

# Winnetka Weekly Talk

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FRIDAY, JULY 11, 1919

## Reforms Advocated

A very significant sign of the times is found in the report of the Canadian commission on industrial relations, just presented to the House of Commons at Ottawa. It gives unqualified approval to the right of the workingman to organize, the principle of collective bargaining and the eight-hour day, and recommends far reaching changes in the industrial system of the country.

This commission was appointed to investigate the causes of the industrial unrest which spread through Canada as an aftermath of the war and instructed to make suggestions for a permanent improvement in the relations of employer and employee.

Among its recommendations are legislation for a maximum working day of eight hours, a minimum wage for women, children and unskilled labor, government action to relieve unemployment through public works, and government aid in the building of workers' homes.

Canada has already taken a long step in this direction by the advancing of money to soldiers to enable them to acquire farms, and this recommendation of the building of workers' homes goes a step further. In this connection it must be noticed that the Winnipeg strike has been traced in its inception and agitation to the radical reds and the L. W. W. and it was ended by raids of the Northwest Mounted police acting under the direction of the federal authorities.

The Reds are adepts at propaganda and make use of many misguided persons in inciting these strikes, but cannot stand against federal authority either in this country of Canada. People are much the same, and conditions, too, on both sides of the line, but Canada appears to have the advantage of us in prompt dealing with the emergency.

## Labor's Demands

Included in a platform which they will try to have incorporated in the new Illinois constitution when it is made, the Illinois and Chicago Federations of Labor will ask for soldiers, sailors and marines pay from the state, and to allow the workingman and the farmer to borrow money from the state with which to build homes in the city or buy farms in the country.

The soldier's pay is put at \$50 a month for every month they served and it is to be raised by special taxes on excess profits of firms and individuals, if the suggestion is adopted by the constitutional convention.

There will be but meager excess profits after labor has had its say in their distribution.

## Jobs For Fighters

In this state the government, which was conducting extensive employment bureaus, has closed all of its offices in Chicago and elsewhere, with the exception of one placement office. The reason given is lack of funds, but the state has made an increased appropriation for its employment service and this will, in a measure, take care of all the service men.

According to the general superintendent in Chicago, there are more jobs waiting than men to fill them. This is particularly true of the farm-

ing districts. Wages are very high and men so hard to get that premiums are being offered for them in order that the crops may be harvested.

The bureau maintained by Chicago organizations especially for service men will still function, independently of the state or the government. At the office at 120 West Adams street they are now taking good care of the majority of those who apply, the only difficulty being to fit the men to the jobs and secure for them the wages they seek.

## The New Tax Board

Governor Lowden succeeded in getting the legislature to wipe out the old state board of equalization, to the great satisfaction of the tax payers, and his appointment of the new tax commission of three members gave hope of the introduction of new methods which would eliminate tax dodging. The appointments to the new board are men of high standing, and north shore residents who have for years been fighting for this tax reform get some recognition in the naming on that commission of Col. Joseph B. Sanborn of Chicago and formerly of Winnetka.

While the new board has been getting ready to get down to work at once, the old state board of equalization is dying hard. Its members claim that they were elected to serve for two years longer, and have announced that they will go right along with their work just as though nothing had happened to interfere with it.

They say that they will appeal to the courts to maintain what they claim to be their rights, and it may be that it will be some time yet before the new board will be able to so adjust things that the public will get the benefit of its work.

## Roosevelt Road

With the celebration of the changing of the name of historic old Twelfth street in Chicago to Roosevelt Road, came the announcement that it was to be the first link in a national highway, extending from the lakes via St. Louis and the Mississippi to the gulf all named in honor of the late president.

President John E. Wilder of the Roosevelt Memorial association told of the plans to build the road and to erect a monument to Roosevelt at Michigan avenue and Roosevelt road. In an address Mr. Wilder said that Mr. Roosevelt would have appreciated the demonstration which was made at this celebration, and that to him it would have typified the throbbing heart of the great city of Chicago.

It is their hope to induce the state highway commission to follow the plans to carry the Roosevelt Road west to the Desplaines river, to Starved Rock through Peoria, and along the Mississippi to St. Louis and the interstate plan is to connect St. Louis with Memphis, Vicksburg and New Orleans.

## Seek Dry Farming

Bartenders who have lost their jobs are said to be responding in numbers to the call for farm workers and to be really in earnest in offering their soft hands for a horn-handed job. The pay is better than they received for pushing schooners over the bar and the new occupation will serve as a Sunday school text for generations. This transfer from consumers to producers will be subject for congratulation wherever white ribboners congregate.

## REMARKABLE RUN MADE BY FRANKLIN ON WAGER

Fast time in a Franklin car won a \$2000 wager in Pittsburgh a few days ago. The record performance was not just a short jaunt "down the pike," but on the contrary a continuous run from Pittsburgh to Philadelphia and back, a distance of 624 miles.

Here is how it happened: C. F. Mason, of the Mason Oil company, recently became the owner of a Franklin car which had already been run 5000 miles. In true Franklin-owner fashion, he was enthusiastically praising the car to H. A. Friday of the American Sales company. In the face of Mr. Friday's skepticism, the new owner made the assertion that his Franklin could be driven to Philadelphia and return within 24

hours, and as a retort the doubter stated that he had \$2000 to bet that "it couldn't be done."

Mr. Mason promptly accepted the wager and immediately proceeded to call up his friend, J. M. Eyer, a prominent insurance man, and a long-time Franklin owner, who thinks nothing of taking a drive of 1000 miles or so, and asked him to pilot the car. Despite the fact that it was then 5 o'clock in the afternoon, and that Mr. Eyer had just returned from a hundred mile trip in his own car after a hard day's work, Mr. Friday stipulated that the trial should begin at once. So away went the party, with no preliminary preparations.

Starting at 7:10 in the evening, the driver and party kept going at a rapid gait in the four-passenger roadster, and at 6:10 the next morning had reached the Quaker City. Mr. Eyer checked in at the office of a Philadelphia newspaper, took a few minutes to eat breakfast, and was on his way again to Pittsburgh, which he reached at 5:10 that afternoon—"fresh as a daisy," he says, and willing to bet \$5000 that he could repeat the performance without rest. His friends evidently believed he could, because nobody accepted the bet.

The run was completed within 22 hours elapsed time, while the actual running time was slightly less than 20 hours. The average speed was 32 miles an hour, and the gasoline consumption, 20.7 miles to the gallon. Approximately one gallon of engine oil was used.

## MAKE AUTO CHECK AT RAILROAD CROSSINGS

The Southern Pacific Railway recently took a check on 20,000 cars and the way the drivers operate at crossings.

Five hundred and twenty-five cars crashed through the gates while they were down and the warning set.

Sixty-nine and one-half per cent of the drivers looked neither to the right nor left.

Two and seven-tenths per cent looked both ways.

Twenty-seven and eight-tenths per cent looked one way.

Nineteen and three-tenths per cent, or 3,301 cars, dashed over the tracks at a reckless rate of speed.

Only thirty-five drivers of the 20,000 stopped their machines to make sure that trains were not approaching.

It is easily understood why there are so many "accident stories" run in the press, and also why so many damage suits arising from deaths at railway crossings are thrown out of court. Think it over.

## J. NORMAN ELLIOT IS MADE COACH AT N. U.

J. Norman Elliot has been appointed freshman football, baseball and varsity basketball coach at Northwestern University and is to begin his duties September 1. He was formerly a star athlete at Illinois Wesleyan University and member of the championship Illinois Athletic club basketball team.

## Handicap Play at Bob O'Link

Women at the Bob O'Link Golf club, Highland Park, will compete in

a Handicap against Par match Wednesday, July 6. Wednesday is Women's Day at Bob O'Link and the weekly events are proving immensely

popular with the women members and their guests. Luncheon and tea are served at the clubhouse. **SUBSCRIBE NOW**



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