

# 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.

Evans 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-Shelton 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 barns 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."



Phone service as bad as ever.

Ninety-six children have been bitten by unmuzzled dogs in Chicago since January 1.

After licking their chops at the Phone banquet, Chicago aldermen hate to lose good picking.

The water meter graft is bobbing its head up again.

It is proposed to tax every lot in Chicago from \$200 to \$500 for water meters, besides the great expense it will entail upon all users of water.

Chicago has an immense water fund. If part of it was devoted to wards building pumping stations at the lake end of every section line in Chicago there would be no water famine anywhere.

It is astonishing what men the water meter people can influence to their way of thinking.

Some men who ought to know better are talking for water meters.

More than that the "high pressure" scheme is up again.

According to some advocates it will only cost thirty or forty millions of dollars to install meters and a "high pressure" system. The poor will have to pay the cost.

With half this sum additional pumping stations could be built which would more than supply the demand.

A well known engineer who was advocating "high pressure" and water meters said the other day, according to daily papers, that one of the chief troubles in Chicago was the very high consumption of water, which averaged about 2,000 gallons per capita daily, caused largely by waste and underground leakage from broken connections. As a remedy for waste he recommended water meters. The test of the water pressure made in the loop shows an insufficient pressure, but he said that the city was installing a large number of water mains, none under eight inches, and these would materially improve the pressure.

The health of the city demands plenty of water for everybody.

The installation of meters would limit the consumption of water and raise the price of living on the poor.

Higher rates would have to be charged in the residence districts and tenants would have to pay the water rates after the landlords had paid an exorbitant rate for installing water meters.

This form of graft is particularly objectionable to Chicago people. They will not stand for it.

It hits everybody and it is unnecessary.

M. M. Connery has established a garage at 2830 Wabash avenue which is one of the finest in the city. It will take good care of all kinds of automobiles and is fully equipped to charge electric trucks.

People who are looking for first-class truck storage or automobile space, will do well to patronize Mr. Connery. Mr. Connery is a brother of John T. Connery, the well-known coal merchant, and of Frank D. Connery, the city clerk. He is a life-long resident of Chicago and has hosts of friends in all walks of life.—Advt.

No imported beer on the market today has met with greater success than that handled by August Lechow. The Original Pilsener, from Pilsen, Bohemia, is sold by this big concern, as is also the famous Wursburger Helbrau from Wursburg, Bavaria. These beers are the favorites at Chicago's leading clubs, restaurants and buffets. They are without a peer. The Chicago offices of August Lechow are located in the Stock Exchange building, 88 North LaSalle street and are under the management of Hans Lechow. Mr. Lechow has made a splendid record for the business in a splendid and he enjoys a widespread popularity among Chicago's leading business men and citizens.—Advertisement.

The Home Brewery is not only Chicago's youngest brewery, but it is one of her most successful. No brewery in the United States ever achieved success in such a short time as the Home Brewery. Its beer already has a reputation among the lovers of good beer as being par excellence. The Home Brewery also bottles its beer and a case can be had by calling up Humboldt 9810.—Advertisement.

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