

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

THE idea of a fixed price or unit for the sale of transportation, to me, is just as idiotic as to say that potatoes shall always sell for 40 cents a peck, regardless of what it costs to produce them.

—Albert L. Roper,
Mayor of Norfolk, Va.

THE ROAD OF SERVICE

PICNIC PARTIES going to any of the delightful spots along the North Shore of Lake Michigan can arrange for special trains on the

NORTH SHORE LINE

on short notice. Special Trains run to suit your convenience.

Regular Trains leave the North Shore Terminal Station, Wabash and Adams, on the even hour for Kenosha, Racine and Milwaukee, and every half-hour for Waukegan and intermediate points.

**CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD**

The Elevated News

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LUKE GRANT, Editor

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Tickets and New Rates of Fare

IN RESPONSE to the petition of the Chicago Elevated Railroads for more revenue to meet the increased wages of employes and higher prices for materials, the Public Utilities Commission, after an exhaustive hearing, authorized an increase in fares, which was put into effect August 4. The elevated railroads asked for a straight 10-cent fare within the city, which they considered the lowest rate upon which they could meet the increased costs. The Commission authorized a charge of 10 cents for cash fares, but stipulated that the roads should sell four tickets for 35 cents, making the ticket rate $8\frac{3}{4}$ cents a ride. Old tickets are to be redeemed at the price at which they were purchased.

The elevated lines have done everything possible to acquaint their patrons with the change in rates, going farther in that direction than they were required to go by the order of the Commission. While the new rates were put into effect Aug. 4, old $7\frac{1}{2}$ -cent tickets were accepted as fares until Aug. 9 to give patrons an opportunity to dispose of the supply they had on hand, as many are in the habit of purchasing a week's supply on Monday morning.

Not one in a thousand, or in ten thousand, of the elevated patrons made any protest against the new rate of fare. They had read in the newspapers of the proposed increase and the evidence presented to the Commission upon which the higher fares were authorized. Always in such cases, however, there are a few who make matters disagreeable for ticket agents and

for their fellow passengers. They will present an old ticket and argue with, and sometimes swear at, the agent because she will not accept it for a fare. They delay others who wish to get to a train.

Ticket agents will cheerfully redeem the old tickets at the price paid for them, but they cannot accept them as full fares, because they are not. The agents have their instructions to carry out and they are in no way to blame in the matter. The agents will accept a single ticket together with 10 cents, giving a new ticket in exchange and passing the patron through to a train. For two tickets and multiples of two, they will pay cash at the face value of the tickets. That is as far as they can go and if a patron is dissatisfied he should take his grievance elsewhere. Ticket agents have troubles of their own and in the interest of good service they should be encouraged by patrons. At least they should not be sworn at as they have been in a few instances.

And Laundry Bills So High, Too

A PATRON of the elevated lines writes calling attention to the men and women who stick their muddy shoes into the car aisle, to be brushed against by everyone entering or leaving the car. She says: "The worst of all pests are the men and women who insist on wiping their shoes on other passengers' clothes." She's right about it, too, and laundry bills so high. She also is right in including women in the list of offenders, for the practice of crossing legs in a car isn't confined to the male sex.

It used to be quite popular with the funny men to make jokes about the size of Chicago women's feet. The humorists are supposed to have got the idea from riding on elevated cars, where 57 varieties are placed on exhibition daily. Some are like fairy boots and some are like ferry boats, but their owners seem equally proud of them. At least they put them on display quite impartially. Something once was said about not hiding one's light under a bushel. Some thousands of elevated patrons interpret it as meaning that they shouldn't hide their

feet under a seat, and, really, there are so many feet that should be hidden as much as possible.

Let the men and women who insist on sticking their feet into the car aisle just put on reverse English—mentally, of course—and they will see the matter in a different light. Suppose a woman wearing one of those immaculate white skirts, which look so cool and comfortable in this kind of weather, boards an elevated train. To reach the middle of the car she has to run the gauntlet of some twenty pairs of shoes, sticking out from both sides of the car, until they almost meet and embrace in the center of the aisle. If the train happens



to be running on a straight stretch of track, she may reach the middle of the car without mishap, although the chances are about ten to one against her. Should the train round a curve she hasn't one chance in a thousand. One No. 10 will hit her on the knees as she sways forward, while another is held poised on the other side to catch her on the rebound. You have seen it happen many times. Even a No. 2 will make an impression that isn't easily eradicated. The lady in white paid her fare for a ride, not to be used as a football, or a doormat by other passengers.

Kicking against the management of the roads is a popular pastime. Some think that it relieves their feelings if nothing else. We would rather they did not do it, but if they must kick, we would rather have them do it that way than to kick the other passengers. The other passengers would rather have it that way, too.

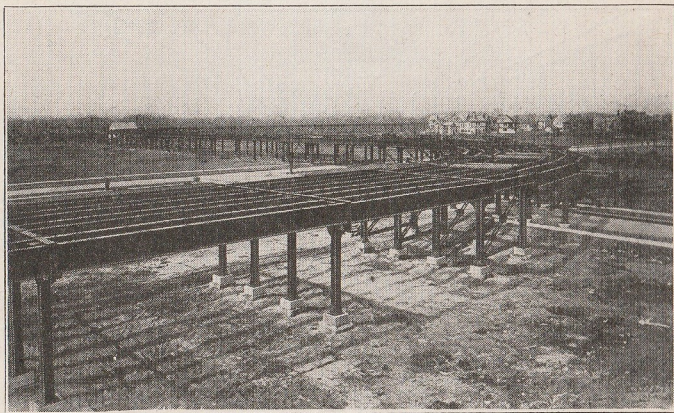
BEFORE AND AFTER

NO, this isn't a story of the wonderful curative qualities of some patent medicine. It's a simple story, illustrating

might have been bought then for less than half what a front foot costs at the present time.

The second picture was taken fifteen years later from the ele-

Before



Sheridan Road in 1897

what the Chicago Elevated Railroads have done to build up the city and to increase the value of private property along their lines.

The first picture shows the vicinity of the Sheridan Road station at the time the Northwestern Elevated was under construction in 1897. The station had not been built when the picture was taken. You will observe there were not many "palatial" residences in the neighborhood at that time. An entire building lot

might have been bought then for less than half what a front foot costs at the present time. The second picture was taken fifteen years later from the elevated station looking north on Sheridan Road. What a change was brought about in those fifteen years! Thousands of citizens who owned vacant property found themselves made rich almost over night by the wonderful Aladdin's lamp that touched the territory. Really the Northwestern Elevated has Aladdin's lamp beaten forty ways, but in the twentieth century we look at things differently. There are those among us who would de-

to destroy this wonderful Aladdin's lamp.

As Senator Harding once said: "It is a curious phase of human nature that the people in the populous centers hail transportation lines as the supreme blessing, encourage their construction and celebrate their completion, and then growl about them ever after."

owners acquired them as a result of their wise investments in real estate in that vicinity and have to thank the Northwestern "L" for their present affluence.

The view shown at Sheridan Road station is typical of other parts of the city where the elevated railroads made populous centers out of barren prairies. The transformation was brought

After



Sheridan Road at Northwestern "L" Station—1913

A picture of Sheridan Road at that point today would show an even greater contrast, at least in the number of automobiles. The photographer would find it difficult to set up his camera and take a picture looking either north or south from the station and show only a half dozen automobiles. He would get as many hundreds in the distance shown in the picture as he has single cars. And probably a great many of their

about in a very few years and thousands of property owners were benefited. But how about the elevated roads? How about the men and women who invested their money in the stock of the elevated roads, rather than in vacant real estate along the lines?

While the change shown in the pictures was taking place on Sheridan Road, how much did the stockholders of the North-

western Elevated get out of it? It isn't hard to answer that question, and the answer won't burden your memory with a lot of figures. For the first nine years of its operation the Northwestern Elevated did not pay one cent in the shape of returns to its stockholders. While its service was adding millions to the wealth of private property owners and to the community as a whole, the holders of stock, both preferred and common, got absolutely no return on their investment. At the end of the first ten years, the road began paying some returns to stockholders, but the rate has only averaged 1.44 per cent for the twenty years that the main line has operated.

The facts stated are well known to the Public Utilities Commission and to all others who care to know them. They are only too well known to those who invested their money in the securities of the company. The pictures give an idea of what the operation of the road has done for private property owners and for thousands who live in the district and do not own property. The figures tell what the owners of the road got out of it. Just keep those things in mind next time you hear someone talk about the "tremendous profits" of the elevated railroads.

"ALL OUT FOR FUEL"

"All out for fuel!" is the unwelcome interruption of many a railway journey through the Balkans, in these days of fuel famine and shortage of railroad equipment.

At the summons, every able-bodied person, male or female, turns out and scours the mountain slopes for wood, debris left by the recent armed invaders, anything that will burn. When enough inflammable material has been gathered to generate steam, the wheezy, decrepit locomotive

staggers on another leg of its journey. But after 30 or 40 kilometres the fuel again gives out and the passengers are once more commandeered as stokers.

Every American Red Cross worker whose duties have taken him through the Balkan states is becoming adept in the duties of fuel assembling.

REHABILITATE ILLINOIS NATIONAL GUARD

Governor Lowden has appointed a commission to reorganize and rehabilitate the National Guard of Illinois so as to make the state militia more attractive for the young man of today. The aim is to make the Chicago regiments clubs for the youth of the city, where they will have social and educational advantages, athletics for their recreation and health upbuilding and receive from association and training benefits that will make for better citizenship. Eventually the five armories of the city will be equipped with athletic apparatus and fitted up for the club and social features of the members. At first the following armories will receive the attention of the commission: First Regiment, 16th and Michigan; Second Regiment, 2653 W. Madison street; Seventh Regiment, 3401 Wentworth avenue, and the new Broadway Armory, 5875 Broadway. The commission appointed by Governor Lowden, who is honorary president, is headed by Frank O. Wetmore as president.

Chairman Wetmore gives an outline of the purposes of the commission as follows:

"Fundamental guarantees of American citizenship.

"Maintenance of respect for our laws and the preservation and protection of life and property.

"Building up of a well-trained and physically fit body of citi-

zens actuated by motives of unselfish devotion to the state, whose common privileges we all enjoy and appreciate and which the citizens of the state intend to have perpetuated.

"That the service of the young men of this country in the National Guard is the highest expression of good citizenship.

"That the conditions surrounding that service shall be as worthy as the service itself.

"That such service can and shall be made attractive and beneficial in all ways to this membership.

"That the establishment of an efficient National Guard, full of the highest spirit and morale, shall be realized at once and maintained in perpetuity by the citizens of Chicago.

"With full co-operation of the people of Chicago we shall have the finest National Guard organization in the Union, a credit to the city and representative of the 'I Will' spirit, and a tower of strength upon which they may rely in time of need."

Many committees have been appointed to carry on the various features of the plan outlined by the commission. These committees include industrial, recruiting, speakers, publicity, service, educational, athletics, service and social, finance, legislative and military council.—National Guard Commission Press Bureau.

THE MOST FOR YOUR MONEY

The patron of the elevated roads gets more transportation for his money than the patron of any other electric line in the country.

AVOID ACCIDENTS

Passengers on elevated trains should not put their heads or arms out of open windows. It is dangerous.

OUR COURTESY COLUMN

WHEN you see a trainman or a ticket agent or some other employe of the elevated lines do an act that merits commendation, jot down his badge number and send a postcard to the ELEVATED NEWS. All employes of the elevated lines are required to be courteous and obliging to passengers, but they are human and they appreciate having their names and badge numbers printed in this column. It encourages them to give still better service. It doesn't require more time and effort to send in a commendation than it does a complaint. Men and women serving the public have a good deal to contend with. A little encouragement helps them wonderfully, and every time you send in a commendation it is filed with the record of the employe. He may at some time get into a little difficulty and then he appreciates having a few commendations to his credit.

Following are employes commended in the last month:

Northwestern Trainman George Lurtz, badge 1200, is commended for picking up a raincoat left in his car and turning it in promptly so that it was restored to the owner.

Northwestern Trainman William Jirsa, badge 1341, is commended for clear enunciation of stations, pleasing personality and neatness in appearance.

Metropolitan Trainman J. J. McLoughlin, badge 4394, is commended for the attention shown an aged couple boarding his train at LaSalle and Van Buren. The couple evidently were strangers and had just got off a railroad train at the LaSalle station. Trainman McLoughlin gave the

couple directions, found a seat for the lady and carried her suitcase into the car. The commendation comes from a bystander who observed the trainman's courteous manner.

South Side Trainman James Tatone, badge 2129, is commended and thanked for turning in an umbrella left in his car.

Northwestern Trainman William H. Reusch, badge 1162, is commended for courtesy, for finding seats for standing passengers and for distinct calling of stations.

Metropolitan Motorman A. Hodek, badge 4078, is commended for finding and turning in a lawyer's brief case left on his train.

South Side Conductor Charles F. Wise, badge 2385, is commended for calling stations distinctly and for his neat appearance.

Oak Park Conductor M. F. Arnon, badge 6209, is commended for assisting a passenger carrying a heavy and bulky package.

Northwestern Conductor J. C. Farley, badge 1615, is commended for making "seat hogs" sit closer and make room for an elderly lady, also for calling stations distinctly.

JOHNNIE KNOWS

Teacher — "Do you know, Johnnie, where shingles were first used?"

Johnnie (modestly) — "I'd rather not tell."

AMEN!

"Do you remember," asked the history teacher, "how many folks came over in the Mayflower?"

"Well," said the bright boy, "I figure there must have been at least fifteen million unless there are a lot of liars in this country."

FISH ARE BITING

Mr. Jones keeps a shop where he sells fishing tackle. For the sake of advertisement, he has a large rod hanging outside, with an artificial fish at the end of it. In the early hours of the morning a man, rather the worse for sight of the fish, went quietly to the door and knocked. Jones, being in bed, looked out of the window and asked: "Who's there?"

"Don't make a noise," was the reply, "but come down as quick as you can."

Thinking something serious must be the matter, Jones dressed like lightning and came down as quickly as possible. "What's the matter?" he asked breathlessly.

"Hush!" was the reply. "Pull your line in quick. 'You've got a bite!'"

Employer—"Have you drunk anything since the first of July?"

Applicant—"No sir, not a drop."

Employer—"Then you won't do. I want a man who can surmount obstacles."

Boston Policeman (to hand organ grinder)—"Have you a permit to play on the street?"

Organ Grinder—"No gotta permit, boss."

Boston Policeman—"Then accompany me."

Organ Grinder—"Sure ting, boss—what you wanta sing?"

THE HAMMER AND THE HORN

When blowing a horn to boost Chicago don't use a hammer on its public utilities. It's inconsistent.

This Year's 1-Day Lake Trips

To Milwaukee and Return Week Days **\$1.50**
Sundays and Holidays \$2.00 War Tax Extra

Daily
10:00 a. m.
Chicago Local Time

Music
Dancing
Refreshments

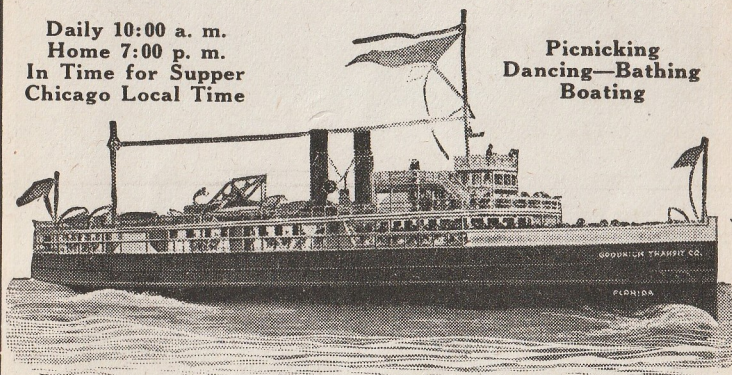


Always in Sight of Land—The Trip Along the Shore

To Michigan City and Return Week Days **\$1.30**
Sundays and Holidays \$1.75 War Tax Extra

Daily 10:00 a. m.
Home 7:00 p. m.
In Time for Supper
Chicago Local Time

Picnicking
Dancing—Bathing
Boating



Three Hours Lake Ride—Three Hours Ashore
GOODRICH TRANSIT CO. DOCKS FOOT MICHIGAN BLVD.
East of Link Bridge

MOONLIGHT EXCURSIONS 75c **NO DULL MOMENTS!**
LEAVE MUNICIPAL PIER 8:45 P. M., Local Time—RETURN 11:15 P. M.
Special Party Rates Phone Randolph 4076

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NOW EV'RY EVE. FREE
MAT. SUN.

Chicago's Reigning Summer
Musical Success

Emile D. Recat's
1920 EDITION

The Garden Follies

Plus VAUDEVILLE

Star Cast Beauty Chorus
Gorgeous Gowns
Vaudeville Acts Supreme

Rides That Thrill!

The Frolic
Racing Derby
Giant Ferris Wheel
Over the Falls
Racing Coaster
The Pep
Venice
Chutes
Whip

Visit the
Fun House
Noah's Ark
1001 Troubles
Million Smiles

