

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

"IT IS no longer a question of what return shall be allowed to the owners of electric railways; it is a question as to what service, if any, shall be rendered to the public."—

JOHN H. PARDEE, President American Electric Railways Association, testifying before the Federal Electric Railway Commission.

Direct Through Service

Between the Loop in Chicago and the heart of Milwaukee on the fast Limited All-Steel trains of the

North Shore Line

Take a train for Milwaukee at Adams and Wabash or Randolph and Wabash on the Elevated. No change of cars necessary.

Dining cars leave Adams and Wabash at 7:37 and 11:37 A.M. and 5:37 P.M. Excellent service and reasonable prices.

CHICAGO NORTH SHORE & MILWAUKEE RAILROAD

Chicago Ticket Office 66 West Adams Street
Telephone Central 8280

This Year's 1-Day Lake Trips

To Milwaukee and Return **Week Days** **\$1.25**

Sundays and Holidays \$1.50

Fare \$1.39 War Tax 11c

Fare \$1.16 War Tax 9c

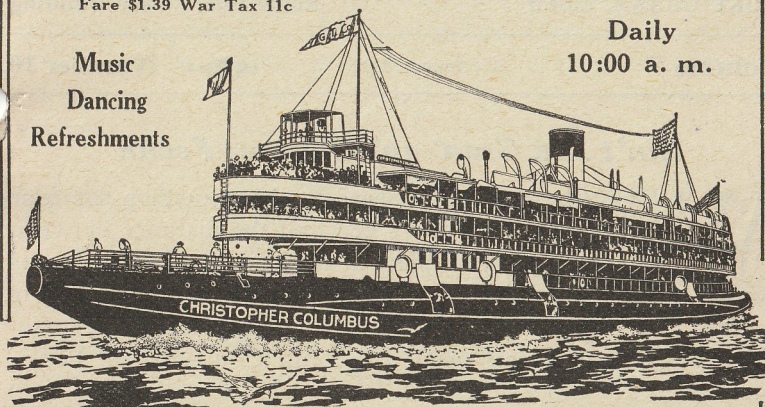
Daily

10:00 a. m.

Music

Dancing

Refreshments



Always in Sight of Land—The Trip Along The Shore

To Michigan City and Return **Week Days** **\$1.00**

Sundays and Holidays \$1.25

Fare \$1.16. War Tax 9c.

Fare 93c. War Tax 7c

Daily 10:00 a. m.

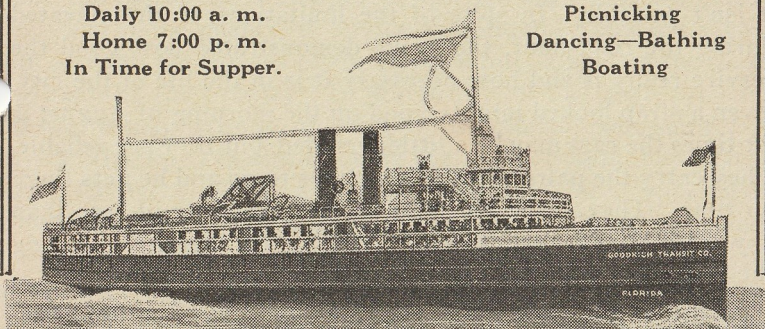
Home 7:00 p. m.

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 War Tax 04c **50c** **No Dull Moments!**

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

Special Party Rates.

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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 10

Ain't It a Gran' an' Glorious Feelin'

WHEN the elevated lines have been tied up for four days, and you have walked half the distance between your home and your place of work and have paid two bits for the privilege of riding the other half on a hard, rough road in a slow lumbering truck, then on the fifth morning when you hear the rattle of a train on the "L", Ain't it a Gran' an' Glorious Feelin'?

Standing in a crowded car holding a strap isn't the most comfortable mode of travel in the world and the Elevated Railroads would like to be able to furnish seats for all patrons during the rush hour, as they do at other times of the day, but it isn't possible. In spite of the limitations of the elevated during the rush hour, the strike demonstrated how good the service really is and how necessary it is in the life of the city. Even a strap looked mighty good on the morning of August 2. At times the cars may be a little crowded, but they are reliable. They carry the patron where he wishes to go and he gets there on time. They carry him at a much lower rate of fare than any other conveyance, as he learned by his experience during the four days the strike lasted.

During the last strike in 1915, improvised jitneys and moving trucks pressed into transportation service, carried passengers for ten cents a ride. There was nothing doing at that price in the last strike. It cost the passenger twenty-five cents to get aboard any sort of ramshackle conveyance and he wasn't carried to the street corner nearest his home, either.

Men and women by the thousand paid the price, too, and perhaps did less grumbling than they usually do when they get aboard a crowded car on the elevated. No one in authority interfered with the profiteers, either. They charged all the traffic would bear and they weren't required to pay licenses or extra taxes for doing it. It was, of course, a temporary matter, but it served to emphasize how essential are the transportation companies and why they should be supported instead of wrecked.

* * * *

Patrons Accept Cheerfully Increased Fares

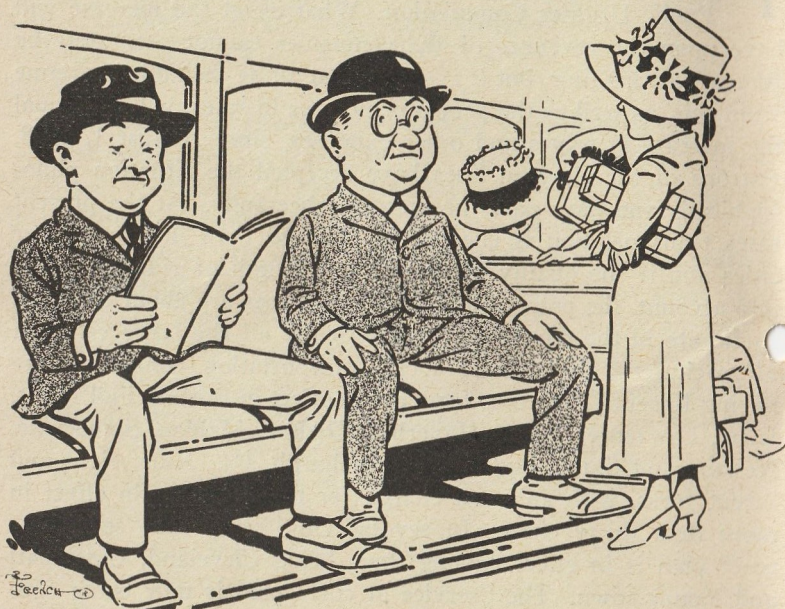
FARES on the elevated lines were increased from 6 to 8 cents a ride on the morning of August 8 by authority of the Public Utilities Commission. What effect the increase will have upon the revenues of the companies cannot accurately be forecast at this time, but it is certain that all of the added revenue from this, as well as the previous increase in rates, will not equal the increase in wages and other expenses, since August 1, 1918. Patrons of the elevated lines have accepted the situation philosophically and have paid the increase cheerfully. At the present rates transportation is cheaper in Chicago than in many other cities and if the quality of service and length of ride are taken into account, the patrons of the elevated lines are about the most fortunate in the country. In practically all the large cities in Massachusetts, patrons of local transportation companies are paying 10 cents. Ten cent fares are in effect in Boston, Fall River, Lynn, Lawrence, Salem, Haverhill, Chelsea, Malden, Somerville, Newton and Cambridge and in Pittsburgh, Pa. Nine, eight and 7-cent fares, with an extra charge for transfers are in effect in more than thirty cities. In several Ohio cities the "service at cost" plan is in effect, among them being Cleveland, Cincinnati and Youngstown. The "service at cost" plan is now being considered for Philadelphia, New Orleans, Minneapolis, Denver, St. Paul, Louisville, Oakland and Muskogee. It is the rational way of dealing with the problem. Cheap transportation is essential to every large city but that does not mean that any arbitrary

amount can be named as a reasonable rate of fare while conditions are changing every month. The advantage of the "service at cost" plan is that the people are assured service at the lowest possible price and the owners of the property are assured a fair return on their investment, based on a fair valuation. It is a plan whereby everyone interested is given a square deal.

* * * *

Share Up; Don't Be a Seat Hog

SOME of the older cars on the elevated lines were built with the seats running longitudinally. The companies would like to remodel those cars if they had the money, but they haven't. They cannot borrow the money, either, for capital will not seek an investment which does not promise



a fair return, so the old-style cars have to be continued in use. The cars have some advantages, however. They are a perpetual joy to that class of patron commonly known as the seathog. In them the seathog can sprawl his corpulent form

over two or three ordinary seat spaces and enjoy himself. The standing passenger may not enjoy the sight quite as much. Indeed, if the standing passenger happens to be a man, he probably shows what he thinks about it by forcing the seathog to share up. Ladies as a rule are more timid about disputing possession with the seathog. They try to disconcert him by a look of disgust, but he is quite impervious to that treatment. Were he the type of man to be moved by a look of withering scorn, he wouldn't in the first place occupy more than a reasonable amount of space. He must be taken for what he actually is; that is, a mass of corpulent selfishness devoid of the finer sensibilities usually found in mankind. The standing passenger shouldn't feel at all squeamish about making the seathog disgorge. He hasn't any feelings, so they can't be hurt by telling him to make room. A patron of the elevated writes THE ELEVATED NEWS to please go after the seathogs and try to have them conduct themselves as ordinary passengers do. It seems almost a hopeless task, but it is possible that one of them may read this and see himself as others see him. If he does it will help some. Anyway, it is worth trying.

* * * *

“Step Lively Please”

WHEN the trainman on an elevated train calls “Step Lively Please” he does so with a view to getting his passengers to their destination just a little quicker than they otherwise might. He does it with a view to improving the service, as far as it is in his individual power to help.

All passengers do not take the correct view of the situation when they hear the “Step Lively Please” of the trainman. An irritable patron once in a while resents it; seems to think it a personal affront. He does not stop to think that it is to his own interest to expedite the loading and unloading of trains, for every second's delay at a station adds just that much to the time required to make the trip.

Comparison of the time taken in loading and unloading

trains in Chicago and in New York, shows that in Chicago patrons move more deliberately and consequently make station stops longer. Chicagoans generally are supposed to have more "pep" than residents of any other city in the country, but it doesn't show itself in boarding and alighting from street and elevated cars.

Good service on the elevated lines depends on keeping trains moving. With due regard to safety of passengers, the faster trains move, the better the service. Ten seconds unnecessary delay at a station means a minute at six stations and in the long rides which are characteristic on the Chicago Elevated Lines, it may easily mean two or three minutes lost on the average trip. That may seem a trifle to the individual, but in the aggregate it means hours and days of time wasted. The wasted time benefits no one.

The purpose of trainmen calling out the name of the next station, is to give passengers an opportunity to be ready to leave the instant the gates are opened. In the rush hours when trains are crowded, it is not always possible for a passenger to get to the car platform by the time the train stops. But if the car is crowded that is all the more reason why the passenger should move toward the door as the train is approaching the station where he intends to leave. He knows it will take him a few seconds to work his way from the center of the car to the door and he should make allowance for that. In holding a train unnecessarily the passenger is not merely delaying himself, but he is delaying every other passenger on the train.

The best service is possible only through the co-operation of the passengers. Trainmen may be as efficient as it is possible for them to be but they cannot get the best results unless they have the support of the public. Help them to cut down station delays and save your own time. In other words
STEP LIVELY PLEASE.

Have Your Fare Ready Please

PATRONS of the elevated could save time for themselves and avoid a good deal of congestion at busy stations in the rush hours, if they would have the exact fare ready before reaching the ticket window. It is necessary for passengers to form in line when approaching a ticket window. If one patron digs first into one pocket, then into another, fishes out a bill of large denomination and holds his place until he gets his change, it blocks the entire line and causes scores to miss a train. It irritates others in the waiting line and makes matters disagreeable for everyone. It takes a little longer time to make change on account of the use of pennies. That is something which cannot be helped. You are helping yourself as well as others when you have the exact fare ready and can pass through without a moment's delay. Please have your fare ready and help improve the service.

* * * *

For The Public Safety

OCCASIONALLY an autoist who has reason to drive across the tracks of the Elevated on the far West Side where trains run on the surface, wishes to know why the crossing gates are left lowered and are raised only to let a vehicle or a pedestrian cross. On a few occasions an irritated driver has called at the Elevated offices to protest the reversal of the usual practice of leaving crossing gates up and lowering them only on the approach of trains.

To the credit of such irritated autoists, be it said, they invariably have left satisfied when the reasons have been explained and have asked that the practice be continued.

Now the practice of leaving the crossing gates lowered instead of raised at certain crossings where pedestrian and vehicular traffic is light, was not adopted in any arbitrary manner, or without consideration. Actual observations were made at those crossings which showed that an average of six trains crossed for one vehicle or pedestrian. Why, therefore, should gates be raised and lowered six times unnecessarily.

It gave the gateman unnecessary work and caused a certain amount of wear and tear on the operating machinery of the gates. From the standpoint of economy and efficiency the change was justifiable.

But there is another and more important reason, which really was the determining factor. It is much safer for the public, and officials of western suburbs understand that and heartily favor the practice. Gatemen are human. Those employed on the Elevated lines are as good as can be found in a similar capacity anywhere. But occasionally one of them has been known to nap. The very fact that the traffic is light at those crossings increases the possibility of their doing so. With the gates down at all times except when a vehicle or a pedestrian may wish to cross, the public is protected should the gateman indulge in a minute's nap. The worst that can happen in such an event is a delay of the few seconds while the gateman is being aroused to a sense of duty. Not often does a gateman fall asleep, but the possibility always is there and the Elevated Railroads take no chances where that can be avoided.

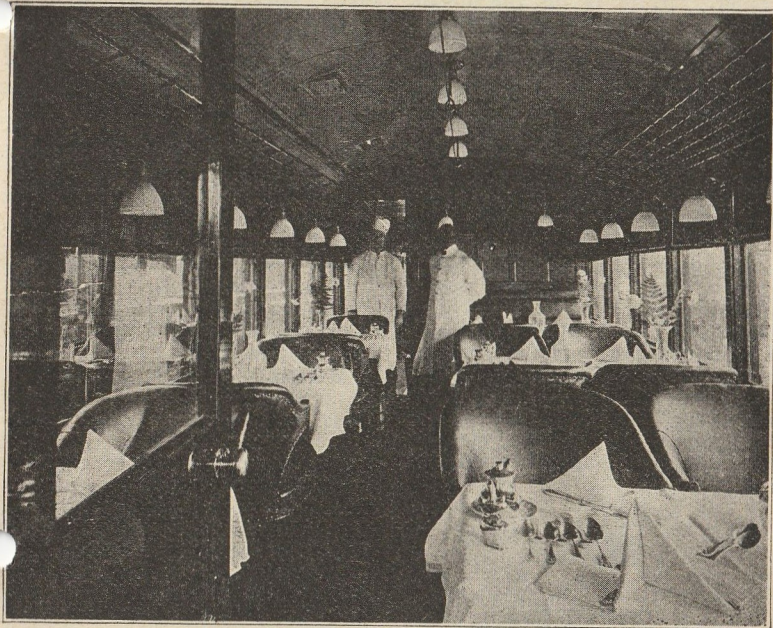
Should a gateman dose off for forty winks with his gates up, a serious accident might occur. A vehicle might run on the tracks in front of an approaching train. Motormen are supposed to be on the alert at all times and generally they are. Still when accidents do occur, almost invariably they are the result of man failure somewhere. The aim of the Elevated Railroads is to guard against the possibility of man failure in every possible way. That is one reason why there are so few accidents, even of minor character.

Should you happen to be delayed a few seconds at one of those crossings sometime, don't cuss the gateman or the management. Just think that the practice was adopted solely for the protection of you and of others. It doesn't happen once a month that you are delayed a few seconds in the manner described and when you are delayed just remember that a hospital is a poor place in which to make up lost time. SAFETY FIRST.

DINING CARS ON THE LOOP

It is a rather unusual sight to see finely equipped dining cars running around the elevated loop in the heart of the city. That is what may be seen every day, since the North Shore Line on August 6 began its direct

last one at 5:37 in the afternoon. No extra fare is charged for the passenger riding in the dining car if he orders a meal. The dining car service on the North Shore Line already has made a reputation that is known to travelers all over the country who have given it a trial. It is equal to the best service given on any steam rail-



through service between Chicago and Milwaukee.

The new service has proved very popular with travelers to Milwaukee and other cities along the North Shore Line. No transfer is necessary, the passenger from Chicago being assured of a train every hour that will carry him into the heart of Milwaukee.

Three dining cars are operated daily, the first leaving Adams and Wabash at 7:37 in the morning, the second at 11:37 and the

road and many patrons have declared it the best they have seen on any line. The prices are reasonable, the food served is the best that can be procured and it is prepared by experienced chefs. Everything is neat and clean and inviting to the hungry traveler.

With the inauguration of direct through service on the electric line, the traveler is saved the annoyance of transferring at Central street, Evanston, as was the practice in the past. He also

can save himself the time and expense of getting from the loop to the stations of the steam roads. When downtown he can board a North Shore train at Adams and Wabash, or at Randolph and Wabash and be landed at Second and Grand avenue, Milwaukee, which is right in the heart of the hotel, theater and shopping center. If he is on the north side he can board a train at Wilson avenue.

On the southbound trip the North Shore trains stop for the discharge of passengers at Wilson avenue, Randolph and Wells, State and Van Buren, Adams and Wabash and Randolph and Wabash. This service brings shoppers from the suburbs along the north shore into the heart of the shopping district.

The North Shore trains maintain an hourly service to the loop from 5:37 a. m. until 10:37 p. m. The trains are made up of all-steel cars which are clean, cool and comfortable. There is no smoke or cinders to annoy the passenger. Travel on the electric line will be found preferable in every way.



MOBILIZE FOR PEACE

THE armistice has been signed, but the Red Cross is waging a war that knows no armistice—a war against disease, unhealthy living conditions, starvation—all the lingering poisons of the past.

The Red Cross asks you to hold fast to the ranks; to carry on in the work of restoration; to keep the faith with the widows and orphans of the heroic millions who died on Europe's Calvary that you might live. Are

you going to sign an armistice before *this* war is over?

The Red Cross has never been content with temporary make-shift methods of relief—the work must be well done or not at all, and this work of war relief has only just begun. World-wide distress has followed in the wake of this war. The Red Cross needs workers as never before. It needs *your* heart, *your* brain, *your hands*—could you devote them to a better cause?

The Third Red Cross Roll Call
Will be held November first to eleventh.

The Goal Is Twenty Million Members.

There is need for the immediate services of one million volunteer workers to enroll them.

Are You Ready to Answer the Call?

Then sign up for volunteer work at your nearest Red Cross local chapter and

MOBILIZE FOR PEACE

WHAT HOME SERVICE HAS DONE

A report from 58 per cent of the home service sections of the American Red Cross shows that 386,673 families of soldiers and sailors are being assisted by this organization. The service is in touch with more than 500,000 families. Grants and loans of money amounting to \$566,063.75 were made during a recent month, and money relief to dependents of soldiers and sailors during the past fourteen months has totaled \$6,836,760. This fund is taken from Red Cross chapter treasuries, which are maintained by membership dues and war funds.

During the war the home service cases at one time ran as high as 700,000. Thirty thousand workers, 28,000 of whom were volunteers, were engaged in this work.

ONE-THIRD OF ALL CITIZENS HAVE INTEREST IN UTILITIES

"Thirty-three and one-third per cent of all citizens of Illinois, directly or indirectly, have a financial interest in the public utilities of the state."

This statement was made at a meeting of utility managers and operators in Springfield held lately at which plans were laid for a closer co-ordination of effort in placing the after-the-war case of the electric, gas, telephone and street railway companies before the public. The conference was held under the auspices of the Illinois Committee on Public Utility Information which has been created by the various associations of the combined utility industry of the state.

Speakers at the meeting declared that the ramifications of the industry are such that fully one-third of all citizens now have a financial interest, either as wage earners, security holders or through collateral industries dependent upon the utilities. Of the total of all citizens of the state, 193,700 are directly in the employ of the electric, gas, telephone, water, street and interurban railways or railroads and 153,600 others are employed in industries dependent upon the public utilities. These 347,300 wage earners, with their families, represent 1,736,500 persons dependents for their living upon the industry, or 17 per cent of the entire population. In addition there are 230,000 security holders, who with their families total 1,150,000 persons, who are indirectly affected.

It was particularly insisted that better understanding be created because of the need of investment of \$450,000,000 of additional capital in the state within the coming five years in order to meet the growing needs.

NATION'S WATER POWER WASTED

Secretary of Interior Lane recently estimated that 35,000,000 horse-power may be obtained from the nation's wasted water power, which means that a total of 139,000,000 tons of fuel would be saved annually if the country's hydraulic resources were developed. He said that in addition to this saving 380,000 men now required for mining, transportation and firing this coal would be released for other work and nearly 200,000 railroad cars and 5,000 locomotives would be set free.

DECLINED WITHOUT THANKS

IT was the evening before the inauguration of the great drouth. They evidently had been attending the wake of the late John Barleycorn. Perhaps they had partaken of a few highballs, but anyway, they were in high spirits when they entered an elevated car. There were only two empty seats in the car and there were three in the party.

"Sit on my knee," said one to his companion who held a strap. He seated himself on the other's knee and they joked and laughed in a good-natured way.

At the next station a lady entered the car and not finding a seat she caught a strap near where the jovial three were seated. For a minute or two she stood unnoticed, then the man who was seated in his companion's lap arose and with a Chesterfieldian bow he said: "Have my seat, madam."

There was a laugh among those who noticed the incident and the most amusing feature was that the gentleman who offered his seat appeared more confused than the lady to whom it was offered.

It was quite apparent that for the moment he had forgotten where he was seated. However, the lady got a seat, although not the one originally offered her.

SMALL INVESTORS OWN BIG CORPORATIONS

The Investors Guide Department of the Chicago Tribune recently said:

"The prevalent opinion held by office holders and politicians generally concerning corporations is far out of accord with the facts. The political orator, whether in legislative halls or in a town meeting, refers to corporations as 'greedy creatures of Wall Street.' According to his view almost anything that hurts great corporations will benefit the people in general through limiting or decreasing the wealth of multi-millionaires. The war revenue law was framed on this theory. It lays crushing and in some cases confiscatory taxes on corporations.

"The idea that these taxes fall principally on people of great wealth is incorrect. The greatest corporations are owned by people of small means. These stocks, instead of gradually becoming concentrated in the Wall Street safes, are rapidly being acquired by small investors all over the country."

OBSERVED ON THE "L"

TWO fat men were seated on a lengthwise seat at the end of an elevated car. Their knees were spread out in the manner common to their kind. They were deeply absorbed in their evening newspaper, as such men usually are, or pretend to be.

Another man entered the car. He was thin and wiry. He sized up the situation and squeezed himself into the space between the two. Both looked up from

their papers and glared fiercely at the intruder. He paid no attention to the looks. At the next station an elderly lady entered the car. She must have weighed in the neighborhood of 175 pounds. She looked tired, too, and it was a warm afternoon.

The thin man who had squeezed himself in between the fat men was suddenly struck with an idea. He smiled as he jumped to his feet and offered the stout lady his seat. She thanked him and let her 175 pound avoirdupois drop heavily into the rather limited space the thin man had occupied. The look on the faces of the fat men was a study. It seemed to tickle the thin man for he laughed behind his newspaper where he stood with his back against the motorman's cab in the end of the car. Every time the train rounded a curve the stout lady gained an inch or two of seat. Every gain was marked by a frown from one or the other of the fat men and by a hearty chuckle from the thin man who was covertly watching developments over the top of his newspaper. As the thin man left the car at Argyle station he still was laughing and the stout lady was bravely holding her own.

UNFINISHED BUSINESS

"Do you believe that fighting is at an end?" asked Mr. Dolan.

"Yes," replied Mr. Rafferty. "We're going to live peaceably hereafter."

"Well, I don't want to spoil any pleasant sociability. But there was two or three little meetings I'd like to have had before they changed the rules."

Some men have so little initiative they will not go for a vacant chair in a barber shop unless somebody tells them they are "Next!"

TAXPAYER FOOTS THE BILL

SEATTLE'S municipal street railway system is losing approximately \$50,000 a month, according to Oliver D. Erickson, a Seattle councilman.

"It's an outrage and a swindle to saddle on the people an obligation of \$15,000,000 when we cannot collect enough in fares to pay the operation and maintenance costs and absorb the interest charges," said Mr. Erickson. After operation and maintenance costs are paid, the Seattle municipal car lines show a monthly balance of \$19,000 and the monthly interest charge on the investment is \$68,000. The deficit of \$49,000 has to be paid by the taxpayer, whether he rides on the street cars or not.

Testifying before the Federal Electric Railway Commission in Washington, Mortimer E. Cooley, Dean of the University of Michigan, said he was in favor of municipal ownership because he thought it the best and quickest way to convince the public that it is not desirable. "It would be a case of giving candy to a person who wants it until it gives that person the stomach-ache," he said.

American Red Cross workers, during the war, knitted 14,089,000 garments for the army and navy. In addition they turned out 253,196,000 surgical dressings, 22,255,000 hospital garments and 1,464,000 refugee garments. It all was done under the direction of 3,870 chapters of the Red Cross, with 8,000,000 workers.

Judge (to witness) — "Why didn't you go to the help of the defendant in the fight?"

Witness—"I didn't know which one was going to be the defendant."

OUR COURTESY COLUMN

FOLLOWING are some of the employees commended for special acts of courtesy or honesty during the last month:

Station Agent J. H. Woodward, Oakenwald and 42nd place, is commended for returning a \$5 gold piece given him for a nickel by mistake.

Metropolitan Conductor Edward Maher, badge 4768, is commended for attention shown passengers in lowering window shades and otherwise looking out for their comfort.

Station Agent Miss A. Holmbeck, South Side, is thanked and commended for restoring a lost package of papers.

South Side Trainman Joseph J. Nonkovich, badge 2815, is commended for courtesy and willingness to give a passenger the information desired.

Metropolitan Trainman B. Horacek, badge 4032, is commended for the tact and good judgment he displayed in handling an unruly passenger.

WHY NOT?

Jimmie giggled when the teacher read the story of the man who swam across the Tiber three times before breakfast.

"You do not doubt that a trained swimmer could do that, do you?"

"No, sir," answered Jimmie, "but I wonder why he did not make it four times and get back to the side where his clothes were."

One day an Irishman was walking along the street and an automobile ran over him. While he was looking after the vanishing machine a motorcycle came along and just missed him.

"Begorra," muttered the Irishman, "who'd thought the fool thing had a colt?"

White City

SO. PARK
AVE.
AT
63RD ST.

DANCING and ROLLER SKATING THE YEAR ROUND
CHICAGO'S FAVORITE AMUSEMENT PARK

REAL RIDES

THAT
THRILL

SEE
CHICAGO'S GREATEST
SUMMER
SHOW

THE
GARDEN FOLLIES
OF 1919

REVUE THE 4TH

BEGINS WED.
AUG. 6th

LADIES and CHILDREN
FREE

EVERY AFTERNOON
except
SUNDAYS and HOLIDAYS

COMING for 3 days ONLY
Sat. Aug. 30 Sun. Aug. 31
Labor Day, Mon., Sept. 1

AL. BARNES BIG 4 RING
G. BARNES WILD ANIMAL

CIRCUS

TWICE DAILY
Afternoon and Evening
IN THE
STADIUM

