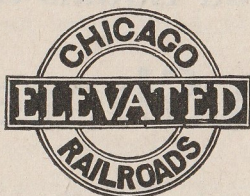


THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

***I**T is estimated that the urban population served by street and interurban railways in the United States is upwards of 43,000,000, and they carry more than 20,000,000,000 passengers annually. Can the public afford to see them driven into bankruptcy!*



For Real Service Between
Chicago and Milwaukee
and Intermediate Points
No Road Equals the

North Shore Line

All-Steel Limited Trains From
the Loop to the Heart of Mil-
waukee Every Hour Daily and
Every Thirty Minutes Saturday
Afternoons, Sundays and Holi-
days.

Regular Dining Car Service
Three Times Daily.

Chicago North Shore & Milwaukee Railroad

Chicago Ticket Office 66 West Adams
Telephone Central 8280

The Elevated News

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

Room 1226, Edison Building

Volume V

September, 1919



Number 11

Advantages of Living Near the "L"

ARE you engaged in that pleasant occupation known as flat-hunting? Quite a job at any time and just a little worse than usual this year. Everyone wishes to get out where the air is pure, where there are pleasant lawns and open spaces, away from smokestacks, brick walls and dirty pavements.

Nearly everyone, at least everyone who has foresight, wishes to locate near an "L" line. All can't afford automobiles, although there were 5,352,350 of them in the United States Dec. 31, 1918, or one pleasure car for every nineteen of the population. But with the "L" lines as convenient as they are, there are thousands of families enjoying fresh air and sunshine miles away from the congested sections of the city.

Have you ever stopped to consider what that means in the life of the city? How closely the health and happiness of citizens are bound up with the local transportation lines? If you have ever given it a thought you must know that the local transportation lines are an absolute necessity. That being a fact, shouldn't the companies be supported and encouraged by the public? If they are driven to the wall through furnishing transportation at less than cost, who will suffer most? It will be the public which depends on the companies for its daily means of local transportation.

Reasonable Fares and Good Service

FROM a public viewpoint which is the more profitable, reasonable fares, long rides and frequent and regular service, or low fares, short rides and poor service? Low fares and short hauls would be more profitable for the com-

panies, but would they be for the public? You may have heard about the low fares charged in some European cities where the lines are owned and operated by the municipality. The facts are, however, that in those cities the fare for a like distance is much higher than in Chicago and in other American cities. Low average fares are possible only because the lines operate in congested districts. By way of comparison, let us take cities in Great Britain with a population of 965,000 and contrast the statistics with New England cities with a population of 1,085,000. Here are the figures:

| Item— | Great Britain | New England |
|----------------------------------|---------------|-------------|
| Population | 965,000 | 1,085,000 |
| Miles of track..... | 156 | 695 |
| Population per mile of track.... | 6,187 | 1,560 |
| Revenue per mile of track..... | \$16,767 | \$13,314 |

The figures quoted above give a fair idea of the situation. In Great Britain the rule is dense population, short rides, low fares within restricted areas, and high earnings per mile of track. In Chicago the situation is reversed except in the matter of fares. Here we have sparse population, long rides and low earnings per mile of track. The figures show also the better service furnished in this country. More than four miles of track for each mile in Great Britain means frequent service. The long ride means that the people in American cities live in the suburbs, or in outlying residence districts. Isn't transportation service which makes that possible worth fostering?

"Step Lively Please"

A PATRON of the Elevated, who read the editorial in last month's ELEVATED NEWS to the effect that slow loading and unloading causes undue delay at stations, suggests that conditions might be improved by widening the doors of the cars. The newer types of cars have wide doors and it takes less time to load and unload them.

The force of the suggestion, of course, is apparent. The operating officials know very well that the wider door has

advantages. When cars are damaged to an extent that warrants their being rebuilt, the wide door is provided in the rebuilt car. At the present rates of wages and prices of material, however, it costs \$2,000 to remodel a car to substitute a wide door for a narrow one. There are other improvements of similar character that could be made, and that the management would like to make if the money could be found to make them. But where is the money to come from? Investors who have held securities of the Elevated for years without receiving a fair return on their investment, are not going to throw good money after bad. New investors are looking for investments that will pay returns. The result is that the Elevated Railroads cannot make the improvements they would like to make. The increase in fares is not sufficient to meet the higher wages and increased cost of materials, to say nothing of providing for improvements, adequate maintenance or return on the investment.

The whole question is one which ought to receive the serious consideration of the public. If the public expects improved service, it must pay what the service costs.

Buy Tickets at "L" Stations

PATRONS of the Elevated will find it a great convenience to purchase tickets and so avoid the annoyance of waiting for change at the ticket window, or carrying a lot of pennies.

Agents at any of the stations will sell tickets in quantities desired by the purchaser, but for the good of the service patrons should not buy them at busy stations during the rush hours. In the morning rush hour the direction of travel is downtown and the outlying stations are busy. In the evening the reverse is true. Buy your tickets, therefore, at the downtown station where you get off in the morning, or at your home station in the evening.

By observing that recommendation and exercising judgment, patrons will save themselves and others a lot of trouble

and delay. It takes an agent a little longer to sell tickets than it does to collect a single fare. The patron who asks for tickets in the rush hour, blocks the line and delays others. Help improve the service by avoiding all unnecessary delays.

Have Pity on the Ticket Agent

TICKET agents on the Elevated, contrary to the popular idea, are neither mind-readers nor lightning calculators. They are usually quick, intelligent and good-natured, but they are human. Give them a chance. With the odd pennies in the present rate of fare there are dozens of combinations which the patron may figure out in his mind so as to avoid taking pennies in change. The girl in the booth, however, cannot read the patron's mind or divine the particular combination he has figured out to confuse her.

One patron rushes up to the ticket window and lays down a half dollar and a penny. He imagines that the ticket agent should at once register two fares and give him back 35 cents in change. But, as has been said, she isn't a mind-reader, although that particular combination is comparatively easy. A favorite combination when the fare was 6 cents was to lay down 23 cents to pay for three fares. The patron always got his nickel in change, but not the blessings of the ticket agent.

If patrons must figure out fare combinations—and it seems they must, at least they do, why not give the poor girl a chance? Tell her what the combination is, at least give her a hint by telling her how many fares you wish to pay. Remember she has to put up with that sort of thing hundreds of times in a day. Some of the girls have gray hairs now and others are accumulating them fast. You wouldn't be sweet tempered yourself if you were in her place, making change, ringing up fares, answering questions and trying to read minds. Protect the womanhood of our beloved country and buy tickets or have the exact fare ready.

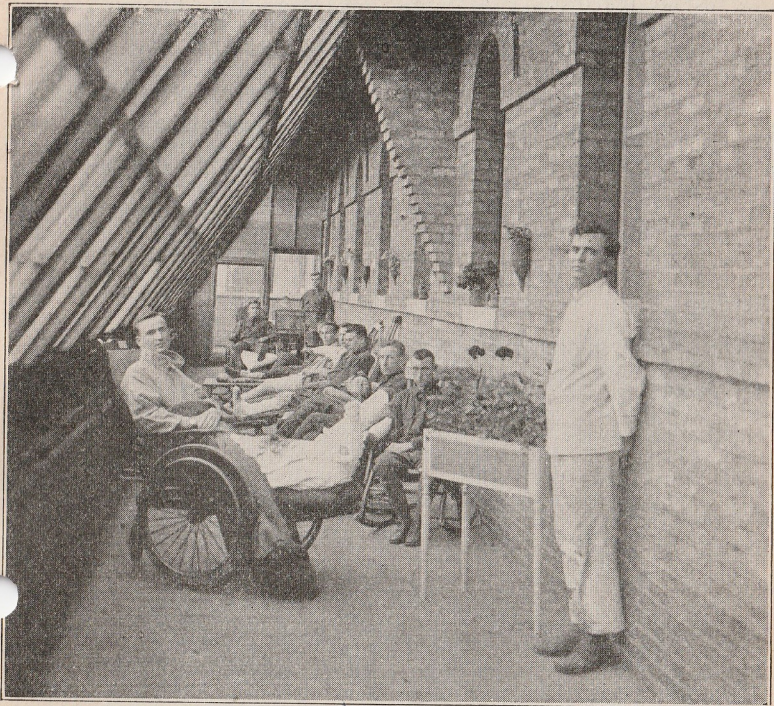
VISIT FORT SHERIDAN

IF you women folks who have a little spare time on your hands wish to do something which will make you feel happy afterwards, take a trip up to Fort Sheridan and visit the wounded soldiers. They need you.

Wheel-chair parties are the reg-

high bluff above Lake Michigan.

Each girl has a wounded soldier assigned to her. Some are rather helpless and require a good deal of attention. Others are able to do a little for themselves, but all of them enjoy the wheel-chair parties. The girls enjoy it, too, in addition to having the satisfac-



Wounded Soldiers Taking the Air on Veranda

ular thing Saturday afternoons. What are they? Oh, just a lot of girls, who wish to be helpful, make up little parties and go to Fort Sheridan, Saturday afternoon, and take wounded soldiers out for an airing. They carry lunch boxes with them, which they share with the invalids, as they sit under the trees on the

tion of knowing that they have done a worth while thing.

Even if you can't join the wheel-chair parties, go out and visit the soldiers, anyway. No trouble about getting there. Trains of the North Shore Line now run around the loop, so you can get a train at Wabash and Adams or Wabash and Randolph.

If you live on the North Side it isn't necessary for you to come downtown. Take a North Shore train at Wilson avenue. The trains run every hour during the week and every half hour Saturday afternoons and Sundays. All North Shore trains stop at Fort Sheridan. Make up your mind now to take the trip.

RUSSIAN LANGUAGE CAUSES EDITOR TO QUIT JOB

HE looked even younger than the ten years he owned up to, as he walked briskly into the editorial office of THE ELEVATED NEWS. He picked up some exchanges and gave them the "once over."

"Could I get an article in The Elevated News?" he asked.

"What is it about?"

"Oh, the fast time made on the South Side Elevated."

"Pleased with the fast time, are you?"

"I came down from Forty-third street to Wabash and Adams in ten minutes."

"Well, that was pretty fast. Are you quite sure it was ten minutes?"

"Well, it might have been eleven minutes, but it was fast. I want to write something about it. I'll prepare an article tonight."

"That will be fine. How would you like to be an editor?"

"I haven't the time. I'm too busy. I did edit a paper once, but I quit it. Got a communication in the Russian language and I printed a notice in the next issue that I wouldn't publish anything but English."

"That was perfectly proper."

"Would you print letters written in the Russian language in THE ELEVATED NEWS?"

"No. The English language is good enough."

"That's what I said and I

stopped editing the paper. I wouldn't print Russian letters."

"How old are you?"

"I'm past ten and going to school."

"What's your name?"

"Harold Armstrong."

"Well, Harold, stick to the English and your editorial work and you may be a Joseph Medill some day. Who knows?"

The visitor left, but up to date the "article" has not been received.

HELP SALVATION ARMY

"Back home to serve," the Salvation Army is preparing to go before the people of Illinois and ask for \$2,250,000 with which to carry on its works of peace.

The Salvation Army is the friend of the men and women who have no friends. It gives homes to the homeless, clothes the destitute and gives a new lease on life to the disheartened. For many years it has been doing as great a work among the bypaths of the large cities as it did among our forces in France, but it took the great war and the great work which the Army did in that war to bring the work of the Salvation Army before the public.

Now that the people have been awakened to a sense of the accomplishments of the Salvation Army, that Army is seeking to put its relief work upon a business basis. In former years much of the time which might have been spent in carrying relief to the needy was necessarily used in the street solicitation of funds. With a regular Home Service Fund available, large enough to provide for all the needs for a year, all this time can be utilized in carrying light into dark places.

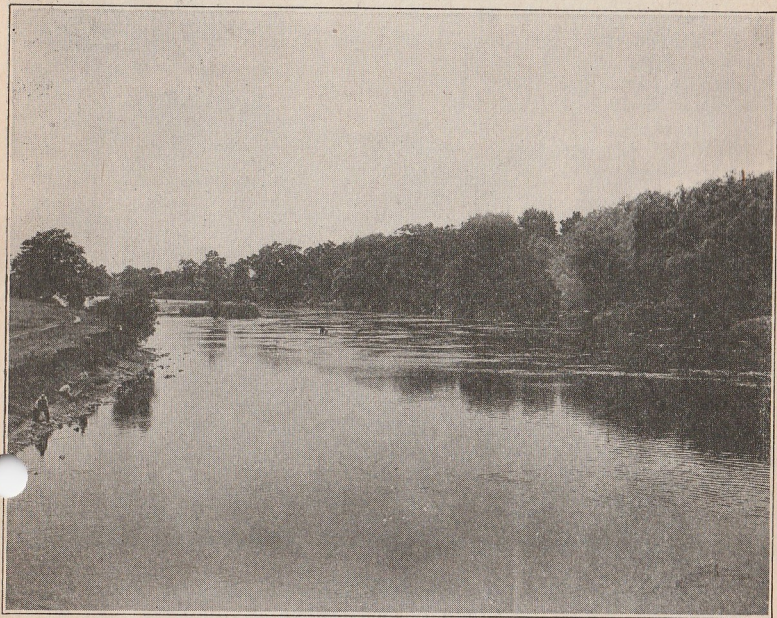
Chicago has been asked to contribute \$1,500,000 and the down-state counties \$750,000. Virtually all counties in the state have been organized for the drive, which opens September 22 and closes

September 29. F. S. Peabody, head of the Peabody Coal Company, has been selected as chairman of the state committee and will also direct the drive in Chicago.

Audits of the books of the Salvation Army show that only about 6 per cent of the money is paid out in the form of salaries. The highest paid officer of the Army is paid less money than a bookkeeper. The Army conducts men's industrial home, men's hotels, a women's rescue home

and maternity hospital, women's boarding homes, hotels for soldiers, sailors and marines, provides civilian clothing for men discharged from the army, navy and marine corps, and is planning to establish a boys' industrial home at Glen Ellyn.

For these purposes, the Salvation Army is appealing to readers of THE ELEVATED NEWS to help them in their work that these men and women whose lives are endangered in the battles of life may be given aid.



Scene on Milwaukee River from Port Washington Road, About Five Miles North of Milwaukee

ENJOY A SUNDAY OUTING

THE ideal time for a trip in the country is in the early Autumn, when the trees are changing color. There are only a few weeks left for such outings this season, so you should make

up your mind to go next Sunday.

Between Chicago and Milwaukee, on the North Shore Line, there are many beautiful spots to spend a Sunday. North of Milwaukee, on the shore of Lake Michigan, will be found some of

the finest scenery in this part of the country. One of the beauty spots is Donges Bay, about fifteen miles north of Milwaukee. It can be reached by auto bus from the end of the North Shore Line. From the end of the line the trip is made on Third street to Port Washington road. All the way out to the grove the scenery is picturesque and the resort itself is a delight. Sunday chicken din-

need to bother with time-tables. Just decide to make the trip and you can get a North Shore Limited at Adams and Wabash or Randolph and Wabash on the loop. If you live on the North Side you can get a train at Wilson avenue, or ride on the Northwestern Elevated to Central street, Evanston, and take the Limited there. You will enjoy every minute of the ride on the



Winding Path Through Pine Grove at Donges Bay,
North of Milwaukee

ners are served from 12 o'clock until 3 o'clock and patrons of the restaurant are given the use of the grove free of charge.

That trip is one of the most delightful outings that can be planned for one day. Trains on the North Shore Line run every half hour on Saturday afternoons and Sundays, so that there is no

electric. No smoke or cinders to soil your clothes.

"Do you know, Pat," said the Englishman, proudly, "that the sun never sets on the British empire?"

"To be shure," answered Pat. "Everybody is afraid to trust an Englishman in the dark."

OUR COURTESY COLUMN

COURTESY and honesty are characteristic on the Elevated lines. Every day some incident occurs to make a patron feel that he is regarded as something more than a mere "fare." Whether it be a package left in a car, a mistake in change at a ticket window, or something else, the patron is always sure of receiving courteous treatment.

Employees are human, however, and like to know that little acts of kindness are noticed and appreciated. They like to see their names appear in this column. It stimulates them to give even better service. Encourage them by sending in a post card when you notice some act that merits commendation.

Among those commended last month are:

Northwestern Station Agent Miss A. Lane is thanked and commended for calling a lady back and giving her \$4 in change which she had left at the ticket window.

Loop Platform Man F. B. Kennedy is commended for the efforts made to locate a leather portfolio left on a Douglas Park car.

South Side Conductor Joseph Wigginton, badge 2871, is praised for attention given to an air-door which was in bad order and which he righted between stations.

Oak Park Conductor Edward Kelmar, badge 6024, is commended for calling stations and making train announcements in a clear and distinct manner.

South Side Starter James Clark at Stoney Island avenue is commended for courteous manners and attention to duty.

Northwestern Conductor John McCormick, badge 574, is commended in two letters; one for the care and attention he shows passengers and one for returning a pair of eyeglasses left in his car.

Northwestern Trainman R. E. Dabney, badge 1299, is thanked by a lady to whom he lent 10 cents when she lost her pocketbook.

HE'S THRIFTY, ALL RIGHT

A canny Scot who lives in Milwaukee takes a business trip to Chicago about the first of each month. Being economical, he travels the cheapest and easiest way, which is over the North Shore Line. On a recent trip he lost his wallet, containing more than \$50. On discovering his loss he at once telephoned the main offices of the North Shore Line at Highwood. The wallet had been found by a conductor and turned in and he was so informed. He directed to hold it until he came down on his next trip.

A month later the Scot appeared at the office and claimed his purse. It was handed him and he counted the money over carefully. He looked inquiringly at the clerk in the Auditor's office. "What's the matter?" asked the clerk. "Isn't it all right?"

"It's richt enough," answered the thrifty Scot, "but whaur's my month's interest?"

SO THEY HAVE

An Englishman on a fishing trip in Scotland did not think that his Highland boatman was treating him with due respect.

"Look here, my good man," he said, "you don't seem to grasp who I am. Do you know that my family has been entitled to bear arms for the last two hundred years?"

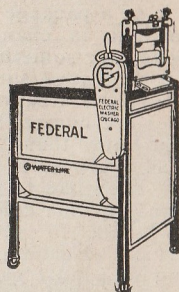
"Hoot mon, that's naething," was the reply. "My ancestors have been entitled to bare legs for the last two thousand years."

"Sae ye were at MacPherson's last night. What kind o' a mon is he?"

"Leeberal wi' his whisky—but the quality o' it's sae indeeferent I verra near left some."

DO YOU LOVE HER?

BUY HER A FEDERAL WASHER



So She Can Have
for Her Home

Both the Washer and
Lamp delivered for

\$4⁵⁰

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