

BAD CAR SERVICE

The Chicago Railways Company Is Either Badly Managed or It Is Culpably and Wilfully Inefficient.

Mayor Harrison voiced the sentiment of the people of Chicago on the awful street car service.

In his annual message to the city council the mayor denounced conditions as "uncomfortable, insanitary, and immoral."

He charged that the city's overcrowded cars are "an offense against decency, a danger to health, and an affront to the intelligence of good citizenship."

"This indictment," he said, "lies against both surface and elevated lines. The almost staggering total of the city's share of the net receipts of the surface lines for 1912—\$2,529,033—considered in connection with the conditions which thousands of patrons are daily forced to endure, affords convincing proof that health, comfort, and even decency itself are sacrificed to the insatiable rapacity of the cash drawer."

"There should be some recognition of the rights of the public, there should be a little common sense, a touch of generosity and a bit of human feeling, if you will, on the part of the corporation managers."

Speaking of home rule in utilities Mayor Harrison said in his message:

"It seems strange that in this day question should be raised in any quarter of the right of this great city to demand the exclusive jurisdiction over its local affairs. The public utilities of Chicago live by virtue of the power given them by the city; from the vigor, the energy, the prosperity, the activity of our people they draw their very life's blood. The city deals fairly with them. If it failed to do so the courts would compel fair treatment."

"We maintain that the citizens of this community who day by day, year in and year out, are brought into intimate contact with local public utility corporations are better able to judge of the needs of the community and what it has within reason the right to expect and require than any outside agency."

The Chicago Railways Company is giving the public the worst possible traction service. City Traction Expert Buckley has made formal complaint of the awful service given the public by this concern.

In his report he summarizes conditions on some of the lines as follows:

Clark Street Line—Through route cars only; north and south bound cars crowded far beyond capacity between 10:50 a. m. and 3:02 p. m.

North Avenue—10:39 a. m. to 10:50, cars with a capacity to carry forty carrying from forty-three to sixty passengers.

Madison Street—Loaded far beyond capacity when many more cars could be run. Ventilation poor; cars well heated.

Kedzie Avenue—Through route No. 17, cars operating twelve minutes apart and crowded.

Halsted Street—Fifty-eight to ninety passengers 10:30 to 11:54 a. m. Not enough cars at other times.

Milwaukee Avenue Line—Overcrowding because not enough cars are run.

Chicago Avenue Line—Forty-five to sixty-five passengers clinging to straps or herded on platforms in cars.

beside forty in seats, 9:25 to 11 a. m. and 7:30 to 10:30 p. m.

Lake Street Line—Long intervals between cars; eighty-five to 110 passengers crowded into them in middle forenoon, mid-afternoon and evening. Conditions bad at all hours.

Grand Avenue Line—Forty passengers seated; forty-five to sixty standing, some holding to straps, 9:30 a. m. to 4:30 p. m.

Twelfth Street Line—Long intervals between cars; fifty to sixty passengers standing besides those in seats, at all hours of forenoon, afternoon and evening.

Evanston Avenue Line—Schedule disregarded and cars run infrequently; from forty to fifty passengers standing at hours before and after the morning and evening rush.

Wells-Sheffield Line—Cars run at infrequent intervals; from forty-five to seventy persons standing at hours between the so-called rush periods.

"My complaints against the companies apply to the service outside of the rush hours," said Expert Buckley. "Everyone knows that the conditions during the rush hours are appalling, but during those hours, the companies are probably running all the cars they can."

"It is a shameful breach of faith with the public, however, when the companies between the rush hours leave cars standing in the yards because they are too mean to hire motormen and conductors to run them, and subject the public to long waits and excessive overcrowding at hours of the day and night when no passenger need be a straphanger, and when all could be accommodated with seats."

Judge Edward Osgood Brown has by his grand record on the Appellate bench won the confidence and highest esteem of the people of Chicago.

Alderman Henry Utpatel is being talked of by many as the probable Progressive nominee for Sheriff.

Albert H. Putney has earned a high place in the estimation of the people by his clean and able record as a lawyer. He would make a fine judge.

John E. Maloney has made a grand record as County Commissioner. He is a business man of ability and force and is alive at all times to the people's interests. A better man could not be on the County Board.

George McHale, popular Twenty-fourth ward Democratic leader, will be nominated and elected County Commissioner in 1914.

Walter E. Schmidt's friends are daily boosting him for County Treasurer.

Brother Bemis has a queer way of figuring things. The "Expert" apparently sympathizes with the poor Phone Trust, because his recommendation if adopted will keep the public from getting any money back when their guarantee fund is more than exceeded by the nickels in the slot. The expert said that where advan-

tage is taken of the price of calls in addition to the guarantee of one call a day, the subscriber must give up the right to a refund of cash paid when his coin box receipts fall below the guarantee one month and go above it the following month. He computed the total effect of this reduction as \$73,900, although he qualified by saying a lesser number of subscribers than he figured might accede to the nickel first condition.

By a unanimous vote the city council of Los Angeles on April 15 adopted a resolution urging Congress to enact legislation providing for the federal ownership and the operation of the telephone and telegraph. Copies of the resolution will be forwarded to the Southern California representatives in Congress.

Frank H. Novak, the popular attorney, has always been an active worker for the success of the Democratic party at the polls. His friends will not stop until they place him where he belongs, on the bench.

Judge John K. Prindville is making a splendid record on the Municipal Court bench. He is an able, broad-minded and just judge.

Charles S. Thornton, the well known attorney who made one of the best Corporation Counsels Chicago ever had, would make a splendid Federal Judge.

MUNICIPAL NEWS

Some Items of Interest From the Public Offices About Occurrences of the Week.

The creation of a bureau to see that steam railroads comply with city ordinances in respect to lighting subways and stationing watchmen at crossings was considered by the council committee on local industries Tuesday. The matter was referred to a subcommittee.

Alderman Kenna and Coughlin headed a delegation of property owners on South Canal street who wanted a provision inserted in the Chicago and Western Indiana ordinance requiring the company to pave Canal street from 23rd to 29th street. The committee voted to amend the ordinance to include the paving.

Alderman Toman led another delegation which protested against the construction of a switch track for a proposed new factory at South 47th avenue and West 14th street.

The building committee filed Alderman Frank McDonald's application for a permit for Sears, Roebuck & Co. to add six non-fireproof stories to the building at Harvard street and Homan avenue. The city council had previously reported adversely on the permit. Henry Ericson, building commissioner, who opposed the bill, says that the permit will not be granted.

A resolution was urged before the judiciary committee of the city council by Alderman Merriam protesting against an increase in the tax rate under the park consolidation bill.

It is proposed to increase the rate from \$1.69 to \$1.80. Chairman Donahoe said that this would not mean an increase in the taxes of the city.

The standing committees as recommended by the nonpartisan organization committee, the first named on each being chairman, and adopted by the council are:

Finance—Richert, Harding, Long, Emerson, Lawley, Bellfuss, Sitts, Pitte, Geiger, Krumholz, Lipps, Wilson, Twigg, Kearns, Holding.

Local transportation—Block, Mayer, Richert, Carr, Long, McDonald, Clancy, Healy (18th), Captain Lipps, Wilson, Twigg, Bergen, Fisher, Hazen, Toman, Donahoe.

Gas, oil and electric light—Sitts, Ryan, Long, Merriam, Block, Vavrick, Bellfuss, Walkowiak, Bowler, Burns, Hey, Haderlein, Twigg, Janovsky, Kearns, Bradshaw, Healy (35th), Harbors, wharves and bridges—Littler, Kenna, Morris, Nance, Emerson,

Kerner, Czekała, Gazzolo, Geiger, Bauer, Hey, Freund, Trebing, McDermott, Swift.

Local industries—Fisher, Mayer, Carr, Klaus, Cullerton, Novak, Lawley, Czekała, Sitts, Schaeffer, Krumholz, Pretzel, Wilson, McDermott, Bergen.

Judiciary, state legislation, elections and rules—Donahoe, Coughlin, Helwig, Bewersdorf, Kerner, Ahern, Clancy, Utpatel, Walkowiak, Powers, Bauer, Kjelander, Captain, Swift, Holding, Hazen, Held.

Streets and alleys, taxations and street nomenclature—Healy (18th), Coughlin, Norris, Cross, Klaus, McDonald, Utpatel, Kunz, Abrahams, Burns, Kjelander, Haderlein, McDermott, Swift, Toman.

License—Fitto, Norris, Ryan, Merriam, Cross, Vavrick, Novak, Ahern, Utpatel, Bowler, Hey, Haderlein, Janovsky, Bradshaw, Held.

Buildings and city hall—Clancy, Nash, Carr, Cross, Vanderbilt, Klaus, Bewersdorf, Walkowiak, Powers, Schaeffer, Pretzel, Trebing, Littler, Latchford, Healy (35th).

Schools, fire, police and civil service—Ryan, Harding, Mayer, Richert, Martin, Helwig, Block, Vavrick, Bewersdorf, Geiger, Kjelander, Bergen, Bradshaw, Held, Healy (35th).

Health—Nance, Nash, Martin, Merriam, Vanderbilt, Cullerton, Ahern, Lawley, Kunz, Gazzolo, Abrahams, Freund, Pretzel, Littler, Latchford.

Water—Toman, Kenna, Ryan, Martin, Helwig, Vanderbilt, Kerner, Kunz, Gazzolo, Powers, Abrahams, Schaeffer, Freund, Latchford, Hazen.

Railway terminals—Geiger, Kenna, Harding, Richert, Helwig, Bewersdorf, McDonald, Utpatel, Healy (18th), Bowler, Schaeffer, Captain, Littler, Fisher, Donahoe.

The select committees named by Mayor Harrison in accordance with council resolutions were:

Track elevation—Janovsky, chairman; Fisher, Emerson, Kearns, Bauer, Nance, Czekała, Trebing and Nash.

Compensation—Harding, chairman; Bellfuss, Lipps, Krumholz, Holding, Pitte.

Bathing beaches and recreation piers—Norris, chairman; Bowler, Novak, Cross and Burns.

Special park commission—Alderman Bellfuss, chairman; Captain, Coughlin, Cullerton and McDonald, and Oscar F. Mayer, Jens Jensen, Cyril Fiala, Paul Drzymalski, Peter S. Goodman, F. A. Lindstrand, Charles Bock, George Landau, Samuel J. Rosenblatt and the Rev. Julius Rappaport.



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