man who doesn't use the railroads a great deal will have to pay his share the same as the man who uses them daily. Was the service improved under government operation?" Ask anyone who has had occasion to travel much in the last year. He will tell you what he thinks of government operation."—The North Shore Bulletin.

RULES FOR MOTORISTS

Judge John Stelk of the Speed-Court believes that many of the offenders who are brought before him, violate the laws through ignorance of traffic rules and regulations. At the present time he is conducting an educa-

tional campaign which he hopes may decrease the number of law violations and make travel on the streets of Chicago safer. Judge Stelk would like to have the names of men and women who will serve on a citizens' committee which is being formed for the purpose of detecting, reporting and prosecuting men and women who recklessly violate the traffic laws.

In a "Motorists' Primer," which is being widely circulated by Judge Stelk, the following rules are laid down: The driver must:

Not drive a car without the owner's consent.

Give warning and slow up when approaching man or beast. Give signal when intending to swerve either to right or left.

Give signal when intending to slow up or stop.

Exercise care to avoid injury to persons or property.

Stop when person or property has been injured.

Give correct name and address.

Turn to right when meeting another vehicle.

Turn to left when over-taking another vehicle except on street car tracks when turn must be made to right.

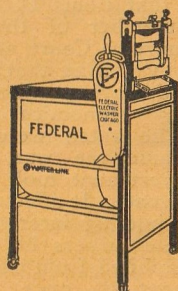
Turn to right when given a signal by a vehicle which desires to pass from behind.

VISIT WHITE CITY

THE brightest, cleanest amusement park in the city is White City, the Wonderland of the West. "The Garden Follies of '19," the big free feature of the park this season, continues to attract big crowds. Visit White City and spend an enjoyable afternoon or evening. Take the South Side Elevated to the entrance on Sixty-third street. One fare on the Elevated from any part of the city.

DO YOU LOVE HER?

BUY HER A FEDERAL WASHER



So She Can Have
for Her Home

Both the Washer and
Lamp delivered for
\$4⁵⁰

down for a limited
time only.

BALANCE IN SMALL
MONTHLY PAYMENTS



This **\$29⁵⁰**
Floor Lamp
FREE

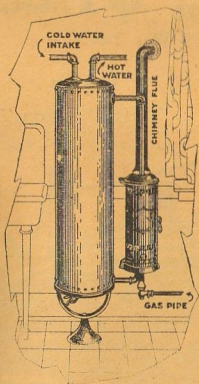
Commonwealth Edison ELECTRIC SHOPS

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Hot Water for Everybody



Gas Water Heater

Installed and connected to boiler, as shown on cut, for **\$22⁵⁰**

Price, \$ 2.50 with order
2.00 monthly (for 10 months)
21.35 cash

All Water Heaters sold by the Gas Company are tested and approved before installation.

Water Heater Section **The Peoples Gas Light & Coke Co.**

Telephone Wabash 6000

Michigan Ave. at Adams St.

OUR COURTESY COLUMN

AMONG the employes commended for courtesy and attention to passengers on the Elevated in the last month are:

South Side Trainman Patrick Breen, badge 2580, is commended for courtesy and for finding seats for standing passengers.

Northwestern Conductor J. Michaels, badge 598, is commended for finding seats for passengers and courtesy and attention to duty.

South Side conductor Thomas J. Canavan, badge 2229, is commended for exceptionally painstaking and courteous manner when giving patrons directions as to where they wish to go.

South Side Trainman L. M. Hammond, badge 2090, is commended for finding seats for pas-

sengers and for courteous treatment of women and children on his train.

Metropolitan Trainman Joseph DeSantis, badge 4466, is commended for the efficient manner in which he handled an intoxicated passenger who was offensive.

Metropolitan Trainman John Gallagher, badge 4791, is commended for stopping his train and recovering a lost pocket-book which a passenger picked up and tried to get away with.

TEN-CENT FARES

The Boston Elevated Railways on July 10 established a 10-cent rate of fare, the trustees operating the property for the state finding that the 8-cent fare was not sufficient to meet the cost of operation.

This Year's 1-Day Lake Trips

To Milwaukee and Week \$1.25
Return Days

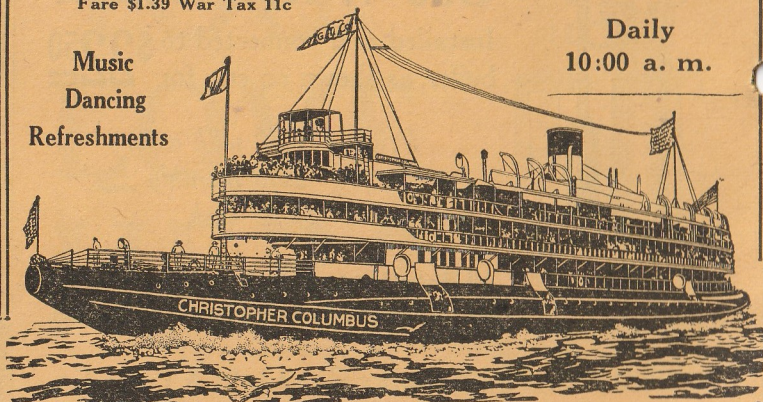
Sundays and Holidays \$1.50

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

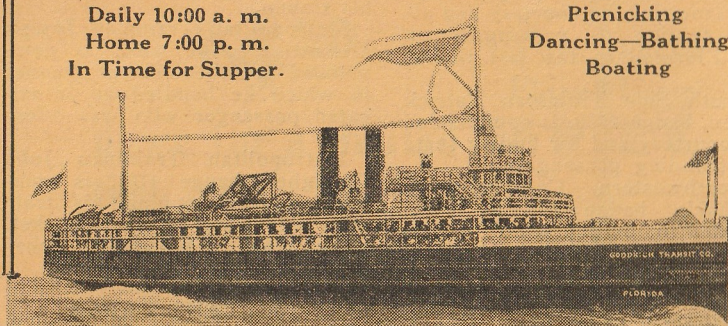
Sundays and Holidays \$1.25

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