

"If I could spend \$66,000 a year for advertising, I think I might expect the newspapers to treat me a little better than they otherwise might.

"Of course, if I could make the people pay over half of the cost of this advertising and I had the same outlook on life that some of our financiers have, I would charge it to an account that would subtract it from the 55 per cent which goes to the people for use of the city streets.

"But I don't think they will get away with this."

The report of City Comptroller Pike was forwarded to the transportation committee at Ald. Kennedy's request. Here it will be considered.

The list handed the council by Pike follows:

Lord & Thomas Adv. Agy. \$35,454.88
(For all loop papers.)

Chicago Daily News	.....\$	521.41
Calumet Index	.....	300.00
The Suburban	.....	120.00
Chicago Eagle	.....	200.00
Abendpost	.....	1,470.00
Ill. Staats Zeitung	.....	1,470.00
Das Wochenblatt	.....	980.00
Am. Ass'n Foreign Lang.	.....	15,283.60
Nels. Lambert, Treas.	.....	500.00
Chi. Nat. Lg. Ball Club	.....	150.00
Chicago Post, Spcl. Acc't.	.....	6.50
J. Manz Engr. Co.	.....	2,250.00
Thos. Cusack Co.	.....	2,304.17
Preparedness Committee	.....	19.40
Moody Manual	.....	770.00
White Sox Concess. Co.	.....	50.00
Chicago Tribune	.....	12.25
Cent. Pr. & Eng. Co.	.....	245.00
Allied Bazaar	.....	1,100.00
(Advertising and tickets.)		
Economist Pub. Co.	.....	200.00
Chi. Real Estate Index	.....	25.00

MUFFLED HER WRATH

Claire—So you have forgiven your husband. Did he offer you an ample apology?

Katheryn—He apologized a whole set of furs more than I expected.—Judge.

Democracy is coming back.

NOCKELS HITS AT FISHER AS MAN FRIDAY TO NEWS AND TRIB BEFORE COMMITTEE

Some idea of the influence the Chicago Tribune and the Chicago Daily News sway whenever the city's transportation or their little pet loop is affected was gained by spectators at the meeting of the local transportation committee Tuesday.

The Tribune and News are unfair to the best interests of the city in order that they may help the loop, where the big advertisers are located, it was charged. Walter Fisher, traction expert for the city, was labeled as "Man Friday to the Trib and News."

Edward Nockles, sec'y of the C. F. of L., appeared before the committee and asked that Walter Fisher be removed as the city's representative. "He represents the interest of the traction barons instead of that of the city," said Nockles.

"Fisher assisted in putting over the 1907 ordinance," said Nockles, "and behold what you got! Fisher gets good pay from the city and plays Man Friday to the Tribune and News.

"You are told that by this 30-20 year measure you'll get city ownership of the carlines, eventually, and that the purchase can be made by the amortization fund the city will collect during the franchise period.

"You were told the same thing in 1907, practically. Then you were led to believe that the 55 per cent of profits which the company was to pay the city would buy the lines for the city in 1927. You know now this can't be possible. You'll find in 1947 or 1967 that the city will still be far away from owning its carlines, unless you stop this scheme now."

"What's the matter with organized labor," broke in Walter Fisher. "It's been following for 20 years, knocking continually, but never making a real suggestion. It hollers for public