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HENRY F. DONOVAN, Editor and Publisher

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By Henry F. Donovan.

SATURDAY, JANUARY 10, 1914.

GOV. DUNNE DOES WELL.

Governor Edward F. Dunne has acted wisely in appointing the state Public Utilities Commission.

Of course there is a growl here and there from some disappointed office seeker, but the fact remains that the governor's selections are of a character to satisfy the public.

Mr. Quan, the president of the new board, is a man of high character, good ability and independent judgment. The other appointees, taking everything into consideration, look like men who will not disappoint the people in the adjustment of their relations with public service corporations.

When one takes into the consideration the great numbers of interests vitally affected by the Utilities body, and the great number of wires which they pulled to secure representation on that body, the governor's action is all the more creditable to himself and satisfactory to his fellow citizens.

Governor Dunne has again showed himself to be an honest man who can be relied upon by the people in time of need.

CITY PHONE GRAFT KNOCKED OUT.

A decision of the United States Supreme Court has knocked out the contract ordinances of the city of Chicago with the gas, electric light, telephone and street car companies.

Under the decision of the court, the State Utilities Commission may have the right to come into Chicago and upset present ordinances with the utility corporations.

The commission, if it desired, could upset the traction ordinances of 1907 and order an immediate revision of rates contained in contract ordinances with the Chicago Telephone Company, the Commonwealth Edison Company and the Peoples Gas Light and Coke Company.

This is as it should be.

RAILROAD ELECTRIFICATION WILL THROW THOUSANDS OUT OF EMPLOYMENT.

Men capable of judging and who have given careful attention to the matter assure us that:

Electrification by present methods for railroad terminal operation is impracticable.

Electric railroads in the east are built and owned by steam lines, but operated as separate properties and employed subway motor and trammion to operate trains.

Electric motors on a twenty million dollar branch of one trunk line are operated by subway trammion from New York City.

Electricity forced on Chicago railroads will mean reorganization of suburban train service.

Electric roads will lease steam suburban tracks or secure privileges from steam lines to operate trains. Steam suburban train crews will be removed and trains operated by one motorman on multiple unit cars—this could be done on the Lake Shore and South Bend railroad between Kensington and Randolph street.

Electric motors switch more cars in eight hours than superheater engines can in ten.

Electric multiple unit cars in suburban service have but one engine-man, and by hiring street car men companies cheapen the wages of trammion.

Electricity does away with round-house employees, fire pullers, ash-pans, pit men, machinists and boiler-makers, and reduces the store-keeper's force one half.

Electricity does away with one-half the maintenance of way department, and the entire water service.

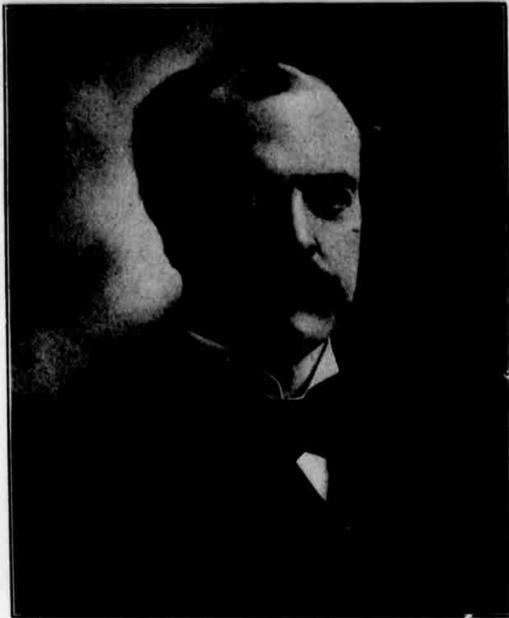
Electricity does away with a large force of clerks in all departments, especially in the handling of coal, wood and fuel oil.

Electricity in the few departments mentioned would effect clerks in general offices, such as stenographers, record filers, invoice clerks, tracers, etc.

Electricity is an additional danger to railroad employees.

Electricity means a physical examination every few months for trammion, and only those physically perfect are kept in employment.

Electricity in Chicago means that



GOV. EDWARD F. DUNNE, Whose Utilities Board Pleases the Public.

fifty per cent of the old men in train and yard service, and thirty per cent of the younger employees would be forced from railroad business.

Electricity injures more employees than steam: puts hundreds of workmen and women out of employment, and on the tramp; is not as efficient as steam; its only virtue is eliminating black smoke, to satisfy a clamorous misguided aristocracy, while for workmen and women it means idleness, starvation, misery, frightful death, torture and agonies beyond power of description.

ILLINOIS UTILITIES BOARD MUST ACT.

The new Illinois Utilities Board must reduce telephone rates in Illinois the first thing or it will become very unpopular. Illinois is the greatest victim of the phone monopoly in the United States. The people are tired of being overcharged by it. Long distance service in this state is almost as bad as local service.

The Railroad Commission of California has been considering the question of long-distance telephone rates and has issued an order for reductions which will go into effect February 14. It has made a change also in the matter of time, the use being extended from one minute to two for the ordinary charges.

It would be impossible to make exact comparisons with the charges for long-distance service in this city without complete statistics and explanations, but taking the distances set down in railroad time tables and remembering that the use here is for three minutes instead of two the reader may perhaps figure out a comparison for himself.

The rate from San Francisco to Palo Alto, 34 miles, was 35 cents and it has been reduced to 15 cents. The rate from Chicago to Lake Forest, 28 miles, is 20 cents, but the service is longer and additional charges are 5 cents a minute.

The rate from San Francisco to San Jose, 50 miles, has been reduced from 40 to 20 cents. The rate from Chicago to Kankakee, 54 miles, is 40 cents.

The rate from San Francisco to Sacramento, 90 miles, has been reduced from 55 to 40 cents. From Chicago to Milwaukee, 85 miles, it is 50 cents. From San Francisco to Santa Cruz, 79 miles, it has been reduced from 50 cents to 30 cents.

Marysville is 142 miles from San Francisco and the rate has been reduced from 70 cents to 50 cents. The rate from Chicago to Bloomington, 139 miles, is 75 cents.

From San Francisco to Red Bluff, 225 miles, the reduction is from \$1.50 to 80 cents. The rate from Chicago to Springfield, 192 miles, is \$1.

The California figures for overtime are lacking. They might go far toward equalizing apparent differences in the charges. In the Chicago cases cited after Lake Forest the rate for an additional minute is: To Kankakee, 10 cents; to Milwaukee, 15 cents; to Bloomington, 25 cents; to Springfield, 30 cents.

The most interesting feature of the showing is undoubtedly the large percentage to be noted in the reductions ordered by the California state board. In the case of Palo Alto it is nearly 60 per cent. In the case of Vallejo, where the reduction is from 50 to 15 cents, it is 70 per cent. Upon the rates taken as a whole it is given as 31 per cent.

Chicago local rates, as everybody knows, are higher than in any other big city in the world. The service is rotten and unsatisfactory and is getting worse every day.

EAGLETS.

Robert P. Bamrick will probably be the Democratic candidate for alderman of the Seventh ward. He is very popular and would make a fine alderman.

Frank Gates Allen of Moline, one of the most popular men in the state, will be the Progressive candidate for United States Senator. His nomination is practically assured.

Typographical Union No. 16 will give its annual ball and entertainment at Riverview Park January 10. It promises to be a great success.

Joseph Keady, the veteran horse-shoer, whose name is a household word, on the Northwest Side, has retired from business in which

he accumulated a handsome fortune. His many friends are urging him to become a candidate for alderman of the Seventeenth ward and should he consent his election is beyond doubt.

John C. Paul will probably be the Democratic nominee for member of the Board of Review. He is very popular and is highly esteemed by his neighbors on the North Side.

Dan Sullivan is turning out great political matter for Record-Herald readers.

ELECTION CALENDAR FOR 1914.

Jan. 26—First day to file petitions with city clerk or town clerk of Cicero for February primary.

Feb. 3—Registration for February primary.

Feb. 4—Last day to file petitions with city clerk or town clerk for February primary.

Feb. 4 and 5—Canvass of precincts by clerks of election.

Feb. 6—Last day to file petitions under Public Policy Act for April election.

Feb. 7—Revision of primary registration.

Feb. 24—Primary for nomination of aldermen in Chicago, and town officers in Cicero.

March 13—Last day to file independent petitions for April election with city clerk.

March 17—Registration for the April election.

March 18 and 19—Canvass of precincts by clerks of election.

March 21—Revision of the registry.

March 23—Last day to file independent petitions with town clerk of Cicero for April election.

April 7—April election—Aldermen in Chicago and town officers in Cicero.

July 11—First day to file petitions with secretary of state and county clerk for September primary.

July 31—Last day to file petitions with secretary of state and county clerk for September primary.

Aug. 5—Last day to file withdrawals with secretary of state, account September primary.

Aug. 10—First day to file petitions with city clerk for September primary.

Aug. 19—Registration for September primary.

Aug. 20—Canvass of precincts by clerks of election.

Aug. 20—Last day to file petitions with city clerk for the September primary.

Aug. 22—Revision of registry for September primary.

Sept. 4—Last day to file petitions under Public Policy Act for November election.

Sept. 9—Primary for November 3 election.

Oct. 3—Last day to file independent petitions with secretary of state or county clerk for November 3 election.

Oct. 3—First day of registration for November 3 election.

Oct. 13—Second day of registration for November 3 election.

Oct. 14 and 15—Canvass of precincts by clerks of election.

Oct. 17—Revision of registry.

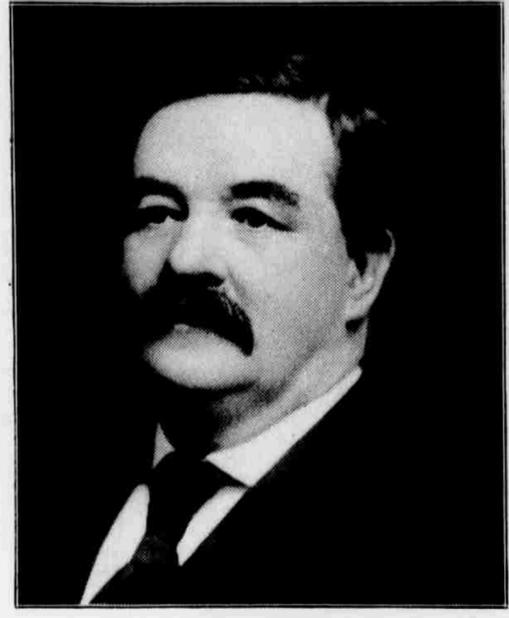
Nov. 3—Election for state, county and city offices.

WARD BOUNDARIES.

Following are the ward boundaries in Chicago:

1. Chicago river west and south to Wallace, south to W. 25th, east to Princeton, south to W. 28th pl., east to S. 5th ave., south to W. 30th, east to Wentworth ave., south to W. 31st, east to Lake Shore right of way, north to W. 26th, east to S. Michigan ave., north to E. 25th, east to Indiana ave., south to E. 26th, east to South Park ave., south to E. 31st, east to Lake Michigan, north to river.

2. Lake Michigan and 31st st., west to South Park ave., north to E. 26th, west to Indiana ave., north to E. 25th, west to S. Michigan ave., south to E. 26th, west to Lake Shore right of way, south to W. 31st, west to W. 30th, east to Cottage Grove ave., north to 38th, east to Lake Michigan, north to 31st.



JAMES A. HOGAN, Frequently Mentioned for Mayor of Chicago.

north to E. 38th, east to Lake Michigan, southeast to 47th.

4. Wallace and river, west and south to W. 34th pl., east to S. Halsted, north to W. 34th, east to Union ave., south to W. 35th, east to Wallace, north to W. 33rd, east to S. 5th ave., north to W. 28th pl., west to Princeton ave., north to W. 25th, west to Wallace, north to river.

5. From intersection of river and south fork southeast along canal to W. 39th, west to S. 48th ave., south to W. 45th, east to S. Ashland ave., north to W. 43rd, east to Princeton ave., north to W. 39th, west to Stewart ave., north to W. 33rd, west to Wallace, south to W. 35th, west to Union ave., north to W. 34th, west to S. Halsted, south to W. 34th, west to south fork of river and northwesterly to river.

6. Lake Michigan and E. 47th st., west to St. Lawrence ave., south to E. 49th, west to S. State, south to E. 63rd, east to South Park ave., north to E. 60th, east to Lake Michigan, northwest to 47th.

7. Lake Michigan and E. 60th st., west to South Park ave., south to E. 63rd, west to Stewart ave., south to W. 66th, east to Harvard ave., south to W. 67th, east to Wentworth ave., south to W. 71st, east to S. State, south to E. 75th, east to Stony Island ave., north to E. 73rd, east to lake, northwest to E. 60th.

8. Lake Michigan and E. 73rd st., west to Stony Island ave., south through Lake Calumet to city limits, east to Indiana state line, north to lake and northwest to E. 73rd.

9. Stony Island ave. and E. 75th, west to S. State, south to W. 79th, west to Wallace, south to W. 84th, east to Stewart ave., south to W. 103rd, west to S. Halsted, south to W. 111th, west to S. Peoria, south to W. 115th, west to Vincennes ave., southwest to Lyon ave., east to S. Ashland ave., south to W. 123rd, east to S. Halsted, south to city limits, east to Stony Island ave., projected, and north to E. 75th.

10. S. Center ave. and W. 12th, west to Loomis, north to Taylor, west to S. Wood, south to W. 16th, east to S. Ashland ave., south to river, northeast to S. Morgan, north to W. 18th, east to S. Morgan, north to W. 16th, west to S. Center ave., north to W. 12th.

11. S. Wood and Taylor, west to S. Oakley blvd., south to W. 12th, west to P. C., C. & St. L. R. R., south to canal, northeast to S. Ashland ave., north to W. 16th, west to S. Wood, north to Taylor.

12. W. 12th and P. C., C. & St. L. R. R., west to S. Kedzie ave., south to W. 19th, west to S. Homan ave., north to Ogden ave., southwest to Clifton Park ave., south to W. 24th, west to S. Central Park ave., south to canal, northeast to P. C., C. & St. L. R. R., north to W. 12th.

13. W. Washington blvd. and N. Oakley blvd., west to N. 40th ave., south to W. 12th, east to S. Oakley blvd., north to W. Washington blvd.

14. W. Chicago ave. and N. Ashland ave., west to N. 40th ave., south to W. Washington blvd., east to N. Ashland blvd., north to W. Chicago ave.

15. W. North ave. and N. Robey, west to N. St. Louis ave., south to W. Chicago ave., east to N. Ashland ave., north to W. Division, west to N. Robey, north to W. North ave.

16. River and Fullerton ave., west to N. Robey, south to W. Division, east to river, northwest to Fullerton ave.

17. River and W. Division, west to N. Ashland ave., south to W. Kinzie, east to river, northwest to W. Division.

18. River and W. Kinzie, west to N. Ashland ave., south to W. Washington blvd., east to N. Oakley blvd., south to Taylor, east to S. Hermitage ave., north to W. Van Buren, east to river, north to W. Kinzie.

19. River and W. Van Buren st., west to S. Hermitage ave., south to Taylor, east to S. Halsted, north to Taylor, east to S. Desplaines, south to DeKoven, east to S. Jefferson, south to Bunker, east to river, north to W. Van Buren.

20. River and Bunker, west to S. Jefferson, north to DeKoven, west to S. Desplaines, north to Taylor, west to S. Halsted, north to W. 12th, west to S. Center ave., south to W. 16th, east to S. Morgan, south to W. 18th, west to S. Morgan, south to river, northeast to Bunker.

21. Lake Michigan and Fullerton ave., west to N. Clark, southeast to Sedgwick, south to W. Division, east to Orleans, south to river, east to lake and north to Fullerton ave.

22. Menomonee and Sedgwick, west to Larrabee, north to Center, west to Racine ave., south to Clybourn pl., west to river, south and southeast to Orleans, north to W. Division, west to Sedgwick, north to Menomonee.

23. Cornelia ave. and Lake Michigan, west to Southport ave., south to Roscoe, east to Racine ave., south to Fullerton ave., east to Sheffield ave., south to Center, east to Larrabee, south to Menomonee, east to Sedgwick, north to N. Clark, northwest to Fullerton ave., east to Lake Michigan.

24. Roscoe and Racine ave., west to N. Western ave., south to Belmont ave., west to river, southeast to Clyburn pl., east to Racine ave., north to Center, east to Sheffield ave., north to Fullerton ave., west to Racine ave., north to Roscoe.

25. Lake Michigan and Rogers ave., southwest to Howard, west to Ridge road, southeast to Devon ave., east to N. Clark, southeast to Southport ave., south to Cornelia ave., east to Lake Michigan, northwest to Rogers ave.

26. Ridge road and Howard, west to N. Kedzie ave., south to Devon ave., west to north shore channel, south along channel and river to Belmont ave., east to N. Western ave., north to Roscoe, east to Southport ave., north to N. Clark, northwest to Devon, west to Ridge road, northwest to Howard.

27. North shore channel and Devon ave., west to N. 64th ave., thence along city limits as established by annexation of Norwood Park to Park Ridge blvd. on north and Highland ave. on west, east and south to Bryn Mawr ave., east to N. 60th ave., south to Irving Park blvd., west to N. 72nd ave., south to Belmont ave., east to N. 40th ave., south to Fullerton ave., east to N. Central Park ave., north to Diversey ave., east to N. Francisco, north to Belmont ave., east to river, northwest along river and channel to Devon ave.

28. River and Belmont ave., west to N. Francisco, south to Diversey ave., west to N. Sacramento ave., south to W. North ave., east to N. Robey, north to Fullerton ave., east to river, northwest to Belmont ave.

29. S. Center ave. and W. 43rd, west to S. Ashland ave., south to W. 45th, west to S. 48th ave., south to W. 69th, east to S. Robey, south to W. 71st, east to Loomis, north to W. 60th, west to S. Wood, north to W. Garfield blvd., east to Loomis, north to W. 47th, east to S. Center ave., north to W. 43rd.

30. S. State and W. 43rd, west to S. Center ave., south to W. 47th, west to Loomis, south to W. Garfield blvd., east to S. State, north to W. 43rd.

31. S. State and W. Garfield blvd., west to S. Wood, south to W. 66th, east to Loomis, north to W. 63rd, east to S. State, north to W. Garfield Park blvd.

32. Stewart ave. and W. 63rd, west to Loomis, south to W. 71st, west to S. Robey, north to W. 71st, west to S. 48th ave., south to W. 87th, east to S. Western ave., south to W. 99th, west to Ogden ave. (Morgan Park), south to W. 115th, east to S. Western ave., south to Lyon ave., east to Vincennes ave., northeast to Raymond, east to S. Morgan, north to W. 111th, west to S. Center ave., north to W. 107th, east to S. Halsted, north to W. 103rd, east to Stewart ave., north to W. 84th, west to Wallace, north to W. 79th, east to S. State, north to W. 71st, west to Wentworth ave., north to W. 67th, west to Harvard ave., north to W. 66th, west to Stewart ave., north to W. 63rd.

WHO WHO and Why

PACIFIER OF THE NAVAJOES

Here are some interesting facts regarding Hugh L. Scott, who persuaded the Navajoes not to go on the war-path recently.

Mole Tequop, the man who talks with his hands, rode into the armed encampment of the warlike Navajoes on beautiful mountain, Colorado. He rode alone except for one old Navajo scout who had gone out to meet him 40 miles away from United States soldiers who had been sent out after the two-wife men had jumped the Shiprock agency, two weeks before.

There was considerable concern about those Indians, not only in the country where they were, but at Washington. The Navajoes are good fighters. These men were well armed and their hearts were bitter because somebody had tried to break up their polygamous habits.

They had said they were ready to fight until they were killed, and just at this time troops along the southern edge of the United States are more interested in other things than making good Indians out of bad Indians.

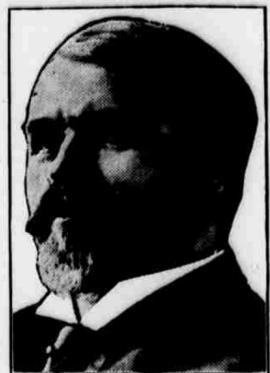
Mole Tequop rode into this camp alone, as has been said, and the chiefs called for a powwow. Hours later he rode out of camp, this time with an escort of old men. That night the Navajoes began to straggle back to the agency to surrender, satisfied with what their visitor had told them and relying upon his advice.

Mole Tequop is the Indian name for Brigadier General Hugh L. Scott, commanding the Second brigade of cavalry of the southern department, stationed at Fort Bliss, El Paso, Tex. The visit to beautiful mountain simply meant that he has prevented another Indian outbreak.

It is not generally known that he did a similar thing in October, and that for a time looked much more serious than the Navajo uprising. That time he left El Paso and journeyed with his son and aid, Lieutenant Scott, to the Mesacero Indian reservation of New Mexico, where some Apaches with bad records had left the agency on their ponies on the point of sweeping through the country.

General Scott is a Kentuckian and was graduated from West Point in 1876. He was assigned to the cavalry and had his first fight in the Nez Perce campaign and subsequently became known to every Indian tribe in the west.

He served throughout the Spanish-American war and thereafter had important assignments, including the superintendency of West Point from 1906 to 1910. General Scott's mother was a great-granddaughter of Benjamin Franklin. He is a very strict soldier, but liked by his men. He is a total abstainer and does not use tobacco in any form. He is fifty-seven years old.



SAYS TEUTONS FRIENDS OF UNCLE SAM



Prince von Buelow's references to the relations of the United States and Germany in one of the chapters of the book on "Germany Under the Reign of William II." in which he deals with German policy, show how much the former imperial chancellor valued the friendship of the American government and people. He says, in part:

"During the Spanish-American war a portion of German public opinion displayed strong sympathy for Spain, and this was not agreeable to the United States. The manner in which incidents that occurred between the German and American fleets at Manila were made the most of in a portion of the English and American press also cast a cloud over the relations of Germany and the United States.

"From the point of view of sensible policy there is no reason why Germany and the United States should not see on the best of terms. I do not see any point where German and our development should cross each other in an identical way.

"In the United States live about 12,000,000 Germans. Among these is a growing effort since the foundation of the German-American National Union in 1901, while remaining loyal to their new Fatherland, to keep up their relations with their old home and to strengthen them. So long as politics here and in the United States are in calm hands, and overdue expressions of friendship as well as nervous feelings in connection with occasional frictions are avoided—and these things happen now and then in economical matters—we need not have any fears as to our relations with the United States.

HOBSON'S BRIDEGROOM STORY

Representative Richmond P. Hobson claimed, in an interview, that the words "bitter attack," which were used to describe his recent debate in the house, were an exaggeration.

"I'll admit," he said, "that this discussion was rather heated, and I'll admit that neither my opponent nor myself paid each other many compliments. But political controversies seldom yield compliments."

The hero of the Merrimac smiled. "It is in situations like the young Alabama bridegroom's," he continued, "that we must look for the perfect compliment, and here it is:

"A young Alabama bridegroom asked the clergyman who had just married him what the fee would be.

"Oh, well," said the other, not knowing the young man's circumstances, "you can pay me whatever you think it's worth."

"Turning, the young fellow looked his bride over from head to foot, and then, rolling his eyes, he replied, mournfully:

"Why, sah, you has ruined me for life; you has for sure."

CLARK REELS OFF A YARN



In the house cloakroom at Washington the other day some one heard Speaker Clark telling a good story about two members. It seems that there flourished here in town a few years ago a literary bureau which furnished speakers with facts or even whole sermons and speeches. The line of "dope" was guaranteed to fit anything from a Chinese wedding to a Masonic funeral.

Some of the congressmen availed themselves of this chance to drink of the waters of learning without the trouble of even getting a dipper, and the bureau flourished, turning out productions of all kinds and sorts at will.

The same bureau employs would write a violent attack on the tariff bill, and then, in a few hours, he would train his guns on his late friends. Like the Hessians, the writer worked for pay not glory.

But one day he met his Waterloo. It seemed that two members of congress had ordered speeches on exactly the same subject, unknown, of course, to each other. These speeches were not delivered in the house, but were given in full in the Congressional Record under the privilege of leave to print. "Each was a fine, convincing array of facts.

"But," added Speaker Clark, "the only trouble was that the bureau had sent the same speech to both men."