

# NOT A SINGLE OVERHEAD TROLLEY IN NEW YORK CITY!

All the trolley wires on Manhattan Island are underground and out of sight. There are no cable roads left.

Why cannot Chicago, behind all other cities in street car service, have similar lines?

No franchise should be granted in the future except on condition that the wires go underground and the street car companies pave the streets from curb to curb.

# SMASH THE ICE TRUST!

The Ice Trust, which raises the price on the poor, is the Advance Guard of Hades. It is in league with the Heat Fiend to crush out human life or extort money. If there is any honor left in our Legislature or City Council, the Ice Trust should be smashed.

# WATCH THE UNION TRACTION GANG!

The Street Car Franchises will be renewed next year without any concessions to our citizens. The proper "People" and Reformers have been fixed. As the date draws near when the franchises expire their silence becomes more profound. Does money alone talk? The deal has evidently been made and the stock and "stuff" distributed among the right parties. NO BETTER ACCOMMODATIONS FOR PASSENGERS. NO LOWER FARES. NO IMPROVEMENT IN CARS. Just lower the tunnels. That is enough for the people, say the gangsters.

# THE STREETS NOW BELONG TO THE CORPORATIONS!

Franchises of fifty-three lines now owned and operated by the Union Traction Company expire in 1903. The list includes all the important principal and cross-town lines on the North and West sides. Secretary George C. Sikes of the street railway commission has compiled a table showing the franchises affected and it is set forth in the statement that twenty-seven of the franchises were granted to the North Chicago Street Railway Company and twenty-six to the West Chicago Street Railway Company. Many of the franchises, as indicated by asterisks, are subject to the act of 1895. Following is a list of the expiring franchises:

\*Sedgwick street—Division street to Lincoln avenue.  
Garfield avenue—Lincoln avenue to Racine avenue.  
Racine avenue—Webster avenue to Center street.  
Center street—Racine avenue to Lincoln avenue.  
\*Larrabee street—Chicago to Lincoln avenues.  
Webster avenue—Racine to Lincoln avenues.  
Sheffield avenue—Lincoln avenue to Clark street.  
\*Chicago avenue—Clark street to Larrabee street.  
Division street—State to Clark streets.  
\*Division street—Clark street to Clybourn avenue.  
Grace land avenue—Evanston avenue to Ashland avenue.  
Evanston avenue—Diversey street to Grace land avenue.  
Wrightwood avenue—Short stretch from Lincoln avenue.  
Alley—Between Lill and Wrightwood avenues, and between Sheffield and Seminary avenues.  
LINES ON THE WEST SIDE.  
\*Madison street—State street to Western avenue.  
Madison street—Between Western and Hamilton and Hamilton and Crawford avenues.  
\*Madison street loop—Fifth avenue side.  
Milwaukee avenue line—Between Lake and Halsted streets. \*Halsted street and North avenue, North avenue and Armitage avenue.  
\*Halsted street line—Halsted street from tunnel to Van Buren street; in

Van Buren street between Clinton and Halsted streets.  
Halsted street—\*Van Buren street to Blue Island avenue, and from Blue Island avenue to O'Neill street, and the switch tracks on O'Neill street.  
Blue Island avenue—\*Halsted street to 15th place, and 15th place to Western avenue.  
EAST AND WEST LINES.  
Armitage avenue—Milwaukee avenue to Washtenaw avenue, expired 1898.  
North avenue—Milwaukee avenue to California avenue.  
Chicago avenue—Milwaukee avenue to Leavitt street, and Leavitt street to California avenue; Kedzie avenue to 40th avenue.  
Grand avenue—Milwaukee to Western avenues.  
Lake street—Wabash avenue to Union Park court, \*thence to Western avenue, thence to Rockwell street, thence to Homan avenue.  
\*Lake street loop—Randolph street side and State street side.  
\*Randolph street—State street to Union Park.  
\*Bryan place—Randolph street to Lake street.  
Ogden avenue—Madison street to 40th avenue.  
Van Buren street—\*State street to Ogden avenue, Ogden avenue to Western avenue.  
\*Polk street—Fifth avenue to Canal street.  
Twelfth street—\*State street to Canal street, Canal street to Ogden avenue, Ogden avenue to Western avenue.  
Fifteenth place—"Dead tracks between Jefferson and Canal streets. (Note—If there be any local authority

for the presence of these tracks in street the right would be terminable by the city in 1903.)"  
NORTH AND SOUTH LINES.  
Fifth avenue—\*Randolph to Polk streets, Polk street to 12th street viaduct, Randolph street to Lake street.  
Clinton street—\*Randolph street to Madison street; \*Madison street to 12th street; Milwaukee avenue to Randolph street.  
Canal street—Harrison street to Canalport avenue.  
Canalport avenue—Canal street to Halsted street.  
\*Jefferson street—Van Buren street to 15th place.  
Halsted street—\*Milwaukee avenue to Blue Island avenue, Harrison street to O'Neill street.  
Leavitt street—Chicago avenue to Grand avenue.  
Western avenue—Lake street to Madison street, Madison street to Van Buren street.  
California avenue—Armitage avenue to North avenue, Division street to Chicago avenue.  
The following shows the dates of expirations of the franchise grants of the lines of the Chicago City Railway Company:  
WABASH AVENUE AND COTTAGE GROVE AVENUE LINE.  
Wabash Avenue—Lake street to 22d street, terminable 1903.  
Twenty second Street—Wabash avenue to Cottage Grove avenue, terminable 1903. (Subject to act of 1895.)  
Cottage Grove Avenue—22d street to 30th street, terminable 1903. (From 22d

street to 31st street subject to act of 1895.)  
Downtown loop of Wabash avenue line, expires 1903.  
INDIANA AVENUE LINE.  
Eighteenth Street—Wabash avenue to Indiana avenue, expires 1903. (Subject to act of 1895.)  
Indiana Avenue—18th street to Cottage Grove avenue, expires 1903. (Subject to act of 1895.)  
Twenty-second street to 30th street, terminable 1903. (One track subject to act of 1895.)  
STATE STREET LINE.  
State Street—Lake street to 63d, terminable 1903. (Part from Lake street to 31st street subject to act of 1895.)  
Downtown loop expires 1903.  
CLARK STREET LINE.  
Clark Street—Washington to Polk, expires 1903. (Subject to act of 1895.)  
Polk to 22d street, terminable 1903.  
Archer Avenue—State to Halsted streets, terminable 1903. (Subject to act of 1895.)  
Halsted to 38th street, expires 1903.  
Thirty-ninth street to Vincennes avenue, terminable 1903.  
CANAL STREET LINE.  
Canal Street—Archer avenue to 20th street, expires 1903.  
Twenty-ninth Street—Canal to Butler street, expires 1903.  
Wallace Street—20th to 30th street, expires 1903.  
HALSTED STREET.  
O'Neill to 30th street, expires 1903.  
Thirty-ninth to 60th street, terminable 1903.  
ASHLAND AVENUE.  
Thirty-first to 30th street, expires 1903.

Thirty-ninth to 60th street, terminable 1903.  
WESTERN AVENUE.  
Archer avenue to 71st street, expires 1915.  
KEDZIE AVENUE.  
Thirty-eighth to 63d street, expires 1915.  
CROSS-TOWN LINES.  
Twenty-first Street—State street to Dearborn, expires 1903.  
Dearborn Street—20th to 21st street, connecting with Archer avenue, expires 1903.  
Twenty-sixth Street—Cottage Grove avenue to Halsted street, expires 1907.  
Thirty-first Street—Lake Park avenue to Pitney avenue, expires 1903.  
Pitney Avenue—31st street to Archer avenue, expires 1903.  
Archer avenue to Chicago & Alton railroad, expires 1907.  
Ullman Street—31st street to 30th street, expires 1907.  
Thirty-fifth Street—Cottage Grove avenue to Rhodes avenue, expires 1905.  
Rhodes Avenue—35th to 30th street, expires 1905.  
Thirty-fifth Street—Michigan avenue to State street, expires 1912.  
State street to Ullman street, expires 1907.  
Ullman street to California avenue, expires 1912.  
Thirty-ninth Street—Cottage Grove to Wentworth avenue, terminable 1903.  
Wentworth avenue to Halsted street, terminable 1907.  
Root Street—State to stockyards, terminable 1903.  
Forty-third Street—Illinois Central tracks to State street, expires 1907.

Forty-seventh Street—Illinois Central to Cottage Grove avenue, expires 1915.  
Cottage Grove avenue to State street, expires 1912.  
State street to Ashland avenue, terminable 1903.  
Ashland to Western avenue, expires 1912.  
Western to Archer avenue, expires 1915.  
Fifty-first Street—Grand boulevard to Indiana avenue, expires 1907.  
Indiana avenue to State street, expires 1903.  
State to Wood street, expires 1910.  
Fifty-ninth Street—State street to Western avenue, expires 1915.  
Sixty-first Street—Madison avenue to Cottage Grove avenue, expires 1912.  
Cottage Grove avenue to point 1,000 feet east of South Park avenue, expires 1907.  
From said point to State street, expires 1905.  
Sixty-third Street—Stony Island avenue to Illinois Central, expires 1912.  
Illinois Central to Cottage Grove avenue, expires 1907.  
Cottage Grove avenue to Westworth avenue, expires 1914.  
Westworth to Ashland avenue, terminable 1903.  
Ashland to Central Park avenue, expires 1913.  
Sixty-ninth Street—Vincennes avenue to Leavitt street, terminable 1903.  
Leavitt street to Western avenue, expires 1915.  
Seventy-ninth Street—Vincennes avenue to Halsted street, terminable 1903.  
South Chicago Avenue—71st street to 75th street, expires 1900.  
Overhead-trolley permit expires 1904.