

## WHAT MAKES THE TRUST PRESS SO BACKWARD ON NEWS?—HERE'S ONE THEY MISSED

When is news not news? To the trust press it evidently is when an influential advertiser is hit by the story.

A bunch of women, they call themselves the Women's Civic league, heard about the fender law and the hide-and-seek game that the last two administrations have played with it.

When the speakers had finished talking to them these women wrote out a long list of things that they thought about the fender business. They called them resolutions.

Then they sent the resolutions to the City News Bureau, a news-gathering organ of the trust press. Somewhere between the club women and the make-up men on the morning papers the story was killed.

The women also sent copies of their thought on the fender question to Mayor Thompson and his chief of police, C. C. Healey, and they gave both of them a "piece of their mind."

They told Thompson and Healey that it was their business to test out the fender law, to give it a chance and not to kill it just because a corporation counsel, appointed by the mayor, said the law was no good.

They reminded Thompson that if the Marshall Field & Co. truck which killed Miss Goggin had been protected she would have been recovering today. The driver, police and fender experts admitted that.

The women told him that his business was to enforce the laws passed by the city council and let courts overrule them if they are wrong.

These women, the fourth club of ladies that has endorsed fenders, asked Healey to give the fender law a chance. They are out on the streets daily and know of the auto truck danger.

The idea behind their protest was: "Enforce the fender law and if Big

Biz is sore at you we'll stand behind you."

B. L. T. of the Chicago Tribune says that type metal is cheap and white paper is still procurable, but evidently the type of the trust press and the paper of the loop sheets is too valuable for space for the thought expressed by the Women's Civil league.

Their resolution, in full, reads:

"Whereas, A board of engineers, consisting of Col. Henry A. Allen, Claude E. Fitch and Hugh Borland, civil service employes, has gone on record as stating that the proper use of safety devices examined by them, under the provisions of the ordinance of June 23, 1913, would reduce the fatal accidents due to unprotected auto trucks to 2 per cent and would reduce the serious injuries from the same cause to 25 per cent; and

"Whereas, It is with deepest regret that we learn of the many fatal accidents occurring daily in our city, due to the non-enforcement of the so-called fender ordinance, passed June 23, 1913; and

"Whereas, It is with profound sorrow and regret that we learn of the death of our co-worker and friend, Catherine Goggin, whose life was suddenly crushed out on Jan. 4, 1916, by an automobile truck; and

"Whereas, The coroner's jury in its report of Jan. 5 and 6 recommended that the city council take immediate steps tending toward the enforcement of the safety measure; and

"Whereas, We a reconstrained to believe that had the ill-fated truck responsible for the death of our departed friend been equipped with a safety device she would still be with us; so therefore be it

"Resolved, That we do hereby protest against the non-enforcement of this ordinance and that we demand immediate action on the part of the