

WINNETKA WEEKLY TALK

Nearly Everybody In Winnetka Reads The Talk

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WINNETKA, ILLINOIS, FRIDAY, FEBRUARY 7, 1919

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ARMENIAN RELIEF FUND \$718.39 BEHIND QUOTA

Women Are Doing Excellent Work in Canvassing Village in Interest of Starving War Sufferers

THE QUOTA HERE IS \$6,227

Winnetka Expected To Go "Over the Top" Next Week in Important Campaign

Women of Winnetka are doing exceptionally splendid work these days in the canvass of the Village for contributions to the Armenian and Syrian Relief Fund of which Winnetka's quota is \$6,227.

This week's report to the Talk by Mrs. Morris Greeley, chairman of the local drive, shows that Winnetka still needs to make up on its quota of \$6,227 the sum of \$718.39.

The report to date in districts is as follows:

District 1—	
Mrs. Dean	\$ 398.40
District 2—	
Mrs. Newman	197.10
District 3—	
Mrs. Charles Wilson	122.00
District 4—	
Mrs. Roger Sherman	192.50
District 5—	
Mrs. L. J. Schwabacher	59.75
District 6—	
Mrs. Longini	64.60
District 7—	
Mrs. Hirsch	72.56
District 8—	
Mrs. Harry Miller	48.00
District 9—	
Mrs. Ballard	366.65
District 10—	
Mrs. Burnham	136.75
District 11—	
Mrs. Francis Parker	1,390.50
District 12—	
Mrs. Winne	319.70
District 13—	
Mrs. Belfield	341.00
District 14—	
Mrs. Stein	820.20
District 15—	
Mrs. L. B. Sherman	248.00

It is expected the Village will easily exceed its quota next week.

NEW TRIER TAKES SWIMMING TITLE

New Trier gained an easy victory over Oak Park, 4 1/2 to 17 1/2, in the deciding contest for the Suburban High school swimming championship, at Oak Park Y. M. C. A. Thursday. New Trier won first place in four of the five individual events and also won the relay race. Oak Park was handicapped by the absence of Royal, who was debarred by scholastic difficulties. Summary:

Plunge—Won by Walter, N. T.; Smith, O. P., second; Ingalls, O. P., third. Distance 60 feet in :35.

40 yard crawl—Won by Ramsey, N. T.; Hodge, O. P., second; Weld, N. T., third. Time, :22.

100 yard crawl—Won by Hodge, O. P.; Ramsey, N. T., second; Weld, N. T., third. Time, 1:03.

100 yard breast stroke—Won by Egger, N. T.; Skelton, N. T., second; Pearl, O. P., third. Time, 1:26 1-5.

Fancy diving—Won by Lowe, N. T.; Lills, O. P., second; Hodge, O. P., third.

Relay, 260 yards—Won by New Trier (Kerr, Lowe, Ramsey, Weld). Time, 1:33 2-5.

FIREMEN TO CELEBRATE AT MASQUERADE DANCE

Winnetka Volunteer firemen are going to cease from fighting flames for a time on Thursday evening, February 13, when they expect to gather at Community House gym for the annual Fireman's Masquerade Ball.

The occasion will not be in the nature of an exclusive affair. On the contrary all Villagers are invited to participate in the festivities.

The firemen promise a good time, with lots of dancing to the strains of a first class orchestra.

Crack Safe; Get 66 Cents

Sneak thieves entered the Progressive Grocery, 822 Elm street, drilled the safe and made away with 66 cents in cash. The thieves damaged the safe considerably. They gained access to the place through a rear window.

Chimney Fire

A chimney fire at the home of Mrs. August Schubert, 828 Cherry street, Wednesday caused no damage to the structure, according to the police.

Rate Raise Held Up Indefinitely; Elgin-Aurora's Loss Basis for the Fare Increase Demands by Railroads

Hearing of the petition for an injunction to enjoin the director general of railroads from advancing the price of commuters' tickets in Illinois was postponed indefinitely Wednesday by Federal Judge Landis at the request of Attorney George T. Buckingham, representing the public utilities commission. Holding up by the railroad administration of the proposed fare increases caused the request for postponement.

The Aurora, Elgin and Chicago railroad, an electric line, pressed its demand for an injunction restraining the public utilities commission from interfering with its advance of fares to 3 cents a mile. Judge Landis announced he would grant the injunction.

Attorney General Brundage said the state's suit would be kept alive and pressed to conclusion if necessary. He intimated the next move was up to the federal railway administration.

WASHINGTON has heard the plea of the commuter. Acting under the pressure brought to bear by thousands of protest from Chicago's suburban communities, the director general of railroads has again postponed—this time indefinitely—the proposed increase in rates. The commuter will be given an opportunity to present his grievances before "an appropriate tribunal."

The announcement was made this week by P. S. Eustis, chairman of the western passenger traffic committee. The order emanated from Edward Chambers, director of the division of traffic in Washington, and came over the long distance telephone after hours of conferences.

Utilities Board Stand

"Before the decision was reached the Public Utilities Commission of Illinois was consulted," said Mr. Eustis. "It was pointed out that the actual cost of maintaining the service by the steam roads was greater than the revenue derived and it was reasonably certain it would equal 2 cents per mile."

"The Utilities Commission responded that if this particular rate referred to was advanced by the steam roads, the commission would under all circumstances prefer the federal administration assume the responsibility. As a result it was assumed there would be no objection to the action proposed by the federal railway administration and announcement was made accordingly."

"In view of subsequent developments, the director general has instructed that the changes proposed be postponed pending an opportunity for a full review before an appropriate tribunal."

Victory "Temporary"

Men high in the councils of the regional directors' cabinet here view this victory for the commuter as only temporary.

The huge deficit of the railroad administration, now estimated at close to \$250,000,000 for the year ending December 31 last, has to be met somehow. And, as the suburban traffic always has shown a loss—according to the roads' executives—rates in this service must come up.

It is known the Burlington road, which last year did a business of \$102,000,000, about \$750,000 of which was credited to suburban traffic, checked up an approximate loss of \$100,000 from this business against other gains.

The raise in rates, approximating 70 per cent and eliminating the 10 and 25 ride tickets, for a new 26 ride ticket was to have gone into effect February 1.

The commuter, the city-tired business man who moved his wife and kiddies to the suburban and neighboring villages, where the benefits of country life could be had in close proximity to the office, has long been "feared" by the railroads.

Any question involving him, especially that concerning rates and increases thereof, is a "sensitive" one. He always has been given the long end of a 50-50 split, according to railroad officials.

The latter confess they have been carrying commuters for years at a loss. And, sooner than arouse antagonism, the loss has been pocketed.

At first, revenues were not great enough to cover actual operating expenses. Campaigns extolling the wonders of country life, awakening the sleepy-eyed, city-weary business man, were conducted.

Spacious lawns, home gardens,

fresh fruits and vegetables, chickens and fresh eggs, no dust and smoke laden air—all those and countless other arguments were presented.

And thousands were added to the ranks of the commuters. This made it possible for revenues to cover operating expenses, in some few instances. But still the business cannot be made to pay a margin for a return on the investment, it is claimed.

Every time rate increases were suggested the roads' "moral responsibility" popped up. The city man was induced to move into the country because of the low rates. Increased tariff would reduce trips of members of his family, would deprive them of schools, amusement and shops—benefits to be had only in the city.

And so the steam roads have been reluctant to increase fares. What, then, prompted the present move?"

Raise Prompted by War

The answer is said to rest with the war finance board and the financial condition of the Aurora, Elgin and Chicago road, the third rail electric tapping the Fox River valley.

"The present demand for higher rates was undoubtedly precipitated by action of the war finance board," said a high official today.

The electric line was built fifteen years ago. In 1905 it began paying dividends. In June, 1914, returns on the common stock ceased; a year later, dividends on the preferred stock stopped.

In 1915, notes were issued for \$800,000, secured by the roads' bonds, which couldn't be marketed because of the rapid decline in earnings.

Notes Are Extended

These notes matured in 1918 and were extended. The war had been on nearly a year. Cost of operations leaped. On September 1, 1918, the finance board loaned the road \$219,000, which was soon used up for construction, improvement and cancellation of certain bonds. And still the company cried for funds.

In making the loan the board is said to have inquired into the revenue possibilities of the road. Why not charge more? The road complained it competed with the Burlington at Aurora, the St. Paul at Elgin and the Northwestern at Wheaton and hence its rates had to be low to compete with the low commuter's scale on the steam roads.

The finance board then asked the railroad administration, it is said, why such low rates existed in Chicago. If the steam roads raised its fares the electric road could increase its rates accordingly. The additional revenue would make certain the payment of the road's indebtedness.

Ask 3-Cent Rates

The road now wants to charge 3 cents a mile instead of the 2 cents it gets and it has prayed Judge Landis for relief, as the state prohibits any intrastate line to charge more than 2 cents a mile.

Its financial statement follows:
Gross earnings, 11 months ending Nov. 30,\$1,950,429
Operating expenses, taxes and 3 per cent depreciation, mandatory,..... 1,726,810

Net income\$ 233,619
Bond interest requirements 400,000
Amortization expenses 41,518

Total deficit, 11 months, \$ 218,307

"The road has paid out \$250,000 additional last year for labor," said Edwin C. Faber, vice-president and general manager of the road. "Coal which cost us \$127,096 in 1915 cost us \$335,265 last year. Taxes were \$16,000 more for 1917 than for 1914. Altogether our additional expenses for the year were \$500,000, but of a gross revenue of less than \$2,000,000."

"Faces Receivership"

"The road faces receivership if we cannot get an increase. On the commuter's ticket we average one-half cent to a cent a mile, according to the distance. Our flat rate is 2 cents. Other electric lines in the state have been given permission to charge 3 cents."

The road has already defaulted in December and January interest payments to the extent of \$115,000. And, according to Mr. Faber, only an increase in rates will save the property.

As it would not compete with the steam roads with a higher fare, it is entirely probable the railroad man was right when he said, "the finance board precipitated the general increase."

LIEUTENANT GOLDING BACK FROM FRANCE; BROTHER OVERSEAS

Among the army officers who arrived at New York this week was Lieutenant R. N. Golding of the 331st Field Artillery, son of Mrs. Mabel Clifford Golding of 693 Willow street.

Lieutenant Golding is a scion of New England fighting stock, beginning his military career with the First Artillery, Illinois National Guard in the Mexican campaign. Immediately upon being discharged from the National Guard he enlisted in the Federal service.

He attended the First Officers' training camp at Fort Sheridan and was later attached to the 331st Artillery at Camp Grant.

Lieutenant Golding was an honor student at Northwestern University Law School when he entered military life. He expects to be placed on the reserve list soon and resume his studies at the university. He graduated with honors at Williams College in 1915.

Lieutenant John N. Golding Jr., a brother, veteran of the Mexican expedition, is stationed in France with the 27th division of Infantry. He won his commission overseas.

CRIPPLE'S HONESTY BRINGS REWARD IN LIFE JOB AT CLUB

Down and out and a cripple, John R. Galvin found a purse containing \$300 and a valuable gold watch, on the links of the Skokie Golf club. Although he did not have a cent of his own, he turned the money in at the club and then disappeared.

That was last May. Today he is found and a life job awaits him at the club any time he chooses to take it.

"I heard that he was taken to a hospital, but could not find out where, so I let it go," said William Hafner, owner of the purse and watch. "Then I got to thinking about it again and went to the handicapped branch of the United States employment bureau, which sent him to us in the first place, and they helped me."

In the Waverly "flop" at 28 South Desplaines street, he was found, and although both legs are gone, he will be given permanent employment at good wages at the club.

MEETS WARRIOR HUSBAND AT DOCKS IN NEW YORK

Mrs. T. Philip Swift, formerly Miss Betty Hoyt, daughter of Mrs. Phelps B. Hoyt of Winnetka, was in New York this week to meet her husband Lieutenant T. Philip Swift of Chicago who arrived from overseas with the 331st Heavy Field Artillery. The couple were married shortly before Lieutenant Swift left for overseas.

Lectures on Literature of War

Mr. J. W. Linn, of the Junior College, University of Chicago, spoke at Skokie Auditorium Tuesday evening on "The Literature of the War Period." The lecture was the third of a series given at the school under the direction of Superintendent E. N. Rhodes.

Superintendent Rhodes has been responsible for bringing prominent speakers to Winnetka for the lectures which have been well attended and very instructive.

Teachers Give Party

The teachers of the Skokie school will give a party for the teachers of the Village schools at the Skokie school, Tuesday, February 10. Luncheon will be served.

Playground Director is Nurses' Aid

Miss Alice L. Baker, playground director during Mr. Anderson's absence is at Camp Pike, Arkansas, where she is engaged in work as Nurses' aid.

Men's Gym Class Popular

The Men's gym class at Community House is fast becoming a distinct institution in the Village. The membership is steadily on the increase and many men in the Village are said to be taking a keen interest in the Wednesday evening classes.

Study Teachers' Methods

There will be a meeting of the Parent-Teacher association of the Horace Mann school, Friday, February 14, when school methods will be studied. Luncheon will be served. The attendance at Parent-Teacher meetings has been gradually on the increase during the past few months, it is said.

MEN'S CLUB HEARS OF ENGLAND'S WAR WORK

Professor Lynn Harold Hough, Recently Returned From Isles, Tells of Conditions

HE LAUDS BRITAIN'S PART

Club Members Sign Petition in Protest of Rail Rate Changes

Professor Lynn Harold Hough of Garrett Biblical Institute was the speaker at the regular meeting of the Winnetka Men's club at Community House, Friday evening, January 31.

About sixty men were present to hear Professor Hough speak of "A Wartime Pilgrimage," describing his experiences in a recent lecture tour through the British Isles in the interest of the Lindgren Fund of Northwestern University.

Lauds England's War Record

Mr. Hough spoke in laudatory terms of Great Britain's contributions to the war in men and ships. He told of the sacrifices made by the people who stayed behind, of the stringent food regulations which, in one particular, permitted the use of only 4 meat tickets a week. In Ireland the speaker said he found abundance of food and practically no restrictive measures enforced.

In reference to the Irish Question Professor Hough declared it was not a question of what England is willing to give to Ireland but rather, of what Ireland really wants. He asserted the Irish demands in connection with Home Rule had never been clearly defined.

Protest Rail Rate Change

The Men's club, following remarks by President Dickinson on the proposed change in suburban commutation rates passed resolutions to have a petition circulated protesting against the elimination of the 10 and 25 ride commutation tickets and the substitution of the 26 ride ticket. Every member of the club at the meeting signed the petition. The committee in charge of the circulation and presentation of the petition to the government railroad authorities was composed of Frank Fowle, John P. Greene and President Frederick Dickinson.

Prior to the address of the evening the club enjoyed several selections by the Men's club quartet and piano selections by Dr. L. Harrison Mettler.

ASKS TAXES BE PAID AT FIRST NAT'L BANK

Tax payers in New Trier township have been urged to pay their taxes at the First National Bank of Wilmette on or before Monday, March 10, date of closing of books. Hoyt King, township collector, maintains an office at the bank in Wilmette.

A pamphlet issued this week by Mr. King requests the tax-payers save themselves much worry, delay and inconvenience by paying taxes at the First National Bank of Wilmette instead of at the County Treasurer's offices in Chicago. Also, says Mr. King, paying in Wilmette saves schools, high schools and park boards the interest they would have to pay on debts which can be liquidated by prompt receipt of this money.

On another page of this issue appears the 1918 tax rate published for the benefit of the taxpayers of the township.

Sew for Orphans

The Ladies Aid society of the North Shore Methodist church held a sewing session Tuesday for the benefit of the Lake Bluff orphans at the home of Mrs. Fred J. Hagen, 1381 Scott avenue, Hubbard Woods. Thirty women were present. Luncheon was served by Mesdames Forberg, Cole and Watson.

Close Banks at Noon Saturdays

The Winnetka State Bank and the Winnetka Trust and Savings Bank this week entered an agreement to close the banks at 12:30 Saturday afternoons in the future.

Home from Navy

Harold Voltz of Linden avenue, has received his discharge from the navy. He was on the U. S. S. Texas.

C. P. O. at Home

Chief Petty Officer Henry Klauke, 1173 Asbury avenue, received his discharge from Great Lakes naval training station.