SURFACE SERVICE MAGAZINE

VOLUME 2 NOVEMBER, 1925 NUMBER 8



They Bring the Smiles

Paymaster Byrne and His Associates



See Page 4

Moffatt Photo

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 2 NOVEMBER, 1925 No. 8

Chief of Our Famous Traffic Division



SURFACE SERVICE takes great pleasure in presenting to its thousands of readers an excellent likeness of Capt. Patrick Hogan, in charge of the Traffic Division of the Police Department, and a very interesting picture of the Captain's pet mount.

To Capt. Hogan and Lieuts. Flynn and Duffy, his assistants, the entire Chicago public is indebted for the notable improvement in traffic control in the loop district—an area of congestion unequalled in any other American city. The work of the traffic squad in maintaining a flow of vehicular traffic with a minimum of confusion at a speed little short of remarkable, is a daily and hourly tribute to the efficiency of the rank and file of this famous branch of Chicago's Police Department.

Presentation of Colors

Impressive Ceremonies at Flag Presentation to New Surface Lines Post

Plans for the ceremony at which the standard and colors were presented by the Chicago Surface Lines to Surface Lines Post, No. 146, American Legion, were completed as SURFACE SERVICE went to press and the exercises were held at the Club House, Sunday afternoon, November 8.

U. G. Lee, commander of Surface Lines Post, presided.



Commander U. G. Lee

John E. Wilkie, assistant to the vice-president, made the presentation on behalf of the Surface Lines management, and Ex-Governor Edwin P. Morrow, of Kentucky, delivered the address of acceptance. The invocation was delivered by Rev. Father H. A. Darche, pastor of the St. Joseph's Church at Bradley, Illinois, and Chaplain of the American Legion of Illinois.

An address also was delivered by John H. Walker, president of the Illinois Federation of Labor and a member of the Illinois War Service Board during the war.

Music was furnished by the 122nd Field Artillery Band and the Chicago Elevated Post Bugle and Drum Corps which received honorable mention at the Omaha convention.

State, County and district officers of the American Legion were present, and also members of the four Chicago utility posts, Edison Post No. 118, Chicago Elevated Post No. 184, Bell Post No. 242, and Gas Post No. 336.

The ceremony is attracting attention



Vice Commander Raymond W. Ambler

of patriotic organizations in all parts of the city due to the fact that it not only officially launches a new and active post,



Adjutant George F. Thornton

but also because it is the only flag ceremony in Chicago prior to the Armistice Day program, November 11.

The new post will participate in the Armistice Day program at the Stadium. The officers report that the new club rooms at 40 South Clark street are being used by members and that the membership is growing rapidly.

In the Life of a Cop

"It's a hard life," said the traffic policeman.

"What's the trouble?" asked the genial old gentleman.

"I had to call down a fashionable dame just now for violating a traffic law. The look she gave me was bad enough, but the way her poodle dog yawned in my face was positively insulting."

Lining Up the Witnesses

Elston-Noble Holding First Place—Lawndale-Blue Island Second—Changes of the Month.

The situation in the witness getting contest as disclosed by the September figures has some very interesting phases. While it is disappointing to find only one division—Elston-Noble—with a record of better than four witnesses per accident, some of the divisions that were well toward the bottom of the list in the August returns have improved materially The leading position held by Elston-Noble was established by a record of 4.63 witnesses per accident. Lawndale-Blue Island which stood at the bottom of the list in July and had moved up to the fourth position in August is now second. Lincoln which stood eleventh in the list in July and was at the bottom of the list in August has moved up to sixth place.

It is going to take a full appreciation of the importance of obtaining all the witnesses possible in order properly to protect the Companies against embarrassment and loss to stimulate the determination of every crew to give its best efforts to raising the average for the system which is now only 3.45 per accident. True, this is better than the July record, but it is a decrease as compared with August, and the legal accident investigation departments in protecting the companies against fraudulent and exaggerated claims require and should have the very active and important cooperation of crews in cases where accidents occur.

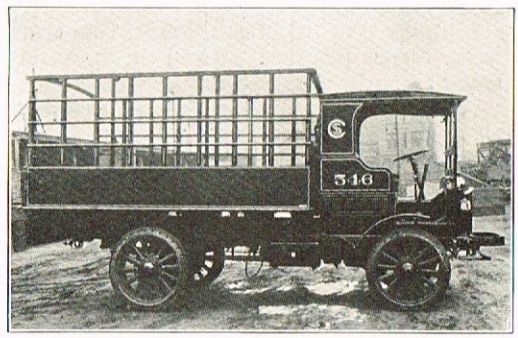
The reports from the car stations where the records are low would indicate that there is a growing realization of the failure to give adequate protection to the Company which might easily be secured through a little personal effort on the part of the crews; and there are predictions that the October record will show some radical and impressive changes for the better.

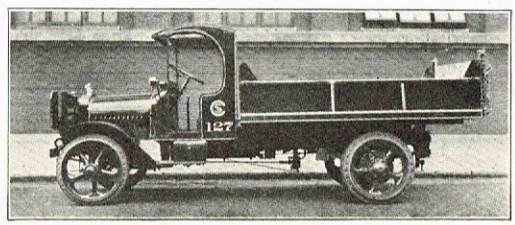
The following presents a comparison of the records of the various divisions for the last three months:

		Sept.	Aug.	July
1.	Elston-Noble	4.63	4.88 (1)	4.31 (1)
2.	Lawndale-Blue Island	3.90	4.00 (4)	2.07 (12)
3.	Burnside	3.68	4.16 (2)	3.60 (3)
4.	North Avenue	3.74	4.06 (3)	3.56 (4)
5.	77th Street	3.64	3.82 (5)	3.65 (2)
6.	Lincoln	3.54	2.72 (12)	2.69 (11)
7.	Armitage-Division	3.43	3.04 (10)	3.20 (7)
8.	Cottage Grove	3.41	3.23 (7)	3.30 (6)
9.	Archer	3.27	3.58 (6)	3.48 (5)
10.	Devon-Limits	3.25	3.12 (9)	2.99 (9)
11.	Kedzie	3.22	2.82 (11)	2.93 (10)
12.	69th Street	2.68	3.17 (8)	3.19 (8)
	Average for the system	3.45	3.54	3.23

Some New Motor Equipment—and It's Red.







The Men Who Bring the Smiles

They Are the Bright Angels as Pay-day Rolls Around— Busy as Bees

The job of the paymasters of our company is to pay 16,000 employes about One Million and a Quarter Dollars each half month. Some job!

As soon as the Accounting Department finish the payrolls, they are delivered to the Treasurer's office. Here the Paymaster takes up the work of final preparation. As to the electrical department, shopmen and trackmen, the work is comparatively simple. With the trainmen's payrolls, however, this involves considerable detail.

Time allowed for making accident reports, time as witnesses, one-man car time, Night-car time, trailer work, snow time, and special work of any kind is entered on a separate sheet for each class of work. These various items are posted to the platform time of the man who did the work and a total made of the whole amount due each one.

Over four thousand employes receive their pay in envelopes. These envelopes are numbered and the amounts written on them to agree with the numbers, names and amounts on the payrolls. The next step is to put the correct amount of money in each envelope. In this process each amount of money is checked by two men before being placed in the envelope. At the completion of this work these envelopes are stored in a safety deposit vault until paid.

When the paymasters start out to do the actual paying all detail work on the payrolls has been finished, every cent of money and every hour of time has been accounted for. Now comes the work of distribution.

It will be of interest to those who are served by the paymasters to learn how their co-operation facilitates the work.

When every employe in line presents his badge, check or identification card promptly to the paymaster and calls his name distinctly, the lines moves along smoothly and as rapidly as the nature of the work allows.

A large percentage of the men know this and do it.

However, there are always some who persist in asking questions while the paymaster is in the act of counting. Again some come up to the window and while being paid, will be so busily engaged in conversation that they have to be reminded where they are and what they are there for.

Any paymaster can tell of literally hundreds of dollars being left on the shelf outside of the window, on the floor or otherwise misplaced. The wisest way is to count the money immediately and have a definite safe place to put it.

This is one of the times that one's undivided attention is necessary. Many find it a simple matter to figure up just what they should draw and not have to ask the paymaster whether they were off one or three days, or how many hours they are being paid for. It is always a decided pleasure to pay a man who knows how much he has coming.

Experience has proven that almost one hundred percent of the amounts shown on the payrolls are absolutely correct. If an employe receives more money than he has earned, he is receiving the money earned by some fellow worker, as the total working hours computed, must balance with the total hours distributed to the men by the timekeepers.

It is impossible to pay everybody at one time, Avoid the morning and afternoon "rush" if possible.

The paymasters are always glad to adjust any matter within their power, or to answer any questions at the proper time.

Misinformed

"Oh Dickie!" exclaimed the daughter of a Charlotte street railway man to her little brother, "Who taught you to swear like that?"

"Taught me to swear? Why it's me that teaches the other guys," returned the young hopeful.

A speaker at a minister's meeting in Boston told the story of a negro clergyman who so pestered his bishop with appeals for help that it became necessary to tell him that he must not send any more appeals. His next communication was as follows:

"This is not an appeal—it is a report. I have no pants."

Keeping 'Em Rolling

Blue Island Takes 1st Place with the Remarkable Record of 33,991 Miles Per Pull-in



Superintendent Maguire, Assistants Johnson and Eigelsbach, and Supervisor Roeser, Starter Thos. Heffernan and Supervisor Winters.

After having occupied either 2nd or 3rd place for six months, the Blue Island Avenue Carhouse employes have shot into first position, with a record of 33,991 miles per pull-in chargeable to equipment failures. This is the first carhouse to establish a record above 30,000 miles per pull-in.

The employes of both the Transportation and the Shops & Equipment Departments at this house, are very proud of this record, and as per their motto "If trying will do it, we will always be on Top," it is evident that they are out to hold the first position for some time to come. They are also proud to display the blue pennant which they have won.

Lincoln Avenue has moved up from 7th place during the month August to 2nd place for the month of September, having shown an improvement of 52.2 percent over the previous month. This has been brought about by a full co-operation between the Transportation and Shops & Equipment Departments.

The carhouse which shows the biggest percentage of improvement, and which has made the most progress in any one month since the record has been kept, is Noble Street. They have moved up from 15th place to 12th place, with a record of 12,493 miles per equipment



The Blue Island Prize Crew

H. Hale
H. Siekert
W. Coughlin
G. Edmonds
E. Krueger
O. Cory
J. Hozek
M. O'Brien
C. Wilke
J. Jennings
H. Walter
W. Havok
W. Slovenski
J. Lenon

L. Ginpawski
N. Foss
J. Kahout
J. Solis
N. Grempos
A. Bakhitis
T. Waitkus
J. Willeski
T. O'Brien
Stathopolus
A. Petraitis
J. Jankouskis
M. Salkously
G. Casensky

J. Murphy
J. Younski
A. Carlino
S. Zupka
W. Ginsberger
T. Zork
P. Bukelis
G. Mainos
J. Drabant
E. Clark
M. Pratapas
P. Remkins
J. Martin
M. Shapello

H. Beeckman
S. Juraitis
P. Adamoisaz
F. Arterlas
P. Breslin
P. Pronhunas
T. Goggin
W. Jankowski
T. McCrea
A. Salamas
J. McDonnell
A. Rodio
M. Quinn

failure, an improvement of 177.1 percent over the month of August.

An improvement is shown in the average miles per pull-in for the system. The month of September averaged 11,669 miles, as compared with 10,771 miles for August, an increase of 8.3 percent.

Rank	Carhouse	Miles Operated Per Car Pulled In for Sept.	Percent Increase over August
1	Blue Island	33,991	15,7
2	Lincoln	24,410	52.2
3	Elston	20,648	1.0
4	Division	18,779	.5
5	Kedzie	16,144	16.3
6	Limits	15,709	10.6 Dec.
7	North	15,658	42.2 Dec.
8	Cottage Grove	15,285	16.1
9	Armitage	15,218	49.0 Dec.
10	Devon	14,375	33.1
11	Lawndale	12,789	38.0
12	Noble	12,493	177.1
13	Rockwell	11,749	22.2 Dec.
14	69th	7,298	.7 Dec.
15	77th	7,243	5.6
16	Burnside	4,881	35.0

The rank of the various carhouses, by months, is as follows:

Carhouse	Sept.	Aug.	July	June	May	Apr.	Mar.
Blue Island	1	2	3	3	2	3	2
Lincoln	2	7	9	4	7	9	9
Elston	3	4	11	10	9	7	7
Division	4	6	6	6	5	2	1
Kedzie	5	9	8	9	8	8	8
Limits	6	5	7	5	3	4	5
North	7	3	1	1	4	6	4
Cottage Grove	8	10	4	12	11	11	15
Armitage	9	1	2	2	1	1	3
Devon	10	11	5	8	6	5	6
Lawndale	11	12	14	14	12	12	11
Noble	12	15	15	16	16	16	16
Rockwell	13	8	10	7	10	10	10
69th	14	13	12	11	13	13	13
77th	15	14	13	13	14	14	12
Burnside	16	16	16	15	15	15	14

Bright Tilden "Tech" Students

Plan Successful Method of Car Loading Worthy of Adoption by Other High Schools

It has remained for a group of bright students of the Tilden Technical High School to inaugurate a transportation improvement movement that may have far reaching effects. For a long time, the congestion and confusion at street car loading points during the crowded period following the close of the school sessions had made life a burden both to the students and the car crews. This was particularly true because of a small percentage of aggressive and inconsiderate students who insisted on plunging through the waiting group heedless of the rights and comfort of their associates.

Finally, the problem of improving these conditions was taken up for consideration by the Civic Industrial Club, a student organization, and as a result of the analytical and planning activities of Chairmen Alfred Diman and Thomas Hays, a program was adopted applicable to the entire student body which has stood the test of preliminary trials and is now in effect on all lines used by the students.

The following printed form discloses the simplicity of the regulations and might be offered as a model, which if generally adopted by student bodies, would accomplish wonders in simplifying the question of car loading during the school rush hours.

Street Car Regulations.

PLANS.

On each corner will be about four cadets with one senior cadet in charge. As soon as a car is available, one cadet will call the destination of the car as for instance, 'Halsted and 79th."

When the car is loaded, a director will give signal for car to start. If there is car Superintendent present, he will give signal for the car to start.

FOLLOW THESE INSTRUCTIONS.

1. Line up in a single file parallel to the street car.
2. Do not get on the car while it is in motion.
3. Do not stand on the rear platform of the car unless it is impossible to enter the car.

PURPOSE OF REGULATIONS.

Develop a well regulated system of boarding street car and passing between periods which will:

1. Safeguard the lives of the students.
2. Save time.
3. Prevent congestion.
4. Give Tilden a good name.

SLOGANS.

"Have fare ready."

"Line up" "Speed up."

"Move along."

GOAL.

"To make the best better."

Go Slow Near Schools

Ocean passenger—"Why is the steamer slowing down?"

Officer—"Oh, the captain used to be a motorman on a street car and we are nearing a school of whales."—Boston Transcript.

. . . Found inscribed on an old, old tombstone, in Madison, Ind.:

Remember, friends who pass me by,
As you are now so once was I,
As I am now, so you will be,
Prepare for fate and follow me.

Underneath some follower had chalked:

To follow you I'd be content,
If I only knew where the H—— you went.

Courtesy in Court

"You are acquitted," the judge finally announced.

The prisoner thought he should say something, so he spoke to the jury:

"Gentlemen, I'm sorry to have given you all this trouble."

The Winning Color

A wealthy girl from America was attending a social function at a country house in England.

"You American girls have not such healthy complexions as we have," said an English duchess to the girl.

"I always wonder why our noblemen take such a fancy to your white faces."

"It isn't our white faces that attract them," responded the American girl, "it's our greenbacks."—Everybody's.

'Nuff Said

An Irishman came home one night with a blackened eye, a broken nose and a split lip.

"Tim Sullivan done it," he told his wife, as he began to bathe the wounds.

"Shame on ye!" Bridget cried. "A big feller like you to be licked by a hard-drinkin' cockroach like Tim Sullivan. Why he——"

"Whist," said Pat, "don't spake evil of the dead."

A BUSY PRINTING DEPARTMENT

Printer Brower and His Assistants Handle a Big Job Efficiently

One of the proofs that the Chicago Surface Lines is the largest institution of its kind, is the large number of transfers that are required in one day to permit passengers to change their direction of travel, without any additional fare (5,800,000 transfers a day.) The accompanying photograph shows the large Meisel Press on which these are printed at our printing department, located at the South Shops.

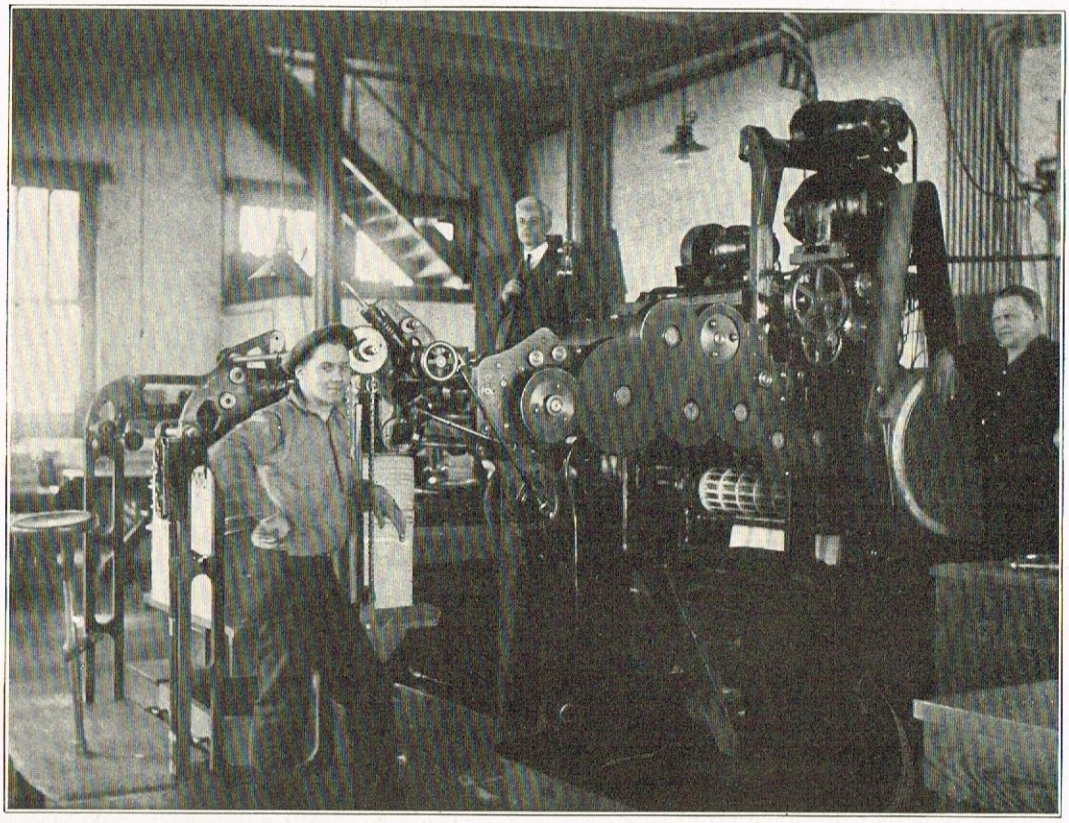
The set-up is made so that ninety-six transfers can be printed at one time. These sheets are run off, printing both sides, 8,000 per hour. Transfers are printed in four colors, salmon color issued from North bound cars, white from South bound, pink from East bound, and green from West bound. Each transfer has a serial number and a date, the printing of which is included in the one operation.

In one day's operation it is necessary to use from eight to ten huge rolls of transfer paper, each weighing six hundred pounds, and containing twenty thousand feet of paper which equals one-hundred eighty thousand feet daily. These figures carried out for the year are 1,740,000,000 transfers, and if placed end ways would reach 144,176 miles.

To print these, it requires fifty pounds of ink, one gallon of oil and three gallons of benzine each day. As each pile of one hundred sheets are printed they are cut into strips of sixteen books each, and then taken to the automatic stitching machine. It takes over four hours to stitch a days' supply. After the stitching, they are replaced on the cutting tables and cut into individual books, twenty books at a



The Printing Office Crowd



The Meisel Transfer Printing Press

time. After this operation each table goes to a transfer girl who inspects them, and places a rubber band around every ten books. When the girls have inspected the transfers for 12 days, they wrap them in canvas, each package containing 40,000 transfers. So skilled have these girls become, that two can wrap one day's supply in an hour and fifteen minutes.

After this, the packages are labeled with a printed tag showing the car station which is to receive them. They are loaded on trolley cars which make several trips a week to the sixteen stations, keeping each one supplied betwen sixteen and twenty days in advance. These cars also deliver the stationery supplies.

In addition to the transfers, 7,000 trip sheets are required for each 24 hours of service, between 800 and 900 different office forms are printed, which include picking lists, payroll sheets, envelopes, calling lists, employes' tickets and bulk head signs.

The printing office is like a bee hive, but Mr. Brower who has charge of the department, is always ready to take on another printing job, turn it out in a first class manner, and do it with a smile.

Two Weeks—That's All

"How long you in jail fo', Mose?"
"Two weeks."
"What am de cha'ge?"
"No cha'ge, everything am free."
"Ah mean, what has you did?"
"Done shot my wife."
"You all killed yo' wife and only in jail fo' two weeks?"
"Dats all—den I gets hung."

"Now children, if there were four flies on the table and you killed one, how many would there be left?"
"Please, teacher, I know—the dead one."

Horrors

George: "I hear Albertson is always setting traps for his wife."
Harry: "How awful! Jealousy, I suppose?"
George: "No, mice."

HOW TO KEEP YOUR HEALTH

Dr. Leeming Gives Some Bad Weather Views and Suggestions

At this season of the year when sudden changes of weather occur, especially from warm to cold, the medical health statistics always show a marked increase in the number of diseases of the upper air passages—the so-called respiratory diseases such as colds, bronchitis, influenza, pleurisy and pneumonia. These diseases are all due to specific micro-organisms or germs. A facetious doctor once remarked, "They call them GERMS in Germany, PARASites in Paris, and MIKErobes in Ireland." Whatever name you give them I want our company employes to know that these microscopic bugs will not in themselves cause disease in a healthy person. Some medical men question this statement, but I am willing to stand by it and I back up my argument by saying that if it was not true, all of us strong, healthy people would be sick because we are undoubtedly inhaling these disease producing germs everyday.

Why is it then that we do not contract these infectious ailments. The answer is that we possess an immunity against them. This means in common language that the influenza germ, for example, when taken into our air passages in the act of breathing does not find in our bodies and mucous membranes a suitable soil for their growth and development, and we are, therefore, able to resist successfully the diseases to which we are daily exposed.

Now if these statements are true, and I assure my readers that they are true, what practical benefit do we derive from the knowledge? I answer my own question by asserting that if properly and intelligently utilized it will go a long way in enabling us to keep well notwithstanding the bad weather which will no doubt overtake us this fall and winter.

Someone may say, "What do I know about micro-organisms—put your ideas into plain State street language so that I can understand and benefit by it." I thank "Someone" for the suggestion. I will speak plainly and say that my advice is to keep yourself physically fit. Do not indulge in habits of life that will lower your general resisting power to disease. Do not eat or drink to excess. Wear warm clothes. Protect yourself by proper clothing against sudden exposures to cold and damp weather, especially after working or sleeping in warm rooms. Be old-fashioned enough to wear woolen stockings and underwear, if your work is such that you can't avoid exposure to sudden weather changes. These and other precautions are more important to those who are "subject to colds" especially if they are "not so young as they used to be"; and speaking of being old-fashioned reminds me that one is more apt to take cold if the liver is sluggish and the bowels inactive—if the system is "clogged up with waste matter" the resistance to disease is lowered. Take regular exercise in the open air daily. Sleep in the fresh air every night, having the body well covered and the window open, but avoid drafts.

To put the whole thing in a nutshell, my advice would be that to avoid illness you should keep your feet dry and warm, your head cool, your body clean, your bowels open, eat regularly and moderately, and your general health and resisting power will be greatly improved.

John Leeming, M. D.



Little Carl Seiwert, son of Motorman Seiwert of the North avenue station, doing a heavy thinking part.

They Didn't Need It

Book Agent "Have you any children at school?"

Farmer's Wife: "Yes, Nancy and Jeems."

Book Agent: "Then you should buy them an encyclopedia."

Farmer's Wife: "No sir; Nancy never would learn to ride the thing, and Jeems can walk to school just as his father did before him."

A woman is as old as she looks; but a man is old when he stops looking.

GENERAL ORDER No. 8-25

Brief Facts About Some of the Men Moved Up October 1



Assistant Division Superintendent Simpson

Robert W. Simpson, promoted to the position of Assistant Division Superintendent, Limits-Devon, has been connected with the Chicago companies since 1899, when he became a conductor of the Chicago Union Traction Company. Since that time he has served as traveling conductor and as supervisor.

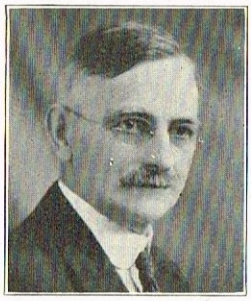


Assistant Division Superintendent Eigelsbach

T. H. Eigelsbach, appointed Assistant Division Superintendent of Division Six, October 1, 1925, was born and reared in Indiana, and twenty-four years ago put the saying "A lot of wise men come from Indiana and the wiser they are the quicker they come" into practice, and came to Chicago, where he started his railway career as a conductor for the Chicago Union Traction Co. Appointed supervisor in 1912 and Chief Supervisor in the West Division in 1913. This position he held until the consolidation in 1914, when he was again made supervisor. Held this position until September 1, 1924. At that time was appointed Chief Instructor.

Chief Instructor Johnson

J. M. Johnson, appointed Chief Instructor in the train service department, has been with the Chicago companies since 1895, when he became a conductor for the West Chicago Street Railroad Company. He was appointed supervisor in 1910, assistant division superintendent in 1914, and superintendent of employment in 1921. He was again transferred back as assistant division superintendent in 1923.



Chief Instructor Johnson

"The Stay at Home"

I've never traveled the earth around, nor sailed the seven seas;
Fought Alaska's biting cold or basked under tropical trees;
To me the Sahara is only a place; I know nothing of Paris or Rome;
And yet—I have never found time to regret just being a "Stay at Home."

I read of those people who wander afar, in the quest of a mystical shrine;
Who tell of far countries and places beyond; cities and castles divine;
And when I stop to consider and grasp what it means, I can't for the life of me say
What—comparing my lot to those whom I know, what they really have gained while away.

For here in my town, tho's it's nothing to boast, I live in my own little sphere,
And try to do best for those whom I love and others to whom I am dear;
With a duty to each and a niche of my own,
I can truly say I have found
A heap more living and comfort, indeed, than pastures far and beyond.

So I smile kind of tolerant whenever I read of those who have gone and returned,
Of the sights that they saw and the money they spent or perhaps something else that they learned,
And then all in all, tho I ain't been away, 'mid the spires and far gilded domes,
I learn just the same and am glad that I'm just—"One of the Stay at Homes."

EARL DONALD BOOTH.

Nervy Chap Indeed

Villager—"How's your lawyer patient, Doctor?"

Doctor—"Very low; in fact he's lying at death's door."

Villager—"Nervy chap I call him. Right at death's door and still lyin'.—Exchange.

SURFACE SERVICE MAGAZINE

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Volume 2 **November, 1925** **No. 8**

John E. Wilkie - - - - - - - Editor
C. L. Altemus - - - - Assistant Editor

"MEET THE SUPERINTENDENT"

For the first time in the history of the Surface Lines Companies the men of the train service are being brought into personal contact with the Superintendent of Transportation through a series of what are termed "operating meetings." Superintendent Evenson is making the rounds of the car stations addressing the trainmen at afternoon and evening sessions in a series of intimate and rather informal talks on subjects of vital interest to the men and to the management. Stressing the fact that the Surface Lines are in the business of selling transportation, he points out the importance of cultivating our customers—the car riding public. The important elements of salesmanship—courtesy, precautions against accidents, personal neatness, the avoidance of intoxicants of any sort, and absolute honesty as temporary custodians of the Company's funds—all of these are features of these talks; and in connection with these, the sincerity of the management, and its fair dealing with the employes and with the public is convincingly brought home to his audiences.

The fact that each session was marked by addresses by the trainmen is a gratifying assurance of their interest, and there is evidence, too, that the lessons are being taken to heart with a determination to carry out the policies of the management.

PROGRESSIVE STUDENTS

As described on another page, the students of the Tilden Technical High School on their own inititiative have put into operation a method of car-loading during the congested period immediately after school which should commend itself to principals and student organizations in all high schools served directly by the Surface Lines. We cannot speak too highly of the progressive spirit of those who are responsible for the substitution of orderly and convenient car loading for the rushing helter-skelter practices that sometimes prevail. We hope that the example they have set may result in immediate activity in other high schools for the benefit not only of the students but of the public at large.

A TRIBUTE FROM THE BLIND

Their Fraternal Order Express Thanks for Treatment Received

We all believe that Surface Lines trainmen have a keen sympathy for anyone who may be suffering from physical disability of any kind and that they are especially considerate in looking after their comfort and safety. Occasionally we receive direct confirmation of this belief and we will all be interested in reading a letter addressed to President Blair by Secretary T. Paul Sullivan of the Fraternal Order of Blind Men whose office is at No. 1949 South Spaulding Avenue:

Dear Mr. Blair:

My Order has instructed me to write an expression of appreciation through you to the employees of the Chicago Surface Lines for the kind consideration shown the blind patrons of the surface railways.

Of course, these employees receive thanks individually from the blind people whom they assist, but the extreme kindness and courtesy shown by the conductors, motormen and supervisors to the blind who have occasion to use Surface Lines as a means of transportation, is so praiseworthy that we believe a public acknowledgment of this kindness and courtesy is quite fitting and proper.

We do not know if these men have been so instructed by the officials of the roads. Indeed, the readiness with which they proffer their aid would indicate that no such instructions would be necessary, but we feel sure that their splendid conduct toward people so seriously handicapped meets with the hearty approval of the President and all the officials and we desire to include them in this letter.

We respectfully ask that you see to it that the employees of the Company learn of our gratitude and appreciation to them for their kind services in our behalf.

In closing, we wish again to thank all the employees and officials of the Chicago Surface Lines not only in the name of The Fraternal Order of Blind Men of Chicago, but in the name of all the blind people in this city.

Operating Conferences

Head of the Transportation Department Meeting the Trainmen in a Series of Important Talks

At a series of operating conferences held at the various car stations since October 12, Superintendent of Transportation Evenson and his assistants have been discussing with the trainmen some of the problems of operation. All of the meetings have been largely attended and intense interest in the discussion has been manifested.



Superintendent C. H. Evenson

"The Chicago Surface Lines," Mr. Evenson said in his various talks, "are in the businses of selling transportation and furnish a major portion of all rides used in the city of Chicago. To make this possible, a large physical property is necessary, together with a large organization of employes. These employes really have a larger investment in the Chicago Surface Lines than the security holders who have only invested their money in the physical property, whereas the employes invest all of their time and are, therefore, more interested than any other group. This is particularly true of the train service employes, because of our seniority system. In other words, this is your business and your duties are those of salesmen selling street car rides.

"Every public utility must have a good sound public standing and has it occurred to you what a wonderful opportunity we have to obtain this? We meet our customers face to face every day and sell them our service. This fact emphasizes the importance of the utmost courtesy towards our customers at all times. One instance of discourtesy on the part of a trainman frequently has the effect of discounting the uniform courtesy of thousands of other fellow employes. The motor buses capitalize on the courtesy of their employes and we should be able to do the same. Neatness in appearance is also required on the part of trainmen, as all men in uniform are conspicuous.

"It is the policy of the management to give the utmost consideration to all matters having to do with the welfare of its employes, to the end that our salesmen (the trainmen) will have confidence in it and will, in return, give their wholehearted efforts towards improving our service. The fact that our turnover in the train service is unusually low and that the average seniority is over ten years, proves conclusively that this is a good place to invest your time to make a livelihood."

Mr. Evenson, in discussing the matters which go towards making up a trainman's service record, explained why intoxication cannot be tolerated, why it is necessary to be extremely cautious at grade crossings, how accidents should be avoided, etc. He pointed out how a conductor handicaps himself for life when he gives in to temptation and fails to register fares. The trainmen were advised to squelch those in their midst who were given to radical talk and untruths, in an effort to spread discontent, and insist on such radicals adhering to the facts about their "own" business.

A plea was made for co-operation as between men on the front and rear ends, between crews on the street, between crews and supervisors, etc. Motormen were urged to pay strict attention to what the traveling motorman has to say and to adopt his system of running a car and thereby make themselves more skilled as motormen and make their day's work easier, as well as eliminate a big power waste and preserve the equipment. Running ahead of time was particularly denounced by Mr. Evenson, as well as others who spoke.

Assistant Superintendents Hall and Quinn also spoke on operation at the meetings and the Division Superintendents and Board members discussed mat-

ters of local interest. Trainmen engaged in the general discussion.

The conferences were held at the car stations as follows:

October 12, Cottage Grove; October 13, Burnside; October 14, Seventy-seventh; October 15, Sixty-ninth; October 16, Archer; October 19, Blue Island; October 20, Lawndale; October 21, Kedzie; October 22, North Avenue; October 23, Division; October 26, Armitage; October 27, Noble; October 28, Elston; October 29, Lincoln; October 30, Limits; November 3, Devon.

Richardson Trophy Presented

North Avenue Champions Get Their Cup—Supt. Evenson Makes the Presentation

The Richardson base ball trophy was presented to North Avenue by Superintendent of Transportation Evenson on Thursday evening, October 22. A crowd which filled the auditorium to over flowing saw the presentation and joined in the hearty cheers for the team, led by Mr. Evenson, as the trophy was handed to the winners.

The presentation came at the close of the operating conference conducted by Mr. Evenson. He praised the efforts of the men and the splendid game they had played throughout the season. All the members of the team were called to the stage and each was thanked personally for his efforts.

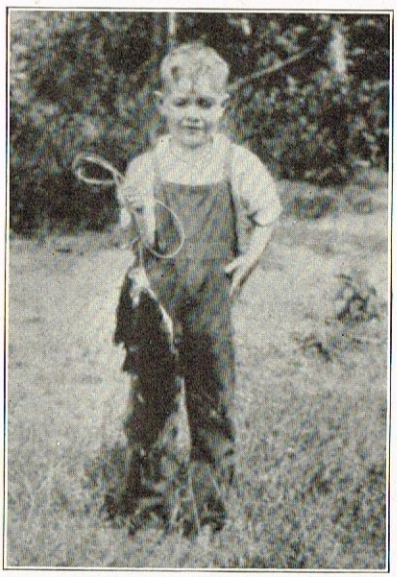
Concluding his congratulatory remarks, Mr. Evenson read these lines, written by Mr. Wilkie:

Say! talk about your Senators, your Pirates, Sox and Cubs—
Compared with our hard-hitting bunch they're just a lot of dubs.
Those Seventy-seventh lads were good, they won the South Side crown,
But when they met the boys of "North" they couldn't hold 'em down.
But nonetheless they made a fight, as all of us agree,
But Daisy's curves were out of sight, too fast for them to see.
All honor for the one's who lost, and cheers for those who won,
The trophy we award tonight from G. A. Richardson.

This is the third time the North Avenue team has come up to the finals and they won the championship this year without losing a single Surface Lines league game during the season.

A tramcar was going up a steep grade when the inspector boarded it. He asked the conductor, "What would you do if the car should run back?"

The conductor hesitated, then said, "I would immediately change the destination sign on the car."



Supt. Evenson's Youngest Son with a String of Wisconsin Fish

The Explosion

Girl in a flivver,
Going like blazes,
Tickled all over at the dust she raises.
Lets go wheel
To fumble in purse
To take out her powder rag:
Good night, Nurse!

Some "Feat"

Conductor (somewhat irritated after stumbling over obstacle in the aisle), "Madam, you must remove your valise from the aisle."

Colored Lady: "Fo' de lawd sake, Mistah Conductah, dat ain't no valise. Dat's mah foot."

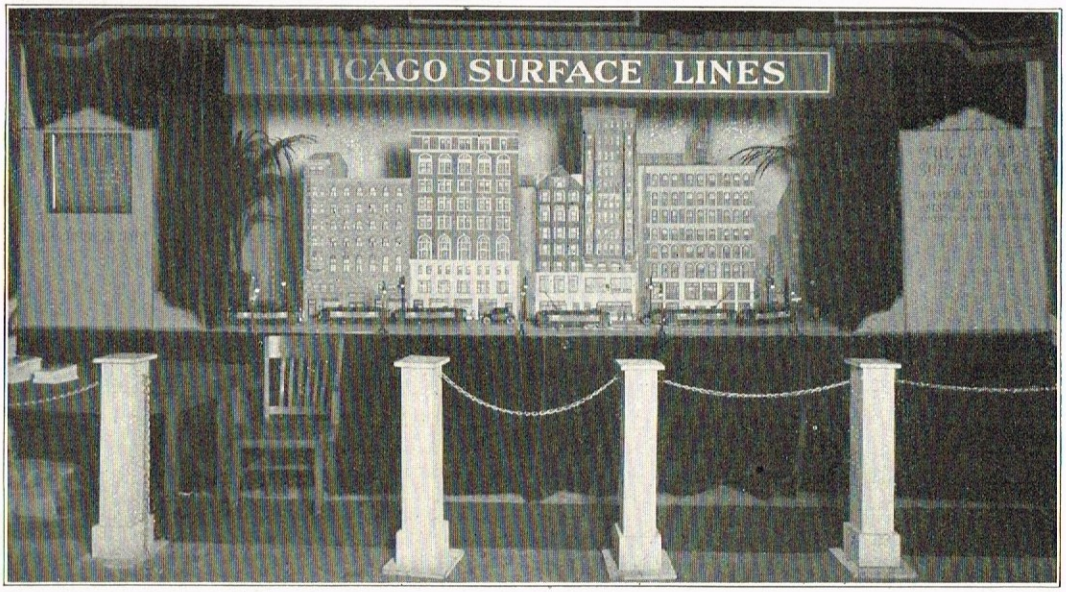
A negro maid came into the bank with a check from the lady for whom she worked. As she could not write, she always endorsed the checks with a big X. But on this occasion she made a circle.

"What's the matter, Linda?" the man in the cage asked. "Why don't you make a cross, as usual?"

"Why," Linda explained, "Ah done got married yesterday and changed mah name."—Bottles.

This Drew the Crowds

Surface Lines Exhibit at the Illinois Products Exposition Both Novel and Attractive



The utility exhibits easily dominated the Illinois Products Exposition, October 8-17 at the American Exposition Palace. In elaborateness of display and clearness of the message they told they were superior to most of the other exhibits.

The Chicago Surface Lines used two booths covering a space 20 by 13 feet. The block on Dearborn between Washington and Madison streets was reproduced in miniature. The buildings were worked out with great fidelity to detail and a painted background carried the perspective down Washington and Madison streets.

On the Dearborn street side were Milwaukee avenue two-car trains and Archer avenue single cars, all brilliantly lighted. Illuminated street lamps also gave life to the scene. There were automobiles in the street and pedestrians on the sidewalk. At either end of the booth were signs explaining the importance of the Surface Lines in local transportation. In one of the signs was set a stereopticon screen and slides operated automatically told the story of the development of street car service in Chicago from the earliest horse car days to the present.

An attendant at the exhibit distributed Surface Lines Sightseeing Guides to visitors and answered all questions relative to the service. Some 30,000 maps were distributed in this way.

This was the second Illinois Products Exposition given under the direction of the Illinois Chamber of Commerce. Commercial organizations from all parts of the state, important down state cities and leading industries participated.

The Commonwealth Edison Company, People's Gas Company, Public Service Company of Northern Illinois, Chicago Rapid Transit and North Shore Line and the Illinois Bell Telephone Company were all well represented.

The Contrary Sex

"An yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yassuh."

"An' de other one. Am dat ob de contrary sex?"

"Yassuh. She am a gal, too."—West Penn.

"And what did you do to be sent down here?" queried Satan of the new shade.

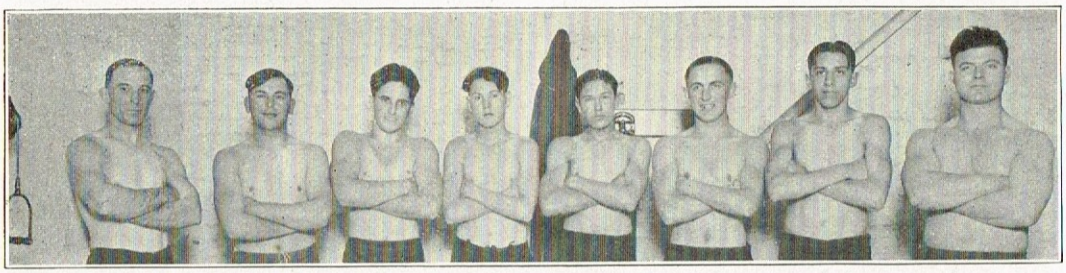
"I invented the alarm clock," replied the shade, with a sickly smile.

"Here, take this pitchfork and keep order. I've been needing a vacation this long time, but couldn't find anybody mean enough to take my place."

CLUB SPARKS

Wrestling

Here is a picture of Al Chappelle and one of his classes which meets with him each Friday evening at the Club House. Al has been instructor of wrestling at the Club for five years and has met with exceptional success. For many years he has been very prominent in lightweight wrestling circles in this part of the country and has many a hard fought battle to his credit. He has always stood for clean sportsmanship and instills this feeling into the minds of his young scholars. The Club through its officers wishes to take this opportunity to thank Mr. Chappelle for the faithful services he has rendered since taking charge of the Wrestling Classes.



The Hallowe'en Party

Excepting the fact that four rowdy "Negroes" succeeded in gaining admission to the Club House and caused a great deal of commotion by starting a crap game in the middle of the Dance Hall, everything went off smoothly at the Annual Hallowe'en Party at the Club House on Saturday evening, October 31st. So good was the disguise of these negroes that their leader, a handsome negro lassie, was awarded first prize for the best costume. Several times during the evening a razor battle between two of her admirers, a rough roustabout and an ex-convict, was avoided only by her clever intervention. This handsome negro lassie was none other than our own Eddie Volland.

First prize for the ladies was won by Miss Marie Mason of the Legal Department. She wore a very novel costume representing "Green, Green Grass." Many signs pinned to her costume such as, "Keep Off the Grass," "Do Not Park Here," "Fresh Grass," gave a realistic touch.

Second prize for the ladies went to Miss Anna Atols of the Accounting Department who was dressed as a Spanish Girl and we'll say that she surely made a mighty sweet looking Senorita.

Mr. E. H. Sand took the men's second prize, being attired to represent a peddler. We have seen many imitations of the Jewish race, but no amateur every equalled the one put on by this young man, as several of the people present were anxious to supply their need for shoestrings, pencils, etc., when the young merchant made his appearance.

Agnes, the sister of our own illustrious "Topy Topolinski," took home third prize for the girls, being dressed as a College Chappie. Attired in a checkered suit with a bright red tie she would have made the Beau Brummel of any of our colleges green with envy.

Mr. D. Lamont surprised all when he arrived with a very handsome young lady with the form of a perfect 36. Dugal's girl friend was eagerly sought for by the boys until they discovered that she was Mr. Harry Hooper in disguise.

The three hundred guests seemed to enjoy themselves immensely and we regret that time and space prohibit the description of many other good character costumes.

The committee headed by Mr. J. D. Hewitt is to be congratulated on the efficient handling of the affair and the artistic manner in which they decorated the hall and the parlors. It takes our John to do things up brown.

Won't Someone Kindly Stop 'Em?

Ed and Red just knock 'em dead,
The Dutchman's found the combination,
Vic and Dix get lots of sticks
And Scoop keeps his reputation.

All of which goes to explain why the five or six horsemen of the Transportation Department bowling team have won twelve consecutive games and furnished the boys with a little surprise after losing three games on the opening night. And it begins to look as if——, Well it begins to look, anyway. The lineup: Carl (Red) Anderson, Ed Wilberschide, (Dutch) Bretschneider, Louis (Dix) Dixon, Victor (Vic) Malecki, (Scoop) Ennerson.

Standings as of Oct. 29:

C. Ennerson	201 1/3	3 Games
Ed Wilberschilde	188 4/15	15 Games
L. J. Dixon	185 9/15	15 Games
Victor Malecki	184 11/15	15 Games
Carl Anderson	183 11/15	15 Games
J. Bretschneider	160	9 Games

Team Average for the season—873.
High Game—970.
High Average, 3 Games Team—936.
High Average, 3 Games Ind. (Dix.)—213.

Five Hundred Party and Dance

Approximately 300 persons attended the Five Hundred Party and Dance given at the Club House on Saturday, October 10th, and were well entertained by Swede Johnson and his efficient Committee. Forty-four persons played Five Hundred, prizes being awarded to the six highest scores. First prize for the ladies was won by Mrs. Magnuson and she chose a silk umbrella; second prize was awarded to Miss

Brandt who carried away a pair of silk hose; Mrs. Powers took third prize and Lovell has been using some rather fancy handkerchiefs ever since. The men's prizes were won by Miss Mabel Magnuson, first, who chose a Duofold fountain pen which some lucky man will receive for Christmas, second prize was won by Mr. Geo. Roesner who chose a pair of gold cuff links. Miss Marie Krausman won third prize, which was a very beautiful Swiss tie (another Christmas gift for the lucky man). Music for the dancers was furnished by Mr. Louis Bohlin in his usually peppy style. A prize was awarded to the best dancer and this was copped by Clark & Division's Charleston demon, A. E. Johnson. All present enjoyed the dancing and the refreshments which were served throughout the evening.

Lest You Forget

The second annual Swimming and Athletic Carnival will be held at the Club House on Saturday evening, November 28th, 1925, and we hope to have a large attendance to see the success our instructors are having. Mr. Zollinger promises some very interesting events in the pool and Al Chappelle has several young stars who will show us what they can do, so be sure and be on hand. Ladies are especially invited. Plenty of fun, lots of eats, and some dancing. Reserve the date.

Special for the Kiddies

December 19th, our annual Christmas Party. The writer saw Santa the other day and he promises to be with us again this year providing all the kiddies are good little boys and girls. He also expects to have plenty of good candy and nice toys and some mighty fine entertainment. Now, don't forget, kiddies, to be good and also don't let mother and dad forget the date, December 19th, 1925.

Swimming Class

The Swimming and Calisthenics Class still meets at the Club House each Tuesday evening. We would like to see some newcomers take advantage of this instruction.

WOMEN'S AUXILIARY

Girls of the Shops and Equipment Departments Entertain Successfully—Announcements

"Backward, turn backward, oh, time, in your flight,
Make me a child again, just for tonight."

Thursday evening, October 15, after the regular monthly meeting, the Shops and Equipment Department entertained with a "Baby Doll Party." New dresses, rompers, kiddie cars —all to be duly admired by "her best friend," were to be seen in every corner of the big Club House. Gay colored balloons and stick candy were favors, and a prize was awarded to Miss Marie Sullivan as being the cutest "baby" in the grand march.

After several games—drop-the-handkerchief, the cat and the mouse and others sacred to the memory of childhood, a prize was awarded to Miss Ada Marsden, the best artist with the needle and thread. The prize-winning animal was an elephant, which was easily recognized. Delicious refreshments were served, after which the girls danced.

Announcements

Saturday evening, Nov. 14, a dance for members of the Surface Lines Club and Women's Auxiliary.

Thursday evening, Nov. 19, regular monthly meeting, followed by a "Thanksgiving Party" in charge of Electrical, Purchasing, Secretary-Treasury, Schedule and Time Table and Transportation Departments.



MISS AGNES KNIFFIN AS A "BABY DOLL"

Thursday evening, Dec. 17, regular monthly meeting, followed by a "Christmas Party" in charge of Program Committee.

Annual Reception and Dance for members of Surface Lines Club in January, date to be announced later.

Real Solicitude

He and his young wife were taken for a motor trip by some friends. She admired his anxiety about her comfort.

"Are you all right?" he asked.
"Quite, dear."
"Cushions comfortable?"
"Quite, darling."
"Not being jolted?"
"Oh, no, sweetheart."
"Not in a draught?"
"No lambkin."
"Then change seats with me."

Bouquets for the Boys

Conductor Edgar S. Thornton, badge No. 924, of Kedzie Avenue, was described as "the conductor everybody likes," by Charles Newton French, Room 1205, 10 South La Salle Street. Mr. French says that in the last 35 years he has ridden the Madison Street cars more than 18,000 times, and as indicating the general character of the trainmen with whom he has come in contact, he states that he rides the rear platform as a matter of choice and that in all those years, he never saw a conductor short change a passenger nor have any argument over change. With reference to Conductor Thornton, he comments particularly on his care in seeing that passengers are safely aboard or off his car before attempting to close the doors.

Motorman Lake M. Evans, badge No. 7535, of Devon Avenue and the Lost and Found Department clerks are warmly thanked by Miss Edna R. Field of the Woman's Board of Missions, 19 South La Salle Street, for the recovery of her hand bag.

Motorman Thure O. Peterson, badge No. 7329, of Devon Avenue, handled his car so skillfully in an emergency that he avoided a collision and at the same time attracted the attention and appreciation of Miss Elsie Larsen, 1938 Madison Street.

Conductor Herbert H. Reimer, badge No. 13042, and Motorman Frank A. Bitzer, badge No. 13311, both of Devon, cooperated in arresting and turning over to the police a professional woman pickpocket who was detected in the act of stealing the purse of a young woman passenger on their car. Their promptness and efficiency in thus looking after the interests of a passenger was made the subject of a very complimentary letter by Mrs. J. Williams, 843 Belmont Avenue.

Conductor Michael Size, badge No. 948, of Devon Avenue, is commended by Andrew T. Grimes, 1403 Belle Plaine Avenue, for his interest in the safety of his passengers. He cites one incident in which a passenger was about to leave the car and Conductor Size seeing that an approaching motorist was not going to stop give a warning that probably saved the passenger from injury. Assistance rendered to a blind man was also favorably commented on.

Conductor Walter Powell, badge No. 1744, of 77th Street, was commended highly by G. S. Brown of the New England Mutual Life Insurance Company, 231 South La Salle Street, for his unfailing courtesy to women with children.

Conductor Edwin J. Lynk, badge No. 1766, of 77th Street, was complimented in a letter from James Abbott, 3175 Hudson Avenue, for the clear enunciation in calling the various streets.

Conductor James Lane, badge No. 2212, of Cottage Grove, was the subject of a commendatory letter from Miss Nell M. Parker, 1361 East 47th Place. She says that when he calls the name of a certain street, he can be heard in the farthest end of the car and understood distinctly. She also comments on his courtesy and attentiveness.

Conductor Charles T. Bishop, badge No. 3120, of Noble, receives in a letter from Mrs. Margaret Purvis, 312 West 52nd Street, an apology for her discourtesy towards him. She says "he certainly deserves credit for holding his temper as he did."

Conductor William Quigg, badge No. 3622, of 77th Street, was the subject of a letter of praise from Charles G. Engstrom, 1258 Winona Avenue, commenting on the honesty of the conductor when Mr. Engstrom handed him what he thought to be two pennies and a nickel which was two pennies and a quarter, the conductor returning 20 cents in change. Mr. Engstrom also stated in his letter that Conductor Quigg was very courteous in explaining that he had handed him excess fare.

Conductor Patrick J. Robinson, badge No. 4132, of Cottage Grove, attracted the attention of J. T. Gallagher, a railroad man of Fort Wayne, Indiana, by helping a lady passenger with an infant in her arms and two small children when she arrived at her destination, picking up and carrying both the small children to the curb after assisting the lady and the baby off the car. Seeing them safely through traffic at 65th and Cottage Grove showed the conductor's interest in his passengers.

Conductor John W. Comise, badge No. 5566, of 77th Street, is given "honorable mention" by E. Anderson, 6844 Heyden Avenue, Norwood Park, and M. J. Anderson, 4055 Kenmore Avenue, his extreme courtesy to all of his passengers being noticeable.

Conductor Otto H. E. Miller, badge No. 5924, of 69th Street, earned the gratitude of Mrs. F. D. Ellis, 7609 South Peoria Street, when seeing her standing on the curb at 74th and Ashland took the trouble to inquire what car she was waiting for and subsequently saw that she was properly directed. The willingness with which he furnished information to his passengers also attracted her favorable notice.

Conductor Michael J. Reilly, badge No. 6260, of Devon, who showed special courtesy and consideration to an elderly woman in feeble health caused Mr. C. H. West, 4300 Clarendon Avenue, to congratulate the Surface Lines on having what he described "a gentlemen of the old school," in a position of trust.

Conductor John S. McAuliffe, badge No. 6864, of Kedzie through his helpfulness to a very stout colored woman boarding his car aroused the enthusiasm of Wirt W. Hallam, 72 West Washington Street.

Conductor David N. Moore, badge No. 7296, of Kedzie Avenue, was observed by F. Daniel, 621 South Kedzie Avenue, as he helped an elderly crippled gentleman off the car and saw him safely on the street and Mr. Daniel wants us to know how consideration of this sort appeals to the public.

Conductor Eugene P. Sullivan, badge No 7934, of Cottage Grove, is complimented by a number of his regular passengers represented

by Mr. Otto Wulf, 931 Kimball Building, for his kindly interest in all of his passengers.

Conductor Peter Cunningham, badge No. 8580, of North Avenue, aroused the admiration of Mrs. Gertrude Crane, 512 South Wells Street, by the manner in which he handled the crowds at heavy loading points, particularly being careful to see that everybody was safely aboard before giving the starting signal.

Conductor August Olsen, badge No. 8886, of Lawndale, by calling the streets distinctly and by reminding a forgetful passenger of her arrival at her destination inspired B. L. Gorton, 1916 South Sawyer Avenue, to write and tell us about the high grade service being given by this employe.

Conductor Bernard D. Miller, badge No. 10448, of 77th Street, by his promptness in correcting an error in changing a five dollar bill convinced Albert Van Bruggen, 61 West 110th Place, that this was a man of high principles who was a credit to the Surface Lines.

Conductor Edward J. Smith, badge No. 10372, of Division, and Conductor John J. Susralski, badge No. 11874, of Devon, are commended for their courtesy and efficiency in discharging the duties, both of them being complimented in a letter from E. H. Patterson of the Diamond Vacuum Products Company, 4049 Diversey Avenue.

Conductor George P. Merk, badge No. 13980, of 77th Street, through his helpfulness to elderly passengers and a blind man attracted the appreciative attention of Herman L. Monheimer, 707 Transportation Building.

Conductor William J. Ross, badge No. 14092, of Devon, went to considerable trouble to furnish change for a larger bill than required under the law and later on conducted himself creditably in an altercation with an intoxicated passenger. Both of these incidents were reported by E. O. Todd, 636 People Gas Building, who had pleasant things to say about Conductor Ross.

Conductor Gregory J. Bojan, badge No. 4186, of Elston Avenue, noticed that Mrs. Downs, 3910 North Albany Avenue, dropped her purse as she was leaving the car, called to her and restored it. She writes to say that she was too excited at the time to thank him, but appriates his actions.

Conductor Henry J. Van Bogget, badge No. 1570, of 61th Street, was particularly courteous and helpful to an aged lady passenger whose daughter, Mrs. A. Sterritt of the Haines Hotel, made this fact the subject of a letter which concluded by quoting her mother as saying "he is a fine decent boy and a credit to your Company."

Hop: "What did your wife say when you came home last night?"

Faris: "The darling never said a word. And I was going to have those two front teeth pulled out, anyway."

Teacher: "Bobby, did you ask your father what the most famous war song is?"

Bobby: "Yes, Miss—he said it was 'Here Comes the Bride.'"

Departments and Divisions

Engineering

Harry Abbott is the proud owner of a bowling ball. You've got to hand it to Harry. He's the only bowler in the Club House League who had the nerve to spring a ball of his own. If he gets a few pins with it occasionally, his team-mates will forgive him.

The Engineering Department Team in the Parkway Bowling League is sadly in need of one or two more good bowlers. A. B. Bonhomme of the Track Department is captain of the team, and would be glad to get in touch with an applicants.

At last the blow has fallen. Miss Buehler, who held out so long, has finally capitulated and is now enjoying one of the very latest style bobs. Looks good, too.

Joe Shields, the veteran Material Clerk of the Southern Division, was married on October 24. Everybody thought Joe was a hopelessly confirmed bachelor, but he fooled us. We hope to hear from Louie Schragg soon.

L. Dewey, formerly of the Car Meter Department, has been transferred to Burnside where he is now stationed as Clerk in the Track and Roadway Department.

Chauffeur Ed Smith, who recently underwent an operation, is doing nicely and we expect him back soon.

We extend our sympathy to Trolley Tender T. Hamilton whose wife died September 25, 1925.

Transit.

Accounting—Downtown

You should see them! See what? Why, the artists' smocks that some of our girls are wearing. The girls at the Board of Education surely started something.

Miss Ruth Wohlford placed in Mrs. T. Howe's position, formerly Miss P. Meagher. Mrs. Howe resigned November 1st to devote her entire attention to her home.

Miss Bernice Walper transferred to the Car Meter Department. Miss Margaret A. Miller and Miss Lillian Rudland transferred to the B. O. S. E. at Clark and Division Streets. We wish them success in their new positions.

Miss B. Birchwood suffered an unpleasant experience on the night of October 13, 1925, when she encountered a footpad at 61st Street and Kimbark Avenue. Fortunately for her the footpad was frightened away by the approach of an automobile.

Mrs. L. Hagberg left Friday, October 16th, for Florida.

Mrs. V. S. Tabb left Saturday, October 3rd, for California.

Mr. Donald Hauflaire commenced Tuesday, September 22nd, to fill the position made vacant by promotion of Mr. Walter Garstka to the Pay Roll Department.

Returned from vacations recently are: Misses H. Ruberry, M. Johnson, L. Matecki, M. Graetz, E. Marks, A. Atols, S. Sievert; Messrs.

B. O. Ratner, L. J. Francoeur, H. Rohde, E. Mark. The report is, all had a pleasant time.

The sympathy of this department is extended to the family of Mr. Edgar J. Mahon, a former employee of this department, who died on September 29, 1925, from injuries sustained when he was struck by a Rock Island train while on his way to the office of the Commonwealth Edison Co. Mr. Mahon was employed by the Chicago Surface Lines as office boy October 9, 1924, was promoted to Pay Roll Department January 1, 1925, and left service February 8, 1925, to go to the Commonwealth Edison Co.

Clark and Division

Gizella Lachata's mother passed away September 25, 1925. This department extends to the family their most sincere and heartfelt sympathy.

We fear that a very cold spell is due. Mabel Winholt and Olga Wagner have ordered some woolen blankets. Br-r-r.

Harold Sprenger is making up a book of Al Jann's bright sayings, witticisms and jokes. Don't rush, boys, plenty of books for all.

Now that the bleak days of fall are here we wish certain members of the department would lay off that fish talk.

Al Remack's operation was very successful, and we hope to see him back with us soon.

Mrs. J. R. Maus is very ill. We hope by this time that she is well on the road to recovery.

Mr. G. Kinsman spent his vacation at Niagara Falls, and reports having had a nice time viewing the scenery, etc.

Mr. Howard Dahl was supposed to motor through Canada. About 500 feet from the border a big black cat crossed their path, and we wonder if this could be the reason for their not going into Canada.

Miss Merle Dubois had to have three dozen baby-doll pictures made up to satisfy the wants of her various admirers.

Eddie Volland is going to root for the Cubs next year. We wonder why.

Ralph Luebkemann GUESSED right this year about the City Series, but it didn't mean anything.

Thomas F. Coan.

Electrical

We extend our deepest sympathy to Richard O'Connell, Operator at 82nd and Halsted Substation, in the loss of his mother.

Frank Pertle is all smiles these days for he recently became the proud daddy of an 8¾-lb. son.

Bob Cornell, who had his thumb taken off some time ago in an accident, is now back on the job as Helper on the 62nd and Wabash Emergency. Bob was formerly Foreman Case's head man.

Mr. C. E. Watson and family spent their vacations at the home of Mr. Watson's parents in Bur Oak, Michigan.

Mr. H. G. Bauer spent his vacation in the city, at the Wisconsin Dells and other points.

The armature coils of No. 3 rotary converter at Lill Avenue Substation have been rebuilt and that machine is now carrying its load again.

Some of the boys liked the way the World's Series went and some of them didn't.

H. Essington.

Material and Supplies

We are sorry to report that Wm. Dignan is on the sick list. We wish him a speedy recovery.

E. Jensen, who has been ill for a long time, is now able to be up and around and hopes to be back to work soon.

Tom Mitchell of the South Shops worked a sweat on his honest brow a couple of days ago rubbing some dirt from the windows of his new office. The dirt did not seem to come off at all until he tried the other side of the glass, then it came off easily. Tom rubs the other side first now.

Even the best of friends must part. Andy Martin sold his Ford. It is rumored that he plans to invest the proceeds in Florida Real Estate.

Marion Micetic nearly had a serious accident the other day. She got all tangled up in the dial of the new Automatic Telephone, but thanks to the presence of mind of some of her fellow workers, she was extricated before serious damage was done.

Bob Shortall is quite a Charleston stepper. He says so himself.

Anyone who knows Otto Hoger is aware that he is a very ardent fisherman. He pulled two perfectly respectable fellow workers out of bed at about 1:30 a. m. one Sunday morning recently so that he could have his favorite breakfast food. After staying around the breezy shores of Lake Michigan for about four hours, some man who knew something about fishing told him to come back at day-break as the fish were all in bed.

Herb Hoger nearly went on a trip to Florida this year. He happened to find a wallet with between $6,000.00 and $7,000.00 in currency, checks and negotiable papers, but the owner also left his address inside, so to salve his conscience Herb tried to locate him—and did.

We understand that Esther Kellerman is proudly wearing a slave bracelet. Wonder whose slave she is?

Viola Ficks and Eddie Jacobsen are past masters of the Charleston. They recently gave an exhibition which, judging from the applause, made quite a hit.

For Sale or Exchange: One pair of Tube Silk Pajamas, must sell on account of their loudness. They keep me awake nights. Will trade for two Flannelette Night Shirts.—Gene Kwasigroch.

L. Gaspar is now a full-fledged member of the American Legion Surface Lines Post.

R. E. Buckley.

Legal and Accident Investigation

The members of this department were shocked by the sudden death of one of its investigators, who held the good will of everyone who knew him. Christopher Casey left us Monday, October 12th, apparently in good spirits and expired the next day, Tuesday, October 13th, in the hospital where he was taken only a few hours before. The funeral was held at Streator, Illinois, his boyhood home, where he was known and loved by all. Everyone in the Chicago Surface Lines can best remember him from his one big accomplishment. He was instrumental in making the Department Night a

big success at the Club House last year and his ability to perform any task was equally successful. The funeral was attended by some members of this department who journeyed to Streator.

Shops and Equipment—North and West

Messrs. Hale and Siekert look very proud in the picture taken of the Blue Island Repair Department. And, indeed, why not? Over 30,000 miles per pull-in is some record! The entire Shops and Equipment Department is proud of Blue Island's accomplishment. The boys report that Mr. Hale sure knows a good brand of cigars.

Jack Gillen, Foreman of the North Avenue Carhouse, has returned from the A. E. R. A. convention at Atlantic City, with a quantity of useful information.

George Turton of the Paint Shop at the West Shops, recently returned from an extended visit to his old home in England. After an absence of nearly 40 years he found some communities which had hardly changed, but found others which had changed beyond recognition. He had a wonderful time renewing old friendships and meeting a number of relatives he had never seen before.

We are glad to see Mike Burke, Assistant Foreman of the Division Carhouse, back on the job after a severe illness.

Thirty-seven ex-service men from the West Shops have joined the Surface Lines Post No. 146, American Legion. A member of the old-timers now belonging to other posts intend to transfer to our post at the end of the year.

The West Shops offices looked somewhat dull recently during Martin Kramer's illness, but from the way things are shining up again it is evident that Martin is back on the job, and we hope that his health will improve.

Ed Wendt of the West Shops has a new radio set, which keeps him so occupied that he doesn't have time to shave some days.

Frank Abel is falling also, and is looking for a super-something.

The Buick show windows now have a regular "gazer." E. J. Sigwalt has worn out considerable shoe leather in the hunt and keeps his wife busy sewing up the holes in his pockets from carrying literature. He's wavering on a decision at the present time.

O. H. Jorgensen.

Shops and Equipment—South

We are glad to report that Frank Bramik of the Machine Department, who has been off sick for the past month, has returned to work.

It is rumored that Miss M. Post and W. Westerling of the Printing Department are soon to be married.

BEG YOUR PARDON

The photographs of M. Polkowski and J. Anderson were transposed on Page 8 of the October issue.

J. P. McCauley.

Contributor—"What's the matter with those jokes I sent you?"

Ed.—"Well, some of them I've seen before. The rest I haven't seen yet."

Around the Car Stations

Cottage Grove

At this writing our Superintendent, Mr. Beldam, and Supervisor Jones, who have been on the sick list are gradually gaining health and strength, and expect to be back with us in the near future. The boys will all be pleased to see them back on the job.

Our sympathy is extended to Conductor John Isaacson, whose beloved wife was laid to rest Oct. 13, 1925.

Our very estimable Peter McGuinnis stands ready to grant the freedom of the broad and beautiful Atlantic ocean to anyone wishing it. After two lively sessions on same, he would prefer being swayed gently on the front platform of a near side car, than rocked in the cradle of the deep. While their good ship was being buffeted, plunging into a head sea, Peter was clearly indisposed. He approached the officer of the deck and asked, "Sir, how far are we from land?" "About six miles," replied the officer. "In what direction?" asked Peter. "Right straight down," the officer replied. Peter's hope and spirit, like the ship's barometer, did not register fair and warmer at this particular time.

These bulletins published by the company that appear in the cars are, I presume, intended for the public, but the rank and file of our own employees enjoy reading them and are benefited by them. We don't know who your cartoonist is, gentlemen, but he sure is a hummer. A man would sure be lacking in humor if he did not appreciate them.

James Calder.

Seventy-Seventh

Conductor S. A. Webster is back again on the job as natural as ever. Glad to see you back again.

That song entitled "Yes Sir, She's My Baby"—ask Art Lipphardt to render this selection for you.

Pete Conraths gave a blow-out party coming home from the North Avenue ball game. After getting four new tires on, Henry was all right again, though.

Tom Kincaid and Mike Doyle entered a heated debate, subject evolution. Doyle won the debate after a 30-minute discussion pro and con, declaring Kincaid couldn't make a monkey out of him.

The Mutual Aid held its annual election of officers in the depot on October 12, 1925. Conductors Harry Gleason and Ed Mosbarger were elected to represent the Third Division.

The bowling league is now progressing nicely under its competent chairman, Bill Leske. The standing of the league to date is as follows: Clowns—win 6, lose 3; Fisher Colts—win 4, lose 5; Pirates—win 4, lose 5, and the Hopeless—win 3 and lose 6.

On October 14th we were honored by the presence of Mr. C. H. Evenson, who conducted an afternoon and an evening meeting in the club

room along the lines, "On Correct Operation." The evening meeting was certainly a winner and a surprise, also a treat to everybody.

Our orchestra, composed of J. G. Grimm, piano, F. W. Gunsolus, banjo, F. Bigler, cornet, J. Comise, saxophone, W. Daly, drums, entertained the audience with a number of well rendered selections.

Clerk Bergsma, with the assistance of our operator, John McAvoy, kept the room in an uproar with their clever sleight-of-hand performances.

Motorman J. Morrissey, who also assisted, was more interested in what was on the table than in the magician.

Motorman Jack Hogan gave a brief, but to the point, talk on a subject of vital interest to us all.

Executive Board Member R. P. Ellerbeck spoke at the afternoon meeting and D. J. McNamara at the evening meeting on the major shortcomings of our trainmen. It would be well to give this talk some serious thought.

T. P. Caveney has been operated on and to date is progressing nicely.

Conductors Pat Liston, John Coyne, J. J. Norris and H. F. Evans have become benedicts. Allow us to congratulate you, wishing you good luck and prosperity.

The following members of families of our trainmen have passed to the great beyond, namely: brother of Conductor A. A. and C. C. Beyer, brother of Conductor C. E. McDermott, mother of Conductor J. N. Rowan, wife of Conductor P. J. McGann.

C. A. Gylling.

Sixty-Ninth

The men of our depot were favored on October 15th with an address by Mr. C. H. Evenson on matters concerning the duties of a trainman. The boys said it was the best talk they'd heard and just couldn't help saying "It's the truth." Other speakers were Mr. Hall, Mr. Quinn, Mr. Irvine, Mr. Walsh, Mr. Flynn and Mr. Kirby. Considerable home talent kept the boys entertained during intermissions. Artists on the bill were Messrs. J. H. Martin, R. L. Burns, H. W. Watt, T. A. Lawry, M. T. O'Brien, E. A. Wiley, T. A. Glennon, B. Lox, J. E. Conwell, C. Gillespie, C. F. Hosang, W. F. Welke and W. H. Messmer.

Mr. M. B. Quinn, formerly superintendent of our depot, has been transferred to Mr. Evenson's office in the capacity of Assistant Superintendent of Transportation and his post here has been entrusted to Mr. S. G. Irvine, who is well known and well esteemed among the men of Division 4, having served here as superintendent before Mr. Quinn's regime. To him we extend a hearty welcome home, and to Mr. Quinn, congratulations. Congratulations are also due the Department of Transportation upon the acquisition of a man so admirably qualified as Mr. Quinn.

Being ever proud of our champions, we are pleased to report the latest laurels won by Mr. J. Fahey at Buffalo while on his vacation there. He was awarded a gold cup for three standing jumps, 38 ft., 2¾ in.; and hop-step-jump, 47 ft., 1½ inches.

Motorman J. Patterson is the proud daddy of an 8-lb. boy born Sept. 12th. Congratulations.

W. H. Messmer, back from his vacation, tells a big one—something like this: While fishing at Willow Springs he caught first a cat-fish and then a dog-fish and before he could say "Jack Robinson" the dog-fish chased the cat-fish up a tree. Bill regrets that he is unable to verify this fish story with a photo, but he says in the excitement he dropped his camera in the water.

Conductor C. Borchardt lost his mother October 5, 1925. Motorman S. Watson died October 11, 1925. Sympathy is extended to the bereaved families.

Motorman T. D. Sullivan, off sick, is at the Edward Hines Hospital in Maywood and greatly improved. Glad to have you come back soon.

J. A. Mason was married to Miss Helen Haney Saturday, Sept. 26, 1925. To the delight of their many friends they were taken on a surprise trip past the depot by Chauffeurs Bill Lawry, Bob Burns, Bill Elwood, Pete Wagner and Jack Sullivan. W. H. Cornell was married Saturday, Oct. 3rd to Miss Emma Brosnil. L. A. Domrese was married Saturday, October 17th to Miss Alice Murray. Motorman T. F. Jones was married Wednesday, October 21st. We wish them all every matrimonial bliss.

W. L. Pence.



Young "Bill" Pence

Archer

Our sympathy is extended to Conductor N. M. Walsh on the death of his eleven-year-old daughter who died Saturday, October 17th, 1925.

We are glad to see Conductor J. P. Stavely, one of our old-timers, back on the job after spending three weeks in the Sacred Heart Sanitarium where he and his wife have been recuperating.

Supervisor Sam Manery resigns after thirty-four years of continuous service, having entered

the service of the old Chicago City Railway Co. in the year of 1892 during the horse car days. Sam has a large acquaintance among his fellow workmen. His many friends wish him success in his new line of work.

Say fellows, have you noticed the improved condition at 35th and Ashland avenue since Brighton Park Police Station has put a traffic officer at this intersection?

The new Standard Johnson Electric driven coin counting machine recently put in operation has proved a success. No more standing in line since our Receivers have become expert operators.

Another addition to improve the service on our Western Avenue line. Our many patrons who board cars at 63rd Street have many comments and are much elated over the installing of the new loading zone on the northwest corner.

While we lost two runs on 26th Street we are still growing, having gained four runs on Archer Avenue and two on Western Avenue in effect with the new schedules of October 1st, 1925.

Charles Baker is back from the Golden West. He prefers Chicago and its wintry blast than the sun-kissed orange groves of southern California. Charles, we are glad to see you back on the job.

Mike Conway, motorman, known as Foxie Mike, one of our old-time veterans, is back on the job after a month's vacation.

F.

Blue Island

The stork had it light at Blue Island this month, bringing a 9½-lb. boy to Conductor M. McEvoy on October 3rd and a 9½-lb. boy to Conductor S. Blachowski on October 6th. Congratulations, boys.

Motorman J. Krystinak has taken unto himself a life partner. It all happened on Saturday, October 17th. We all extend our good wishes for good luck and success.

Our sympathy is extended to the family of Motorman Davis in the death of his father-in-law, and that of Motorman Snaidr in the death of his mother-in-law.

Mr. J. M. Johnson left us on October 1st to take up his duties as Chief Instructor. We were very sorry to see him leave but he has promised that he will visit us frequently. The Supervisors, Clerks and Receivers and Starters of Blue Island and Lawndale Depots gave him a hearty farewell and wish him good luck and success in his new position.

Mr. Thos. H. Eigelsbach, our old friend, is back with us once more in the capacity of Assistant Division Superintendent. We are glad to have you back, Tom, and hope that this time you will stay with us.

Our Day Receiver, John Quaid, underwent a throat and nose operation and we hope he will be fully recovered and enjoying better health by the time this issue comes from the press.

Motorman J. Swickard is at the Municipal Tuberculosis Sanitarium at Crawford and Bryn Mawr Avenue and wishes to have some of the boys pay him a visit.

In appreciation of the good work and cooperation of their men, Foremen Harry Hale and H. Siekert and their Assistants, W. Coughlin and G. Edmonds, passed around cigars to the boys after their photograph was taken and these were most welcome. The boys have resolved that the Pennant is to remain flying over Blue Island Carhouse and only by the most unusual hard work will another carhouse take it away.

Mr. Hale, who only having been at Blue Island a few months, has already won the wholehearted co-operation of his men as well as the Transportation men at Blue Island Depot, and together they are going to give the "Would Be Future Pennant Holders" a good run for the possession of the Pennant.

Also Superintendent E. L. Maguire and his Supervisors and Clerks, Starter and Assistant Superintendent J. M. Johnson, now Chief Instructor, and all the Trainmen.

C. P. Starr.

Kedzie

Kedzie mourns the loss of two old-timers—Conductor E. V. Ammerman (Old Van) and Motorman L. Mangles—both of whom had been ill for some months. Our deepest sympathy to the bereaved families.

Conductor E. Smetana received a life sentence October 17, 1925. Our informant states that he took his sentence with a grin. We wish him and the young lady happiness.

We have heard Kedzie called many names, viz., "Depot," "Car Barns," "Car Station," etc., but here's a brand new one: "Car Drome." Help! Help!

A few words regarding the witness contest. If our men could only realize how handicapped the legal department is with only a couple of witnesses to defend a suit for damages, they would certainly go to a little more trouble to get more witnesses. Our standing in the contest (and our duty) would justify the charge that we are negligent. Our percentage compared with other depots shows that we are not even in the running. Come on! Why be a laggard when we can be a leader?

Our new "Super," Mr. Harrington, has just informed us that he has "designs" on the baseball cup for next season. We wish to assure him that the men have the same notion, so he may as well get a place ready in the depot for it.

A suggestion for the "Leaping Lena" of Bobby Legg: "Follow me and get your spare parts."

Conductor E. R. Gapinski is the proud daddy of a 11½-pound bouncing baby boy.

C. Sonders.

North Avenue

On Sept. 9th, Motorman Otto Vates entered the ranks of that most useful and valuable order—the married men. Welcome to our ranks! Congratulations to you and your fair bride.

Sympathy is extended to Motorman Moe in the loss of his mother.

Before he donned Surface Lines blue, Conductor Dick Ferwerdo was a regular he-man, bronco-bustin', two-gun cowboy. For a number of years he rode the range for the famous 101 Ranch and he speaks Spanish like a Don. He still does a little bronco-busting; turning the rookies sent out by the employment office into good conductors.

The baby report is rather scant this month.

Our artist, Motorman Van Wert, announces a 9½-lb. girl born Oct. 7th. He says she's a picture to gladden the heart. Conductor John Kamian announces a boy, born Sept. 8th, weight 11½ lbs. And then came Conductor Ed Fitzgerald with a pair of twins, born Oct. 3rd, a boy and a girl. Mothers and infants doing fine.

It is reported that the cars on Crawford Avenue are running on such good time with the new time table that housewives along the line can accurately time four-minute eggs for breakfast by them.

And now we serve notice on Division 10 that North Avenue is out to lead the parade in the matter of getting witnesses. We can't be second in anything. So, all together, boys, and let's show 'em that North Avenue is there.

Though rejoicing with Mr. Hall in his promotion, we are sorry to lose him for our particular own. As he says, "We always got along well together at North Avenue." Harmony was paramount. Co-operation was evident. Progress was steady. We know these things will continue and bear much good fruit under Mr. Pasche and Mr. Brookman.

Charles A. Knautz.

Noble

Our Clerk, Geo. Zitt, was married on Oct. 12, 1925. He passed out the cigars, boys. Did you get one? Best of luck to you, George.

The stork presented Conductor A. Nygard with a 9½-lb. girl on Oct. 11, 1925, and Conductor T. Kohnke with a 9-lb. girl on Oct. 15, 1925. Congratulations, boys, and don't forget the smokes.

The boys of Noble extend their heartfelt sympathy to Conductor F. Fischer in the loss of his sister who died on Sept. 27, 1935.

Don't forget to get witnesses to you accidents, boys, as we wish to retain the lead in the witness contest. The four leaders in witnesses for month of October are: G. Hlava and C. Sturma, 22; P. Quealy and J. Schultz, 19; S. Czyrlanis and A. Krause, 16; J. McCourt and M. Winkowski, 13.

Albert J. Asp.

Lincoln

G. R. Schreiber with a big smile boarded a Riverview car Oct. 5th, at Randolph and La Salle, loaded down with a mysterious looking paper. Conductor wondered what could be so important, when the news was spread that on Oct. 17th Mr. Schreiber was not working and the mysterious paper was the license that joined two loving hearts together. Best wishes to Mr. and Mrs. G. R. Schreiber, the newlyweds.

Conductor Schaller, our former shortstop of the late baseball team, was presented with a baby, Oct. 6. Mrs. Schaller went to St. Louis, the home of her parents, where the baby was born. Congratulations to Mr. and Mrs. Schaller from the boys.

H. Spethman.

Limits.

Conductor Otto Arndt's 16 year-old boy, Earl Arndt was operated on for appendicitis. His recovery was remarkable and he expects to soon return to his studies at the Waller High School. Young Arndt is missed considerably, as he is one of the football squad.

Jack Sharky was married Oct. 10, 1925, while the event was a surprise, yet we rather suspected it as Jack took considerable interest in furniture window displays. Good luck and congratulation and "May your troubles be little ones."

R. J. Walsh has purchased a brand new Ford. As the poor fellow hails from Devon and Western, he had to do something to beat the morning miss list.

Al Broder has purchased a new Studebaker as a gift to his dad upon the farm in Wisconsin. Well Al let's hope it's a real Studebaker and not a "Steadybraker."

We regret to report that Conductor Centner is very ill with pneumonia but we hope for his speedy recovery.

Motorman Ed. Snyder, one of our old day carmen passed away Oct. 10, 1925 and was buried at Wheeling, Ill.

The boys are interested in the big debate between Ed. Davis, Ford booster and Al Wright, Chevrolet defender. Al Wright declares 26 miles to the gal. over Tennessee hills and dales. Ed wants to know who told him.

Supervisor Joe Huberts has been giving Halsted Street the once over on the power situation. Joe has been giving the boys some welcome hints on coasting. Joe has demonstrated that power applied for 400 feet will coast the car on on average of 1600 feet and in some cases considerably more. Joe says if the boys give the right kind of cooperation it is possible to save a half million dollars on power besides the saving in wear and tear of equipment.

August Kiobasa jumped from almost the bottom of the power saving list to 5th from the top just putting Supervisor Joe's advice into operation.

E. G. Rodgers.

Devon

The boys of Devon extend their best wishes and congratulations to three Devon men who have recently been promoted in the service: Mr. F. J. Smith, Division Superintendent; Mr. Robt. W. Simpson, Assistant to Mr. Smith, and Mr. J. P. Reynolds, Supervisor at Division 12.

One of our young conductors, Walter Voss, went down to the Merry Garden Ball Room Tuesday evening, October 13th, and with Miss Tessey Gleason on his arm, marched to the tune, "Here Comes the Bride," before a crowd of 400 people. Sure, we smoke good ones.

Motorman Gleason has taken a decided liking to Cornelia Street. Good luck, old top.

While homeward bound one of our star ball players, R. R. Hess, was struck by a taxi and severely injured.

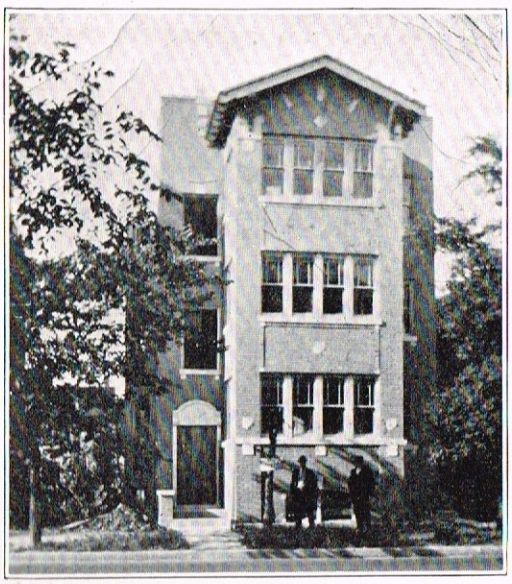
Bro. Radtke has been confined to his home on account of illness.

Another one of our conductors has crossed "the great divide," Johnnie Walsh. Johnnie was a quiet fellow, but he had many friends who admired his sterling qualities. He leaves a widow and several small children, to whom we offer our sympathy.

A WORD TO CONTRIBUTORS

Manuscripts and Photographs That Could Not Be Used

SURFACE SERVICE has received a number of very interesting vacation stories, some of them accompanied by photographs, but all of them, unfortunately, of so great a length as to make their publication at this time impossible. The manuscripts will be returned to the writers with the reminder that from 750 to 1,000 words should be about the limit of such articles. We also received in addition to those already printed over a hundred vacation pictures. Many of these came too late for use in the fall numbers of the Magazine, while others because of faulty photography were impossible of reproduction. When the 1926 vacation period rolls around we will hope for further photographic contributions, trusting that in each case the camera wielder will be careful to see that the results do not suffer because of over or under exposure or unsatisfactory development.



Lawndale Motorman Harry Krysman's new apartment house on Washington boulevard at Oak Park avenue.

What a Man Is Worth. Why Worry?

Dr. Charles H. Mayo, the famous surgeon of Rochester, Minn., says that the body of an average man would supply enough fat to make seven bars of soap; iron enough for a medium-sized nail; sugar enough to fill a salt shaker; lime enough to whitewash a chicken coop; phosphorus enough to make the tips of 2,200 matches; magnesium enough for a dose of magnesia; potassium enough to explode a toy cannon, and sulphur enough to rid a dog of fleas. The value of all these constituents, estimates the great surgeon, is about 99 cents—the commercial value of a man.



The home of Paul Mullen at Fernwood, Illinois. Mr. Mullen is an adjuster in the Accident Investigation Department.



Paul Mullen's yard and garden.



The attractive residence of Treasurer Orde at Glencoe.

She Knew Her Bible

"So you attend Sunday school regularly?" the minister said to little Eve.

"Oh, yes sir," said she.

"And you know your Bible?"

"Oh, yes, sir."

"Could you, perhaps, tell me something that is in it?"

"Lots, yes, sir."

"Indeed!" And the minister smiled. "Do tell me then."

"Sister's beau's photo is in it," said little Eve promptly, "and ma's recipe for vanishin' cream is in it, and a lock of my hair cut off when I was a baby is in it, and the ticket for pa's watch is in it."—Bucknell Belle Hop.



HOW WE DO IT
and how we tell 'em

First Company Night of the Season

At the CLUB HOUSE
Wednesday, November 18, 8 P.M.

Transportation
Schedules and Publicity Departments
will have charge of the program

ALL STAR CAST

Pictures, Vaudeville and Everything—
You can't afford to miss it