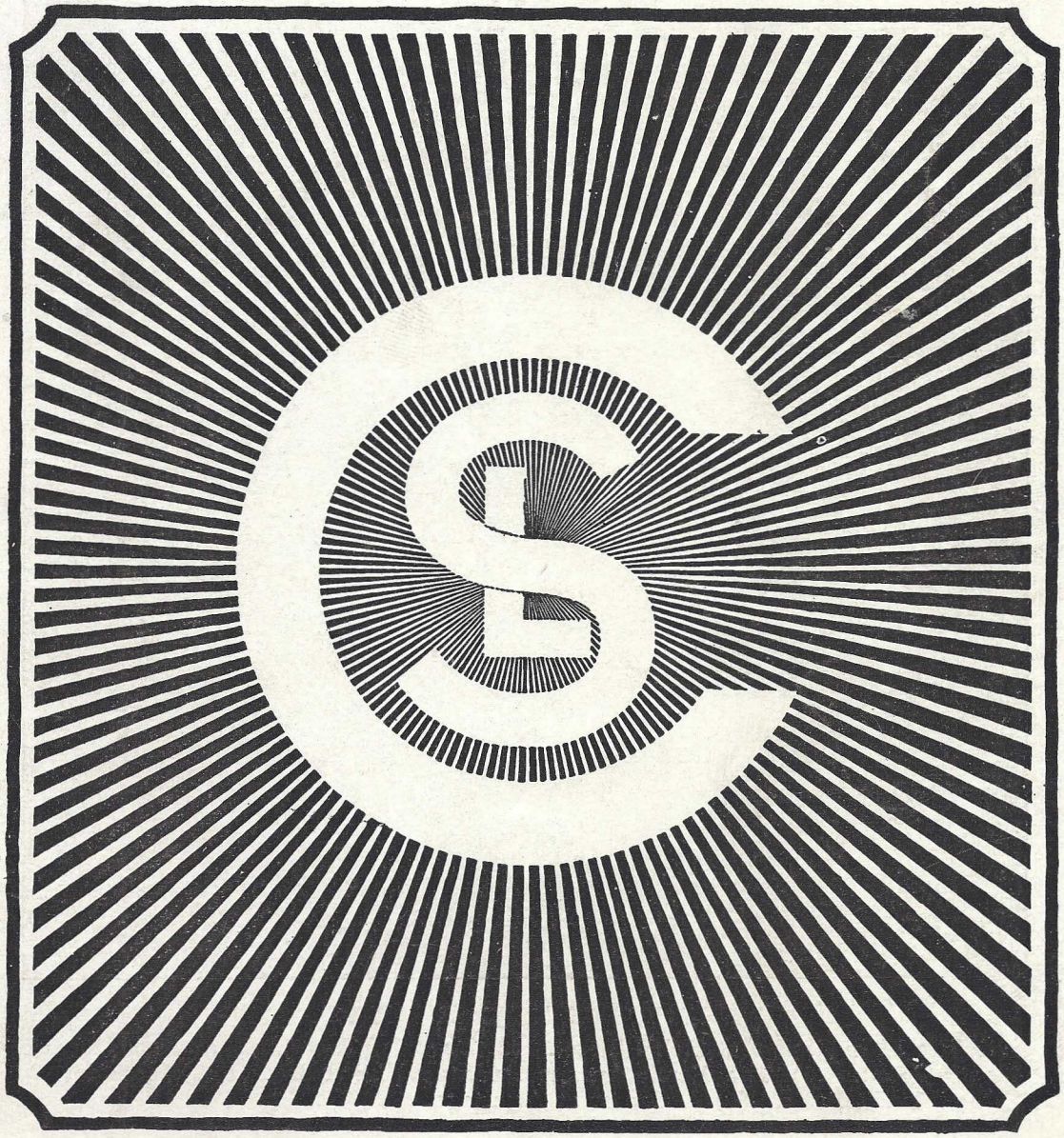
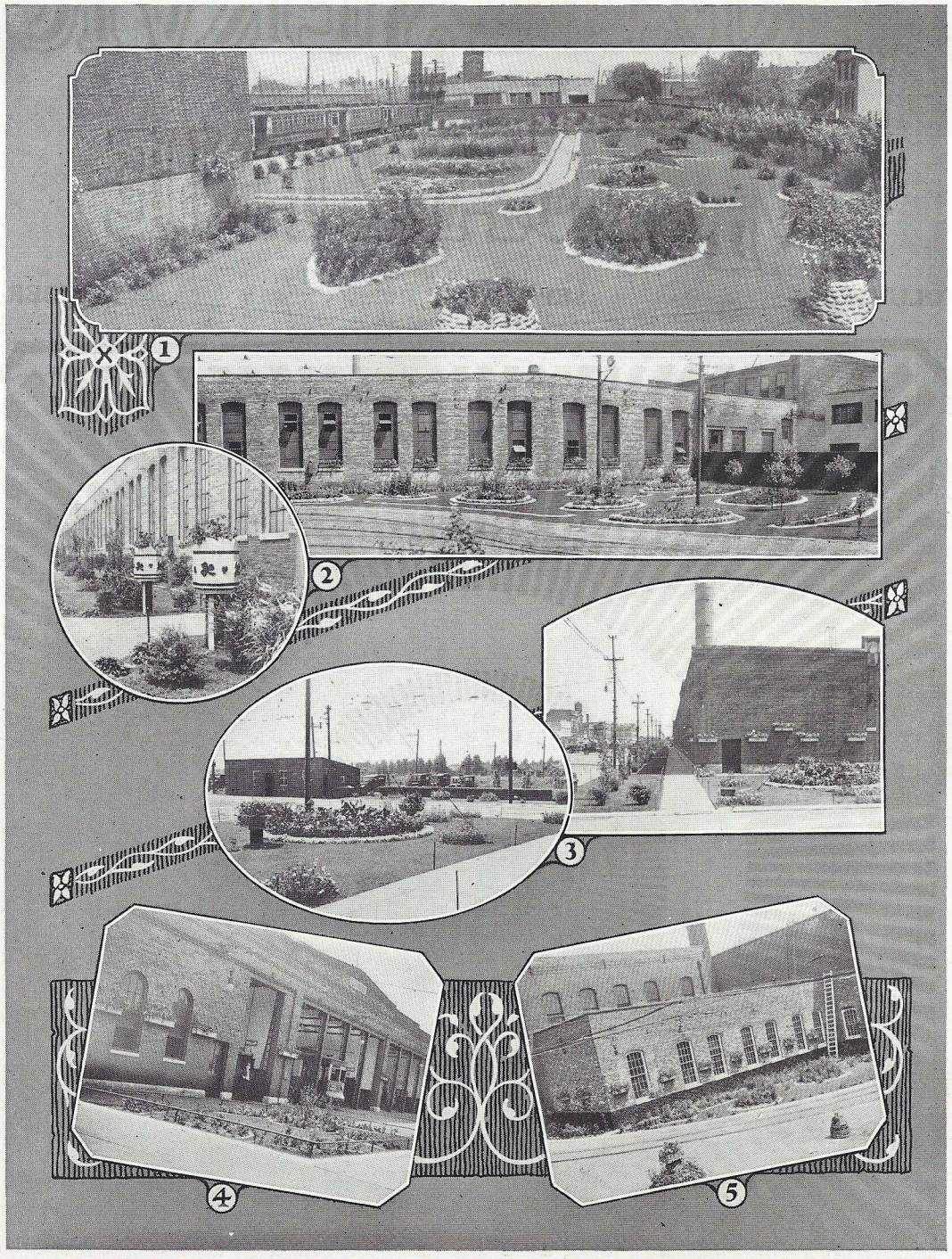
SURFACE SERVICE MAGAZINE

VOLUME 5 SEPTEMBER, 1928 NUMBER 6





GARDEN SHOTS BY OUR PHOTOGRAPHER

(1) The Main Garden at Noble Street. (2) Devon's Flower Beds and Landscape, South Front. (3) The North Avenue Parkway Flower Beds and Boxes. (4) Blue Island's Pride. (5) A Corner at Armitage.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 5 SEPTEMBER, 1928 NO. 6



Garden Contest Winners

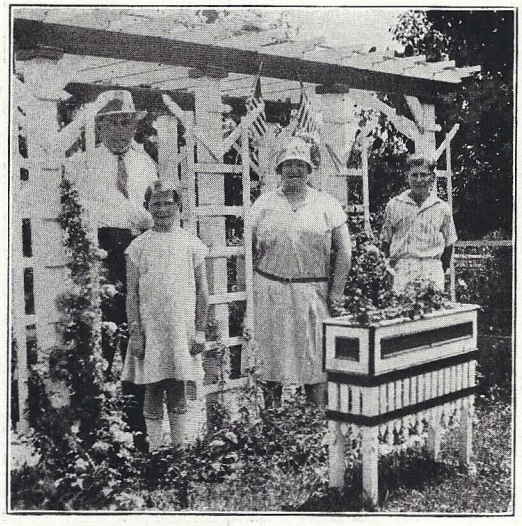
Noble Given First Place, Devon Second and North Avenue Third—Hard Task for Judges

Something over forty years ago the Editor of SURFACE SERVICE, then a reporter on *The Tribune* was induced to become one of three judges at a colored cake-walk affair. The contest was held on the third floor of the old Pacific Hall at the southwest corner of Clark and Van Buren streets. After a score of dusky contesting couples had strutted their stuff, the judges went into secret session and returned their verdict. Unfortunately the platform upon which they discharged their judicial functions was at the north end of the hall and the exit doors were at the south end. Thus, when the friends of the losing couples heard the verdict and there was a concerted and menacing move toward the platform, the judges with commendable unanimity and considerable haste went out of a window and fled to safety down a convenient fire escape.

Some years later the Editor was forced to referee a prize baby contest at a Hibernian picnic, and if what the mothers of the babies who did not win said about the unfortunate judge was true, he then and there forfeited all claim to respectability, intelligence and the right to continued existence, except in a superheated and remote region of the hereafter. A rescue squad of policemen escorted him to safety outside the grounds, but his ears still burn when he recalls the blister-

ing denunciatory and voluble remarks of two score of wildly disappointed contestants.

Sometimes we fail to learn from experience, and thus it happens that the Editor found himself one of the three judges in the Garden Contest, Messrs. Hamilton and Excell being his associates. These two gentlemen are sharps at the floral and gardening game. They know all the varieties by their common names and their scientific appellations as well. And



Motorman Charles Wagner of North Avenue and Family in Their Attractive Garden. The Trellis and Boxes Are His Own Handiwork

it was an education to the third member of the trio to listen to their grave discussion of the condition of the salpiglossis in the three gardens where this beautiful and somewhat sensitive plant had been brought to maturity and glorious blossom. It was left to them to grade the varying excellence of the various members of the asteraceous group—coreopsis, dahlia, aster and so on; the non-technical member interesting himself in the general layout of the gardens, the character of the ground that had been dedicated to the purposes of the contest, the difficulties that had been overcome, and the enthusiasm of those who had assumed the responsibility for the cultivation of the flowers.

All of these features were given thoughtful consideration by the technical judges also, and when it got down to making a choice for positions in the contest the three leading stations were so close in their accomplishments, each having excelled in some particular feature, that assignment to first, second and third places seemed impossible at the same time giving each full credit for the season's work. The judges undoubtedly would have been glad to make it a draw as between the three leaders, but a verdict had to be returned and on the final ballot as to positions, the unanimous conclusion was:

First—Noble, Foreman Ernest Phillips furnishing the technical skill and leading the enthusiasm of the station.

Second—Devon, Foreman P. Radtke directing the layout and cultivation of the scores of varieties displayed so effectively.

Third—North Avenue, Foreman Jack Gillen, a veteran gardening enthusiast, making the most effective use of the extensive garden and parking spaces.

Honorable mention goes to Burnside for its reclamation of the concrete and cinder strewn waste space south of the station; to Blue Island for its beds and window boxes, which showed a great deal of care and won the approval of the surrounding residents; to Armitage for the reclamation and beautifying of some unattractive waste spaces and for its window boxes; to Tom Blakely for the attractive display he was able to make amid the most unpromising surroundings of sand, crushed stone and miscellaneous supplies at the Thirty-ninth and Halsted Yard; to Archer, Kedzie, Division, Elston, Lincoln, and the Limits for their carefully-built and decorative window boxes; and to Seventy-seventh for a park lawn developed under great difficulties.

Unfortunately the Fourth Division appears to have missed all the early references to a garden contest and therefore had nothing to show in boxes or lawn. However, they expect to be in it next season.

The Track Department is to be congratulated upon the great improvement in the appearance of numerous of our outlying loop properties, where the wastes of steel and wood and cinders

have been transformed by the effective introduction of lawns, flower beds and crushed stone paths.

There has been a most favorable public reaction to the efforts that have been made to beautify or at least relieve the forbidding appearance of our car stations which have little to commend them as architecturally decorative features of a locality; and if, a little later on, it is found possible to substitute an open cyclone fence for the tight board structure that now conceals the beauties of the Noble gardens, with a similar substitution at Kedzie, where the vacant space to the north of the open storage tracks might be made a delight to the eyes of boulevard passers-by, and at Division, where the east vacant could be made a wonderful garden, we could materially increase public interest in our stations, and incidentally let them know that we have a real spirit of civic pride and are willing to do our share to make our neighborhoods more attractive.

Our photographer has made a number of studies of the garden displays and it is unfortunate that no picture in black and white can do justice to the riot of color that blazes in every one of the Surface Lines gardens.

Allusion has been made to some earlier experiences of the Editor as a judge in competitions. This time he has not been able to get away, the fire escape is on the far side of the building, and there is only Bill Pasche in the adjoining room to afford protection. And it may or may not be significant that Messrs Hamilton and Excell packed their bags and left for parts unknown just as this issue of SURFACE SERVICE went to press.

Must Have Been a Scream

"And were you little once like I am, grandpa?"

"Of course, my boy."

"Gee, you musta been a scream with those glasses and whiskers."

Customer: "I wish to select a birthday present for my husband, and can't think of anything. He doesn't smoke, nor drink, nor play cards."

Salesman (hoping to make a helpful suggestion): "Is he fond of fancy work?"—Ex.

Him—"For 2 cents I'd kiss you."

Her—"Well, here's fifty cents; let's get going."

MR. PAYNE PROMOTED

Is Made Superintendent of the Department of Accident Prevention

Mr. Frederick C. Payne, who has just been appointed Superintendent of the Department of Accident Investigation, was born in Chicago, Illinois, February 15, 1887. Graduating from the Illinois College of Law in 1910, he became associated with his father in the practice of law under the firm name of Payne & Payne, and in 1911 he entered the employ of the Chicago Railways Company in the Claims Department, beginning as a statement man, and shortly thereafter was given the position of claims attorney in that department.

Mr. Payne was in the military service during the World War, serving eighteen months. The greater portion of that time he was regimental adjutant for the 69th Infantry, 10th Division. He was discharged from the army in 1919, and then was married to Miss Helen Cribben of Oak Park, Illinois. They now reside in Glen Ellyn and have three children.

After he was mustered out of service in 1919 he was appointed Claims Attorney in the Claims Department of the Chicago Surface Lines, which position he retained until the death of Mr. Frank J. Gatrell in December, 1927, when he was appointed Acting Superintendent of the Department of Accident Investigation, in which position he remained until his present appointment as Superintendent of that department.

Prepared for the Accident

An Irishman, just before committing suicide, left a note so people would not dishonor him. It read:

"My death is the result of an accident—the pistol went off as I was cleaning it."

Reason for Bald Head

Dorothy—Mamma, why hasn't papa any hair?

Mother—Because he thinks so much dear.

Dorothy—Why have you so much, mamma?

Mother—Because—go away and do your lessons!

A parking place is the place where another automobile is already parked.

In Accident Prevention Contest

Lawndale-Blue Island Holds the Lead for Third Consecutive Month—Special Features Considered

Standing of Divisions—February to July, Inclusive

		Percent
First Place	Division No. 6, Lawndale & Blue Island	84.88
Second Place	Division No. 9, Division & Armitage	84.08
Third Place	Division No. 2, Burnside	82.12
Fourth Place	Division No. 10, Elston & Noble	81.95
Fifth Palce	Division No. 11, Lincoln	81.71
Sixth Place	Division No. 1, Cottage Grove	81.54
Seventh Place	Division No. 7, Kedzie Avenue	81.53
Eighth Place	Division No. 4, Sixty-Ninth	80.91
Ninth Place	Division No. 5, Archer	80.48
Tenth Place	Division No. 3, Seventy-Seventh	79.70
Eleventh Place	Division No. 8, North Avenue	78.11
Twelfth Place	Division No. 12, Devon-Limits	73.11

Standing of Divisions—July

First Place	Division No. 6, Lawndale & Blue Island	84.93
Second Place	Division No. 11, Lincoln	83.98
Third Place	Division No. 7, Kedzie	83.72
Fourth Place	Division No. 9, Division & Armitage	82.62
Fifth Palce	Division No. 2, Burnside	81.81
Sixth Place	Division No. 1, Cottage Grove	81.50
Seventh Place	Division No. 4, Sixty-Ninth	80.97
Eighth Place	Division No. 10, Elston & Noble	79.41
Ninth Place	Division No. 3, Seventy-Seventh	79.10
Tenth Place	Division No. 5, Archer	77.52
Eleventh Place	Division No. 8, North Avenue	71.20
Twelfth Place	Division No. 12, Devon-Limits	70.05

By WILLIAM PASCHE
Supervisor, Accident Prevention

The seventh month of the Contest ends with Lawndale and Blue Island, Division No. 6, leading for the third consecutive month. This Division just barely held the lead and only because it finished first in the monthly standing. The Contest is so close that a little extra effort on the part of any other Division can change the standing in one month's time.

We have now been classifying accidents for a period of one year and a half. Through this work of classifying accidents into Chargeable and Non-Chargeable classes we were able to show that there were 5,441 trainmen who had clear records for the year of 1927. The classification of accident reports has created a great interest in Accident Prevention work and hardly a day passes without some trainman, who is interested in how his accident has been classified, getting in touch with this office through his superintendent when he thinks that his case has not been properly disposed of. Every trainman should be interested enough in his record to inquire of his Division Superintendent how his case has been classified. If he is not satisfied he should insist that the Division Superintendent again take up his case with the Superintendent of Transportation for review.

Accidents for the month of July show an increase over the same month last year. This increase has caused the total decrease of 4.78% for the first five months of this fiscal year to shrink to a decrease of only 3.14%. At the time this article is written our daily reports show that accidents in all classes are increasing, most of which are vehicle collisions.

Pulling away from the curb and right-

angle collisions can be prevented if the motorman will sound his gong twice in every block or once every 300 feet.

When observing operation of street cars we notice that in many cases motormen are forgetting that they have a gong and only remember that they have one when they see a vehicle pulling toward the track. Just a tap on the gong will often prevent an accident. Every automobile parked at the curb is a potential



This Is the Correct Position When Seated—the Left Foot Near the Gong Pin

hazard and the sounding of the gong will help to prevent accidents with automobiles pulling away from the curb, also right-angle collisions at intersecting streets.

We find that some motormen are permitting passengers to alight from the front step while the car is in motion, when the car is as much as a hundred feet from the proper stopping place. This practice is dangerous for two reasons: First, because the passenger may fall while alighting, and, secondly, because he may be struck by a passing automobile, which has a perfect right to pass if the car has not been brought to a full stop.

The pictures published in this number have been made with the definite thought that they would bring home to you how important we think the little things are.



Motorman Should Be Standing When Within 100 Feet Approaching Any Street Railway, Intersection, Boulevard, Through Street or Railroad Grade Crossing

The picture showing the motorman in a standing position is the position which we say is correct when approaching a street car intersection, through street, or railroad grade crossing, or any congested place along the line, because when approaching such points drivers of automobiles following the car or running parallel with it often try to get ahead of the street car. We believe that the motorman is in a better position and more able to meet the emergency when the driver cuts in front of the car just barely missing the right corner. When standing at the points mentioned above the motorman sees the machine sooner and is ready to meet the emergency.

In the picture, which we say is correct, showing the motorman seated, please note the position of the left foot near the gong pin and note also that he is looking straight ahead, ready and



Do Not Use the Broom or Switch-iron for a Foot Stool—in This Position Motorman Is Not Ready for Emergencies

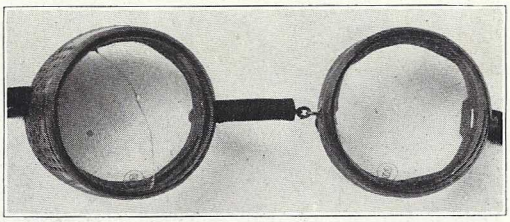


When Seated in This Position, You Are Liable to Break a Leg Trying to Get Quick Action on the Gong

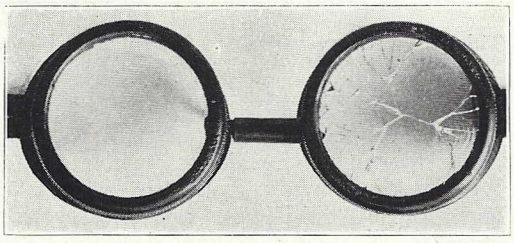
alert to meet any emergency that may arise. When seated, using the broom or switch-iron as a foot-stool, the motorman is not apt to sound the gong twice in each block because of the additional effort required. When seated with his legs crossed and with his right arm resting on the controller handle he is just out of luck when suddenly cut off by another vehicle.

More Eyes Saved

The eye saving habit seems to be growing among the employes of the Surface Lines and it goes without saying that this doesn't make Mr. Pasche or anyone else mad. The two cases we are able to report this month are in the Track Department, P. Pastrone being the first lucky man. On August 6th, while he



was working at Ogden and Washtenaw avenues, a flying fragment of concrete was intercepted by the protective glass, and although but a single fracture is shown in the lens, it is not difficult to imagine what a blow of that severity would have done to an eye.



A. Donile, while working on Fullerton west of Laramie on August 14th, had the glass in his lens shattered by a piece of concrete that struck the glass with terrific force. There is no doubt that the eye behind this glass would have been completely destroyed had it received the full force of the impact.

The wise man who values his eyes will wear his goggles when engaged on any hazardous work.

Keeping 'Em Rolling

Elston Gets the Flag Again After a Year of Sharp Competition — Lincoln Improves



After practically a year's absence, the Pull-In Flag is now back at Elston. This carhouse, however, has been very near the top since last March, and heads the list this month with 63,143 miles operated per pull-in due to equipment failure, or an increase of 51.5% over last month. They also hold the record for zero days, which is twenty-five.

The greatest percent increase was made by Noble, being 63.5% over the preceding month, and this carhouse also moved from 16th place last month to 12th this month. Lincoln moved from 12th to 5th, and 77th from 6th to 3rd. If this latter carhouse keeps up their good work, the Flag will be flying in the South Division in the very near future.

The standing of each carhouse for the past half-year follows:

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

The average miles operated per pull-in was 28,415, and seven carhouses show increases over last month.

During the past few months our average miles per pull-in has decreased, owing to the severe thunder showers. It is hoped that the month of August will raise the average so that it will be in line with May and the months previous.

The individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-in for July	Percent Inc. or Dec.
1	Elston	25	63,143	51.5
2	Limits	24	46,615	.9
3	77th Street	15	43,409	5.6
4	Armitage	19	36,321	19.6*
5	Lincoln	19	32,408	30.4
6	Cottage Grove	14	31,644	3.4*
7	Archer	7	31,549	23.8*
8	69th Street	10	29,568	23.3*
9	North	8	29,341	.9*
10	Devon	15	27,766	33.4*
11	Division	17	27,118	16.2
12	Noble	19	23,571	63.5
13	Kedzie	9	22,456	2.7
14	Lawndale	13	21,883	21.5*
15.	Burnside	11	18,466	18.6
16	Blue Island	10	14,426	44.2*
		235	28,415	7.6*

*Decrease.

Taking Her Literally

"No, Richard," said she, "I can not marry you, but I'll be a sister to you."

"Good. How much did we inherit from our father?"

Judge: "Speeding, eh? How many times have you been before me?"

Speeder: "Never, your honor, I've tried to pass you on the road once or twice, but my bus will do only fifty-five."

A Clever Welding Job

How the Electrical Department Reclaimed a Badly Bent Trolley Pole

By E. M. MILEY

Recently a car entering the rear end of the Cicero and North Avenues Carstation on Track 1 in Bay 10 was derailed and hit a steel trolley pole bending it badly about four feet above the ground line. (Fig. 1.) The pole, it will be noted,

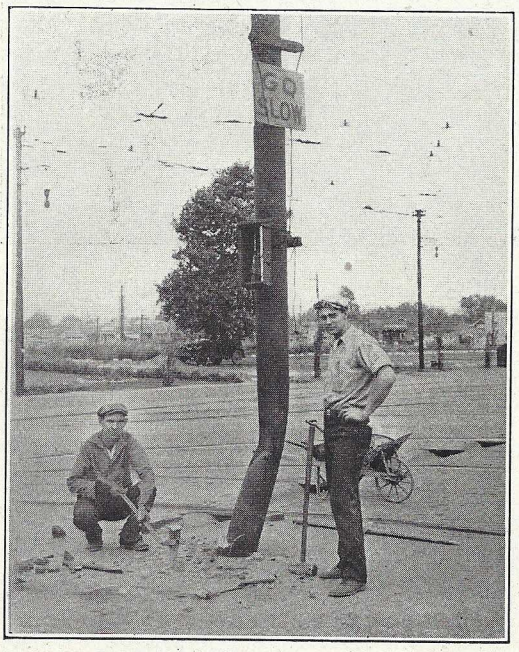


Figure 1. "Where," Asked the Supervisor of Accident Prevention, "Were the Goggles?"

is one of the main messenger poles holding up the trolley special work in the rear of the carstation. (Fig. 2.) It also carries a flood light, lamp, bracket and switchbox. (Fig. 3.)

The pole was bent so badly that Track 3 of Bay 9 could not be used for further operation. It then became a problem to renew the pole in the same location to keep it in line with the present poles and so as not to interfere with the overhang of the cars on the curves on either side. If the old pole was removed and a new pole installed, it would mean the removal of all of the wires, which would cause a

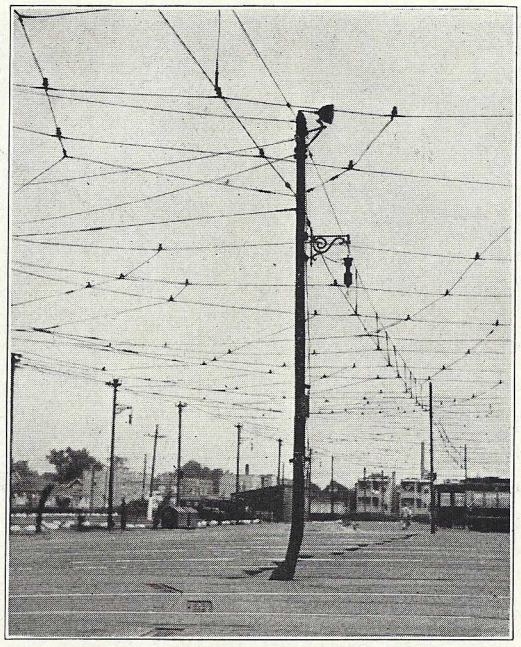


Figure 2

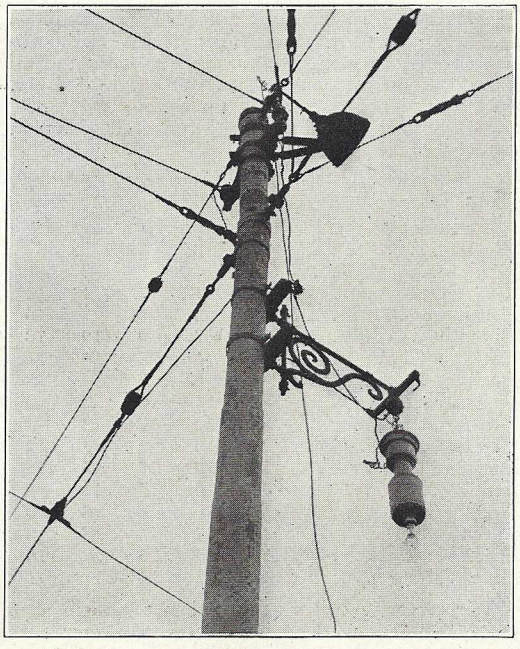


Figure 3

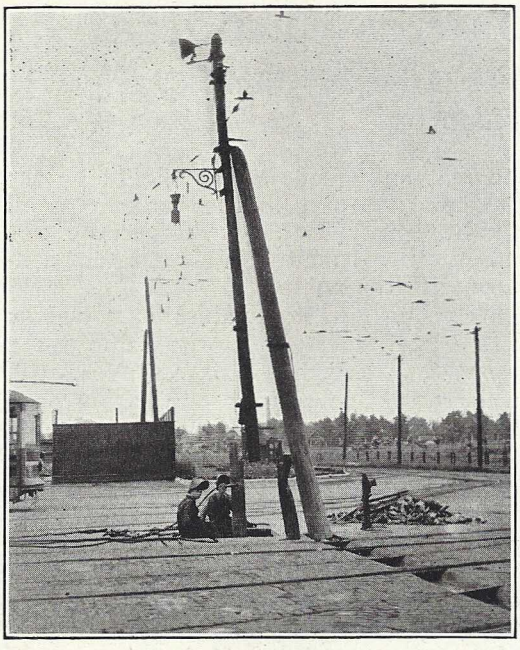


Figure 4

slacking off of all of the trolley special work and fixtures. This would entail an expense of possibly $250.

The idea of cutting out the bent section and welding in a new piece of tubing seemed to be the logical way to do the job. The strain on the pole was in three directions, the main messenger running north and south and a span wire and pulloff wire to the west. In order to distribute the strain evenly all around the pole, a temporary strain guy was installed to the east. Then, of course, the strain was only downthrust.

First, one of our standard crossarm brackets was put around the pole so that the load when the bent sectoin was cut out would rest on top of a temporary wooden pole, lashed to the steel pole. (Fig. 4.) The bent section was then cut out and a new piece of tubing, five feet long, was welded in place. The operations of this welding are shown in Fig. 4, 5 and 6. The bent section is shown alongside of the temporary wooden pole.

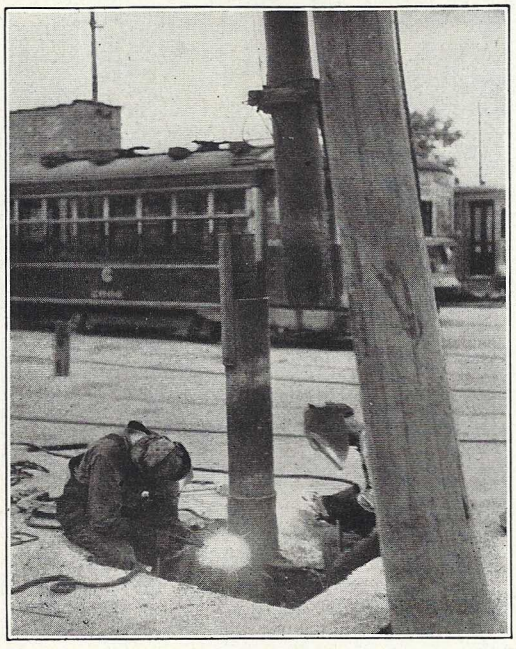


Figure 5

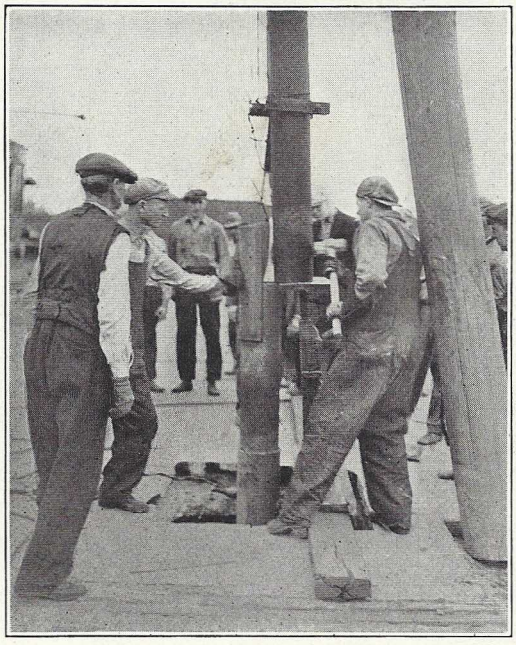


Figure 6

The sleeves used for this work are the same as the standard sleeves used in our pole reclamation work. The total cost of labor and material was $57.87.

Nervous Passenger (in aerial taxi about 5,000 feet up): "W-w-what are you l-laughing at, driver?"

Driver: "I'm just laughing at the superintendent. About this time he'll be searching for me all over the lunatic asylum."—Life.

Maguire's Men Courtesy Leaders

Blue Island and Lawndale Top the Column—Slight Changes in the Race

Following is the standing of the sixteen depots at the end of three months—May, June and July, 1928:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Bl. Is.	7	1	3	..	11	8
2 Lawnd.	12	4	6	1	23	2
3 69th	24	11	7	4	46	20
4 Elston	11	2	5	3	21	1
5 North	52	19	13	13	97	18
6 Noble	10	3	6	..	19	2
7 Armitg.	15	8	7	2	32	10
8 Ct. Gv.	20	13	8	5	46	10
9 Lincoln	22	6	6	6	40	5
10 77th	49	28	13	8	98	14
11 Archer	38	16	14	18	86	10
12 Kedzie	40	16	18	9	83	13
13 Limits	18	7	7	2	34	2
14 Burnsd.	16	6	7	6	35	5
15 Divisn.	25	10	9	8	52	5
16 Devon	44	26	10	7	87	22
Total	403	176	139	92	810	147

Compared with the same three months in 1927 an encouraging improvement in the number of chargeable complaints is shown in each class.

Following is the comparison:

	Disc.	P.U.	Trans.	Q.S.	Total	Cmnd.
May, June, July, 1927	429	188	181	142	940	118
May, June, July, 1928	403	176	139	92	810	147

The most gratifying improvement shown is that in "Quick Starting" where there were an even fifty less than in 1927. Too much importance cannot be placed on the necessity of being sure that no passengers are about to board or alight when the starting signal is given.

"Eternal Vigilance" could never be used to a better advantage than in this particular phase of operation. Chargeable "discourtesy" complaints were less by twenty-six in 1928 than in the corresponding three months in 1927.

Courtesy is an article or commodity which cannot be handed to a man along with his run number or transfers when he leaves the depot to start his day's work. In each man, no matter what is his position in life, there is originally a spark of courtesy and it remains with the individual how that spark is developed. Good nature invariably adds to its development and good nature should be the fundamental part in the makeup of all public utility employes, especially the street railway man with his constant contact with the public.

"Passing Up" complaints do not show a material decrease in the same three months, a decrease of six only, but still, a decrease. Passing up or running by a passenger without due cause is decidedly discourteous, more so when a crew pulling into depot, whizzes by such a person because the conductor has his trip sheet all made out and does not want to change it. Don't forget that conductors are paid for doing this and turning in their day's receipts **after** they reach the depot. Motormen are also paid for time taken up in signing in their cars.

"Transfer" complaints were decreased by forty-two for this period. It takes diplomacy, as well as courtesy, to call a passenger's attention to that that his or her transfer is void for some reason and then, do not forget, on a reasonable explanation on their part to also courteously accept the transfer. Conductors sometimes make mistakes in punching transfers, so give the passenger the benefit of the doubt.

Total complaints were bettered by 130.

Commendations were increased by 29.

And Blue Island still leads. Notice that Blue Island has had no "Quick Starting" complaints and but one "Passing Up" complaint.

Had a "Pull"

Casey—"Finnegan got his loife insured last June an' he's dead so quick."

Cassidy—"Shure, he must hov hed a pull wid de insurance company."

He: "They've some lovely mushrooms in this hotel. What d'you say we get some?"

She: "Don't bother. We can use the parlor when we get home."

Not Present

Visitor—"Is your father at home?"

Small Son—"No. Daddy has not been here since mother caught Santa Claus kissing the cook."

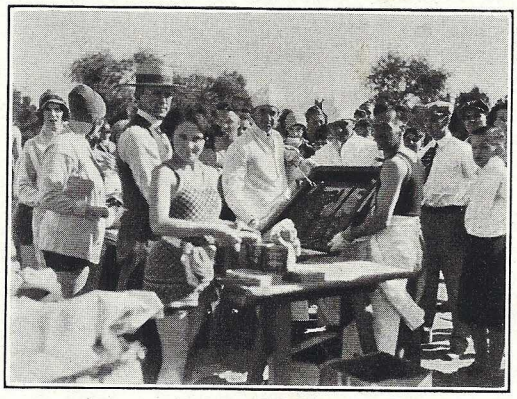
Beach Party a Success

High Winds and Heavy Surf Fail to Spoil the Pleasure of Merrymakers

On August 11th, although the weather was not the most ideal for a beach party, nevertheless there was a record-breaking turnout with 250 registering by 6:30 p. m. Our members and their friends were on the beach much earlier than in previous years, so the serving of those delicious Coney Island red hots with that special brand and make of coffee was in demand by 5:00 p. m., just one hour earlier than scheduled.



Working Up an Appetite for Supper



A Bunch of Good Appetites

There being no swimming on account of the dangerous undertow we had a real beach party on the sands of the Jackson Park beach; benches were provided for everybody in a circle around the serving



President Deutsch Giving Bill Schenck a Bite. Bill Is "Taking His Time" About It

table and after the first round of eats we were entertained by the "S. L. C. Hot Dog Quartet" led by G. Andrews, accompanied by our president, Nick Deutsch, the harmonica wizard. Fancy dancing on the "canvas" covered sands was also one of the features of the evening. After the marshmallow roast, watermelon was served. All who attended and spent a few hours on the beach with the Surface Lines' Club went home feeling that they had a most enjoyable time.

The Double Standard

(A Dramatic Dialogue)

Virtuous Wife—So you're in at last. And what's your story?

Husband—Dear, a little game at Charlie's. Call him up and see.

V. W.—Ha! Ha! Ha!—How about that lipstick on your chin?

Husband—Jelly? We had jelly sandwiches.

V. W.—Jelly sandwiches! You'll pay dearly for this. Liar.

Husband—Jelly sandwiches. Honest. Have my stomach pumped.

V. W.—No more of this farce. Mr. Collins! (Enter detective.)

Detective—Yessum?

V. W.—Tell this gentleman what you saw at the road house, so he'll know why I'm divorcing him.

Detective—This ain't the guy. I-I musta got you wrong. I was trailing the bird who spent the afternoon with you.

(Quick Curtain)

SURFACE SERVICE MAGAZINE

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

A. E. R. A. CONVENTION

The Surface Lines will be well represented at the Convention to be held by the American Electric Railway Association at Cleveland, Ohio, on September 22-28. All of the Surface Lines employes who attend the Convention undoubtedly will experience a thrill of pride and gratification when they find the Silver Car occupying a position of honor in the great hall. The fame of this beautiful trophy won by Lincoln last year in the Accident Prevention Contest has spread throughout the country and there is no doubt that thousands of visitors from other transportation properties will make it a point to inspect what is believed to be the finest trophy ever awarded in any contest on a traction system.

The Shops and Equipment Department will be particularly interested this year in the progress that has been made in two features having a special bearing on the comfort of the millions who patronize the electric trolley—reduction of noise and improved seating arrangements,—the latter relating both to the location and number of seats as well as to the material of which the seats are constructed.

The latest wrinkles in roadway construction, replacements and repairs undoubtedly will supply the Engineering Department with valuable hints which can be applied to advantage here.

There will be many papers on subjects of surpassing importance to the industry generally and of peculiar interest to engineers, accountants and executives who are responsible for policies and management.

The Convention invites the thoughtful study and consideration of everyone who has at heart the success and progress of the industry.

THE GARDEN CONTEST

With Noble, Devon and North Avenue proclaimed the leaders in the order named for the season of 1928, a survey of the situation gives rise to a number of interesting thoughts.

Generally speaking, the contest was entered upon with enthusiasm and the gradual transformation of the rather drab surroundings of the conventional car station into areas of beauty and attractiveness has been distinctly beneficial. These benefits applied not only to those whose business was identified with the car stations but to residents in the neighborhood and casual passers-by. It was a manifestation of self-respect and interest that reacted favorably in every direction. It displayed a desire to be a credit to the locality and there was a curiously interesting response in some cases where property owners in the neighborhood, who had shown little concern about the appearance of their own front yards and parking, suddenly realized that they too owed a duty to their neighbors; and flower beds and window boxes blossomed in the most unexpected places.

The men at the car stations where there were opportunities for garden development co-operated in improving the general appearance of their own stations and there is no doubt that a remote result of the garden contest was a greater care and pride in the personal appearance of the men at the various stations.

The contest will be continued next year and with the experience gained during the past season, results should be achieved that will far surpass accomplishments of 1928.

A good memory is a useful quality, but the power to forget is a quality that only a great man can possess.

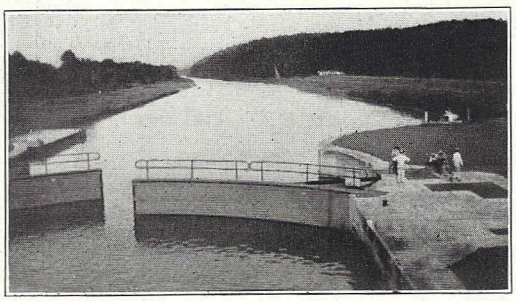
A gentleman was being introduced to the game of golf. Friends perched the pellet on a mound of sand, handed him a driver and said: "Go ahead now, hit it." "Hit it where?" the beginner asked. They pointed. "At that flag," they told him, indicating a flag fluttering five hundred yards away. "Does it count the same whether the ball hits the flag or the pole?" the novice inquired seriously.

BACK FROM GREAT BRITAIN

Vice-President Richardson Returns After a Comprehensive Motor Trip

Our Vice-President and General Manager accompanied by Mrs. Richardson and several friends, recently participated in a brief but intensive study of Great Britain, their tour being chiefly by motor. They sailed from Boston on July 8 returning by way of Quebec and reaching Chicago on August 13. Mr. Richardson was much impressed by the character of the public improvements, the massiveness of the great docks and ship basins, the high type of English officials having to do with highways and public service, the remarkable thoroughness with which the country was cultivated and the general air of cleanliness and well-being observed in the rural as well as the metropolitan districts. They tried out all forms of transportation offered in London and everywhere found public servants polite and willing to be of assistance to the visitors.

On August 15, twenty-one Surface Lines executives and their assistants were present at an informal welcoming luncheon at the Union League Club, where Mr. Richardson was good enough to touch the high points of his trip most entertainingly. Incidentally he disclosed the fact that the Empress of Scotland, on which he made his return trip, inadvertently steamed through the Cowes regatta, on the day when King George's yacht, The Britannic, finished third. The passengers on the Empress of Scotland could have tossed a biscuit on the deck of the royal yacht, but probably avoided international complications by resisting the temptation.



One of the Locks at Muscle Shoals Snapped by Mr. Emil Sigwalt

THE MOTORMAN'S RESPONSIBILITY

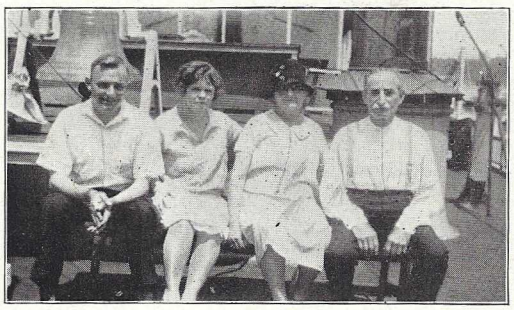
He Should Know His Equipment and Use It Properly for the Car Riders' Comfort

We have today through the expenditure of vast sums of invested money for the purchase of the very best of everything needed, a street railway machine equipped to operate safely, comfortably and speedily for the benefit of our patrons.

With this as an accomplished fact it is not uncommon to learn from strangers and our own citizens that they have a grievance—and a serious one—growing out of two operating faults:

STARTING the car in such a manner as to throw, jerk and sway the passengers.

STOPPING the car in such a manner as to throw, jerk and sway the passengers.



Miss Youngstrom of the Auditing Department, Mr. and Mrs. Sigwalt and Henry Grendlehner of the Paymaster's Office on the Steamer Paducah En Route to Florence, Alabama

You will notice that with the exception of the first words these criticisms of car operations are exactly the same. These first two words apply to the most important part of the motorman's business, and it is not unreasonable for the public to demand that their comfort shall be fully considered by the men in control of the operating mechanism.

Having the highest type of equipment to work with it is distinctly up to the motorman to use it in such a manner as to insure the greatest possible degree of comfort to his passengers. Smooth starting and stopping is an evidence of skill

and marks the man as one who knows his business.

When to this type of skilled operation the motorman adds judgment in coasting whenever and wherever possible, and runs on time, he justifies his employment, earns the appreciation of the public, and will get a lot of self-satisfaction out of it. And besides, the meter will tell an interesting story.

The following table has been arranged for the benefit of our motormen and shows the standing of each Depot on the basis of the greatest gain in Power Saving when compared with the first operation period of the Depot, the per cent column showing the amount, thus determining the rank of the Depot on this system:

Division	July	Per Cent Saving or Loss
Armitage	1	6.23
Cottage Grove	2	4.86
Lincoln	3	4.03
Devon	4	2.70
Burnside	5	1.93
69-Ashland	6	1.64
Lawndale	7	0.29
Archer	8	0.27
Limits	9	*0.30
77-Vincennes	10	*0.60
Elston	11	*0.64
Noble	12	*3.08
North	13	*3.60
Division	14	*5.21
Blue Island	15	*6.68
Kedzie	16	*9.80
Total Points		*7.96
July Points		0.39
July Loss		*7.57

*Loss.

E. W. A.

CLUB SPARKS

Riverview Night

Surface Lines night at Riverview Park on Friday, August 10th was a well attended and happy affair. The increased attendance was remarked upon by park attaches who beamed with pleasure while looking over that "good-looking" crowd. It was a clear, cool night and they "shooted the chutes,'" slid "over the falls," cracked "the whip," bumped down 'the "bobs," "hey-deyed," guyed the bugs and themselves in the "bug-house," and jazzed and glided in the ball room. They knocked the live nigger-babies down and filled up on candy floss, weenies and lots of stuff that could not be analyzed. Grown ups never go to Riverview except to take the kids so there were a lot of temporary adoptions so dad and ma could get a few thrills. Riverview is the biggest of its kind, laid in a place of natural beauty and it sure does not hurt anybody to go back to the days of their youth for a few hours. Of course, everyone spent a few cents on the side but the return was worth it—even if everyone did not pick a winner and come home with a teddy bear or fancy doll or a basket of corn flakes and ketchup. Riverview Park says: "Come again. We'll give you another date this year if you will take it."

SURFACE LINES POST
The American Legion

The American Legion Membership Books for 1928 have closed and we are very happy to report that Surface Lines Post has again been placed in the 100 percent column. The Post Officers are very grateful to the members who assisted so splendidly during the past year.

The Annual State Convention at Waukegan will be held on September 10-11, 1928. All members of the Post are invited to attend. At this time, the location of Post Headquarters at Waukegan is not known, but our location can be easily learned by applying at Convention Headquarters.

At the next Post Meeting arrangements for our Armistice Day Celebration will be discussed. Come down if possible so that we can be guided by your wishes.

Comrade T. E. McCarthy is making rapid strides with the Post Rifle Club. If interested in this activity, get in touch with Comrade McCarthy, 1165 N. Clark Street, or the Secretary, J. Gillespie, South Shops.

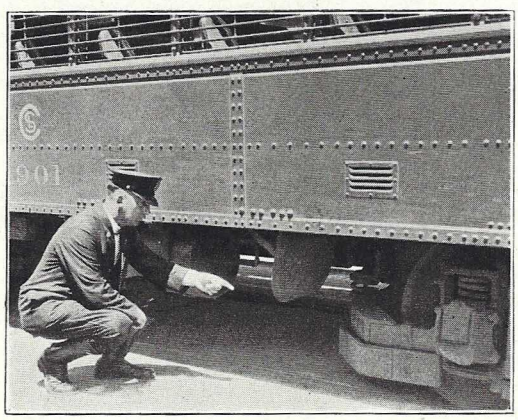
Regular Meetings of the Post are held at the Club Rooms, 40 South Clark Street, on the 1st and 3rd Fridays of each month. All ex-servicemen are invited.

HER TAKING WAYS

She took my hand in sheltered nooks,
She took my candy and my books,
She took the lustrous wrap of fur,
She took those gloves I bought for her;
She took my words of love and care,
She took my flowers, rich and rare,
She took my ring with tender smile,
She took my time for quite a while,
She took my kisses, maid so shy—
She took, I must confess, my eye,
She took whatever I would buy,
And then she took the other guy!

Superior Surface Service

Helpfulness, Courtesy and Honesty Recognized by Appreciative Patrons



When One of Our Cars Well Loaded Was About to Start on Signal From Supervisor Mahlon W. Bane of North Avenue, His Attention Was Attracted by a Slight Flutter Under the Car and Staying the Signal, He Investigated and Discovered a Two-year Old Child Under the Car in Such a Position That If It Had Started, Instant Death Would Have Followed. Supervisor Bane Is Pointing at the Spot

An interesting newspaper story a couple of weeks ago described the rather remarkable recognition of a passing motorist as the assailant of a lady and his capture and identification. But the newspaper story omitted the credit that should have gone to two of our men, Conductor Charles J. Weiland and Motorman Larson of Burnside for making the capture. In a report to Division Superintendent Altemeier Conductor Weiland gave the high points in what was quite a thrilling chase:

On August 27, about 1:30 a. m., Motorman Arthur C. Larson and myself were going home in my machine. We had just reached 93rd Street and Stony Island Avenue when a man came up, stopped my car and said: "Will you do me a favor? A colored man attacked my wife Friday night and he laid in wait for her tonight and he just went down Stony Island Avenue." I then told him and his wife to get into my car, and we started down Stony Island Avenue. When we arrived at 79th Street and Stony the lady recognized him and pointed him out to us in a touring car without any lights.

He looked around and when he saw her he ran through the lights south on South Chicago Avenue to Jeffrey Avenue, north on Jeffrey Avenue to Jackson Park. We then picked up a coast guard at Jackson Park for the chase. He then went down an alley and we followed right behind him, then turned west on 55th Street to Harper Avenue. We could see no policeman, so we thought we had better stop him. When he got to 51st Street and Harper Avenue, the traffic being heavy, he coasted along to make it. I then got in front of him and ordered him to stop. We all got out, so that he was unable to run. We asked why he was taking all the alleys and why the speed. He said he thought it was a friend of his and he was going to fool him. The wagon from Hyde Park came and picked him up. At the station he denied ever having seen the lady, but she said: "Look at his hand and you'll find where I bit him when he covered my mouth." Sure enough there were the marks of teeth and he was booked for assault.

Conductor Fred E. Riecke, badge No. 264, of 77th, is commended by Mr. John Tabbita, 410 South Ashland avenue, for his clear enunciation of all streets and for his general courtesy to all of his passengers.

Mrs. Hilda Rolph, 6428 Stony Island avenue, praises Conductor Robert P. Branyan, badge No. 1592, of Cottage Grove, for holding his car to enable her and small son to board in safety and aided her in locating her purse.

Conductor Francis J. Redlin, badge No. 2200, of Devon, is made the subject of praise by Mrs. Jones, 4334 Vista Terrace, for the assistance he rendered toward her and her mother in boarding and alighting from his car.

Mrs. Anna V. Loftus is the writer of a congratulatory letter involving Conductor Anthony Dwyer, badge No. 2382, of Devon, commending him for his honesty in returning to the barn her $2.50 gold piece inadvertently handed to the conductor for a penny. Mr. Loftus also wishes to praise the efficient service rendered by the clerk at the Devon station.

Conductor Carl P. Heisterberg, badge No. 2626, of Burnside, is commended for his courtesy and politeness to Mrs. T. J. Rogers, and her children when alighting from his car with luggage.

Mr. Juel Anderskow, 1917 North Karlov avenue, is the writer of a highly complimentary letter in behalf of Conductor Myron W. Ayers, badge No. 2694, of 77th, with reference to the efficient service he renders to the traveling public.

Conductor Thomas King, badge No. 2968, of 69th, is the recipient of a commendatory letter from Mrs. R. M. Collins, 5716 South Winchester avenue, for his courtesy and helpfulness to women and children. "I do hope you appreciate his unselfish efforts to please the public," states Mrs. Collins in her communication.

Conductor Peter F. Gerald, badge No. 3068, of 69th, is highly congratulated by Mr. John W. Jencks, 5915 Wabash avenue, for the prompt return of his pocketbook containing money and some valuable papers. Mr. Jencks thinks that such an employe should be complimented for his honesty, courtesy and efficient service.



A Group of Girls From the Accounting Department at Williams Bay, Wis. Ethel Swanson, Hildur Olson, Gizella DeLorme, Mildred Hedstrom, Anne Kerruish, Rose Klefeld, Olga Wagner and Evelyn Schlau

Mr. James M. McDonald, Iron Mountain Company, 939 East 95th street, writes a word of praise for Conductor Joseph W. League, badge No. 5692, of 77th, for the thoughtfulness and assistance rendered to an elderly woman passenger. Mr. McDonald thinks that this incident displays good public service.

Conductor Patrick Daly, badge No. 6574, of Devon, in thanked by Miss L. Cooney, 842 East 40th street, for intervening for her when a woman passenger pushed her violently and scratched her hands. She wishes to commend him for his actions.

Mrs. J. C. Appel, North Avenue Specialty Shop, 5436 North avenue, writes a letter to thank Conductor Charles Schaede, Jr., badge No. 6706, of North avenue, for his kindness to her when she met with an accident in front of the car station, and wants him to know that she was grateful for his services to her

Conductor James J. Loughney, badge No 7262, of Cottage Grove, is made the subject of high praise from Mr. Danny Sullivan, a midget from the Ringling Bros'. circus, Oshkosh, Wisconsin, for helping him on and off his car and also for the assistance he rendered toward an elderly lady passenger.

Mr. Stuart S. Crippen, Jr., L. B. Allen Company, Inc., 6719-33 Bryn Mawr avenue, is the writer of a lengthy letter describing the return of a suit case left on the car in charge of Conductor William J. Smith, badge No. 8682, of North avenue. Conductor Thomas J. O'Brien, badge No. 4764, of North avenue, is also commended for the assistance he rendered in locating the lost luggage. This service was much appreciated by the writer of the letter.

Conductor John J. Doyle, badge No. 8948, of Lawndale, is made the subject of a complimentary letter by Mrs. Walter Mills, 434 Greenleaf avenue, Glenco, Illinois, who observed the assistance he rendered toward a crippled woman and to an old man. Several other passengers on the bus Mrs. Mills was traveling on also noticed this very thoughtful little act.

Mrs. W. Ebeling, 3159 Diversy avenue, makes Conductor Clarence L. Martin, badge No. 11002, of Armitage, the subject of a letter of high praise for the assistance he rendered her when boarding his car with two children and for the stand he took when a gentleman passenger boarded the car at the same time she did, becoming very antagonistic towards the conductor.

Conductor James T. Conway, badge No. 11266, of Burnside, is commended by Miss Martha C. Alexander, 1737 East 72nd street, for the special courtesies he shows her while a passenger on his car so she took the time to write us to tell us how much she appreciates his kindness.

Mr. H. L. Emerson, 1540 Conway building, writes a word of praise in behalf of Conductor William J. Walsh, badge No. 12400, of Cottage Grove, for his honesty and courtesy when Mr. Emerson in error handed the conductor an extra coin.

Conductor Louis R. Mazurkiewicz, badge No. 13594, of 77th, is thanked by Mr. G. Ishkanents, of Lewis Institute, for the assistance he rendered in locating his destination and also for forwarding three cents to him. being a stranger in the city.

Mr. Samuel E. White, 3140 Indiana avenue, wishes to congratulate Conductor Albert E. Pacholski, badge No. 14366, of Archer, for his efficiency and consideration he bestowed toward assisting a woman passenger with an infant in her arms in boarding and alighting from his car.

Conductor Patrick Concannon, badge No. 664, and Motorman John J. Dolan, badge No. 713, of Burnside, are commended for their splendid team work by Mr. William Meckel, 3647 Ainslie street, in assisting an old lady passenger with crutches to the sidewalk in safety during a rainstorm.

Mr. Frank A. Myers, the Straus building, Michigan and Jackson, is very grateful for the service he received when he left a pair of valuable field glasses on one of our cars in charge of Motorman Patrick McMahon, badge No. 3281, of Cottage Grove. Mr. Myers also wishes to thank the superintendent of the car station for the courtesy he showed him when trying to locate the lost article which was fond in the evening of the same day.

Motorman Fred J. Harper, badge No. 5343, of Cottage Grove, is highly commended by Mr. Edward W. Ohrenstein, 3258 North Leavitt street, for the diplomatic manner in which he handled a lady passenger who became angry when the door was not opened for her to alight at her destination. Mr. Ohrenstein also observed another similar incident involving Motorman Benjamin Bald, badge No. 11723, of Cottage Grove, who kept his composure when approached by an irate passenger. "Here's hoping you have more motormen like

that working for you," states Mr. Ohrenstein in his communication.

Dr. F. J. McMenamin, 6241 South Ashland avenue, is the writer of a commendatory letter in behalf of Motorman Andrew J. Goldrick, badge No. 11667, of 69th, for the courtesy he showed his wife in the recovery of her pocketbook left on his car.

Supervisor Charles J. Doherty, Central Station, is to be commended for the prompt action he took to recover a hand bag containing railroad tickets left on the car by Mr. Ernest Schmidt, 819 Sheridan Road, accompanied by his wife, four children and other friends, when they became excited when told to leave car being as far as it was going. The purse was returned to them in time to catch their train, so they were the happiest people in town.

Conductor W. F. Crowley, badge No. 10990, 77th, earned the gratitude of Ralph F. Pauler, of 1431 Melville Place, by advancing him car fare which was repaid in a pleasent letter of thanks.

P. J. Miller of 9318 Manistee avenue, praises Conductor J. W. Daley lodge No. 5166 of 77th. for enabling Mrs. Miller to promptly recover her parasol, and for his pleasant manner of declining a reward.

Mr. Harold Stenbock, 8212 South May street, writes to commend Conductor John Arnold, badge No. 2978, of 69th, for his vigilance in saving him from the hands of pickpockets.

Mr. J. J. Lamb, W. F. Hall Printing Company, 4600 Diversy avenue, writes a commendatory communication in behalf of Conductor Clarence D. Wilson, badge No. 3808, of North avenue, for the assistance he rendered to Miss Celia Milanti in locating her pocketbook and pay envelope lost on his car.

Conductor Edward C. Schlick, badge No. 4740, of Cottage Grove, is thanked in a letter from Mr. B. C. Leggett, 5610 Maryland avenue, for the return of a piece of luggage left on Conductor Schlick's car.

A rather unusual case brought Conductor P. J. Gill, Badge No. 9938, of the Eleventh Division, into prominence. On August 26th, Mrs. Mary Kruegeriss of Kansas arrived in Chicago following the receipt of a message that her only son lay at the point of death in the Masonic Hospital. She knew nothing of the city—an utter stranger. She had been directed to take a Ravenswood-Rosehill car and when she boarded the car in charge of Conductor Gill and told him where she wanted to go, he personally saw to her transfer, and, as the conductor of the car to which she transferred was not familiar with the location of the Masonic Hospital, Conductor Gill gave him the needed information and requested that he be particular in seeing that she was allowed to alight at her destination. His sympathetic interest was most reassuring and consoling and she later on wrote to express her appreciation of his assistance in enabling her to reach the hospital before her son passed away. She had the consolation of being recognized by and talking with her son. and, as an expression of gratitude, she enclosed in her letter a modest monetary souvenir which she hoped he would use advantageously during the Labor Day period!

Departments and Divisions

Engineering

Harry Schlachter is on a vacation somewhere their vacations at Bangs Lake, Wauconda. needed rest.

Messrs. Alexander and Hewitt are spending their vactions at Bangs Lake, Wauconda. Hewitt is the champion at horse-shoes while Alexander is the demon fisherman.

A. Becker, our follower of Isaac Walton, reports losing much fishing tackle on the monstrous muskies in Wisconsin.

J. Westman is oiling his guns in preparation for his trip to the North woods. He has high expectations of bagging some big game Bring back the antlers, Joe, to make the tale more convincing.

H. Sullivan, timekeeper in the Central division of the track department, was suddenly stricken with appendicitis. We wish him a speedy recovery.

Ben Lindstrom has returned from his vacation, spent in his summer home at Park Ridge. This is also his home for all other seasons of the year.

Hugo Schmidt has been bitten by the golf bug, but says he don't like the idea of puttering your time away on the links.

J. Flynn, the smiling trouble clerk in the track department, spent a very pleasant vacation at Hamburg, Ill.

The following employes in the track department returned from their vacations and report having a good time: J. A. Wood, J. L. Ruzich, A. Flood, W. Piper and C. Pacelli.

N. Janke cultivated a real Swiss yodel during his extensive tour through the mountains of the East.

Transit.

Legal and Accident Investigation

Now we come to our annual vacation number—our special edition. Note the wide range of our travels.

John P. Jarvis, wife and daughter motored to Florida, taking in Jacksonville, Armond, Daytona and Coronada Beaches, Tampa, Lutz, Lake City, and then back through Atlanta, Nashville and Louisville. They enjoyed the beautiful palms, flowers, orange groves and fine roads in Florida, the peach groves of Georgia and marvelled at Wonder Cave in Tennessee, Fort Oglethorpe and Chattanooga battlefields, and Mammoth Cave in Kentucky.

Dr. John Leeming is making his usual trip to Europe, where A. R. Peterson is touring with his bride.

Hubert A. Smith took an extended tour through the glorious northern portion of North America, jumping off from Minneapolis, taking in Aberdeen, McLaughlin, Miles City, Three Forks, Butte, Missoula, Avery, Spokane, Seattle, then up Puget Sound to Victoria, a ten-day cruise to Alaska, back to Vancouver and stops



A Morning's Catch at Rice Lake, Ontario, by Judge Cummings of the Purchasing Department

at the wonder points, Lake Louise and Banff and then to Calgary, Moose Jaw, Regina, Winnipeg and then to dear old Chi.

Thomas Hoy and wife and son Phil motored to West Point, visiting their son and brother, Cadet Charles E. Hoy, now in his second year, catcher on the base ball team, and on the foot ball and basket ball squads. From there they took in Atlantic City, New York and then to Toronto where Mr. Hoy attended the National Fraternal Congress.

Mrs. Florence Manske of this department and her husband and Nathaniel Janke (her father) and wife motored to Detroit, through Canada taking in Niagara Falls, New York City, Newark, Philadelphia, Baltimore, Washington, Mt. Vernon, Gettysburg and back through the Cumberland, Blue Ridge and Allegheny mountains.

Ernest Potenberg went down amongst the pickaninnies, taking in Louisville, Nashville, Jackson, Memphis and back through Arkansas and Missouri and while he remembers "The Old Folks at Home," "In the Blue Ridge Mountains of Kentucky," when he headed for Illinoy he got a kick out of that old stand-by "Home Sweet Home."

Beatrice Hines had a happy time at Milltown, Wisconsin and came back with such a sweet smile the girls are all looking wisely at each other and wondering.

Among the merry sojourners at Clark's Lake, Wisconsin, on the beautiful peninsula known as "Cherryland" were William Eger, Otto Geiger, Arthur See, James R. Stevens and J. G. Nattinger of this department and relatives and friends. Sixteen people from Chicago were at this point at one time and when the pike were not biting, the perch and pickerel were. The grand chorus han the scale from negro melodies and jazz to and including grand opera. Mustaches and beards sprouted luxuriantly. The breezes blow from both Lake Michigan and Green Bay so this is one of the real health spots of Wisconsin and the peninsula is noted for its scenic beauty.

Miss Clara Shaw spent two delightful weeks with friends in La Crosse, Kansas, going and returning by way of Yelloway motor bus. Clara reports the best wheat crop in years in the state of Kansas.

Miss Frieda Miller has returned from her vacation which was spent at the Y. W. C. A. College Camp at Lake Geneva, where she enjoyed a wonderful rest among wonderful surroundings. Lake Geneva was originally called "Big Foot Lake" by the Indians, and Miss Miller is very enthusiastic about this place for a wonderful summer vacation.

June Schoentgen is back from her vacation, spent in Chicago, so long now that she says after the vacation period is over she will need another two weeks to rest up.

Miss Hieronymus went on her vacation and returned, after two weeks away, as Mrs. Horrom. She reports a wonderful motor trip through northern Illinois. A beautiful Seth Thomas chimes mantel clock was presented to her by her co-workers upon her return.

Mr. and Mrs. George Curwen spent two delightful weeks motoring through Wisconsin.

Blackstone.

Accounting

Every Monday morning brings forth another batch of sunburned faces. It has become quite easy to discern those who have had their vacations and those who have not. If a person has that "Ouch, my back" look on his countenance, then you know that he has been away for two weeks, spent two months' salary, slept on hardpan mattresses, was vigorously attacked by hordes of mosquitoes and generally had a miserable time, and will spend at least three weeks trying to recuperate.

Mr. Walter F. Lange has fully recovered from his recent illness and is back on the job feeling better than ever.

Miss Mildred Hedstrom was hostess at a dinner at the cottage of Mrs. Hedstrom at Williams Bay, Wisconsin. The guests included Misses O. Wagner, R. Kleefeld, H. Olson, E. Swanson, E. Schlau, A. Kerruish, and Mrs. G. DeLorme. An enjoyable time was spent in boating, swimming, motoring and being serenaded by the Royal Quartette.

Miss Viola Lemker and Mr. Wm. Conlin have resigned their positions.

Newcomer to the personnel of the department is Mr. Joseph Gordon. Here's wishing the boy success.

The department had a big surprise when Miss Mary Scholl announced that she has been married since June 18, 1928, to Mr. Wm. Thomson of the Commonwealth Edison Company. We all join in hearty congratulations and best wishes to Mr. and Mrs. Wm. Thomson.

T. F. Coan.

Material and Supplies

Tom Mitchell, a veteran of 28 years of service with the company, passed away on August 1, 1928, after a short illness. He first entered the employ of the company in 1901 as a Horse Shoer and was later transferred to the Stores Department at 78th & Vincennes Avenue, where his genial disposition won him a host of friends. To the bereaved family we extend our most sincere sympathy.

Storeroom "4" at the West Shops, figures prominently in this month's news. Ed. Bruckner has a brand new baby girl, and Art Mix has a brand new Four Door Ford Sedan. Both young men are naturally very proud of their new acquisitions. Ed passed the candy and cigars, but Art has not indicated whether he will do likewise. Congratulations.

Wylodene Prose surprised her friends by announcing that she is now Mrs. Edward Gilgenbach. She was married August 4, 1928, at Crown Point. We wish the happy couple the best of luck.

R. E. Buckley.

Shops and Equipment—North and West

West Shops: George Ronne, carpenter, who had been employed at the West Shops for 22 years, passed away suddenly on August 3rd. Our deepest sympathy is extended to his family.

We also sympathize with John Harlin, watchman, whose daughter passed away August 8th.

Mr. B. Phillips is back from his vacation, which he spent in Scranton, Pa., and Mr. L. Conrad spent his two weeks on a farm near Cadillac, Michigan.

Our car wiring foreman, Mr. Ed. Felske, reports having had a fine time in Windsor, Canada.

Mr. Charles Vaillancourt, foreman Armature, room, is vacationing in Egypt (Cairo, Illinois.)

Touring the Great Lakes was the way Caroline Johnson spent her vacation.

We extend our sympathy to August Borgeson, whose wife passed away August 19th.

Walter Krull, clock repairer, ship builder, etc., is taking up a new line while on his vacation, and that is painting his house.

Donald Sterling is sporting a new wrist watch, and he says that he bought it himself.

John Landeck expects to make Milwaukee and Michigan City on his vaction.

A fine time is reported by Carl Gerlach, who spent two weeks (alone) at Plum Lake, near Woodruff, Wisconsin.

M. J. Pare of the drafting room, recently spent two weeks' vacation at Sayner, Wisconsin.

Jerry Cerney of the car wiring gang, better known as "Handsome," has been appointed special policeman in the Forest Preserve. Hoodlums and rowdies BEWARE! Good luck to you, Jerry!

Kedzie

Mr. William Krueger, day foreman, is looking good after his trip east. He covered 3,300 miles.

Our assistant day foreman, Martin Jensen, is spending his vacation touring Canada. Postal cards read that he is having a good time.

James Solas, Jr., repairman, is traveling east with his baby Lincoln. All the boys wish him luck.

We are glad to see J. O'Donnell back to work after being on the sick list for several weeks.

Limits

Our day foreman, George Chamberlin, is enjoying the wilds of Wisconsin.

Jack L. O'Connor, assistant night foreman, is trying to buy some cheap transportation for his vacation.

Any one wishing advice and information on gardening and thrashing, see Mr. George Chamberlin at Limits depot.

Elston

L. Nystrand, night foreman, is spending his vacation on a farm in Wisconsin. He is not taking any chances with the fishing, but is carrying with him a box of herring.

Our assistant day foreman, E. McGill, is back on the job. Says he had a fine time.

J. Jeffers and C. Kloster had their fortunes told, and both claim that they were told to beware of a man with a dark complexion.

We are proud to say that we won the Pull-in Flag this month, and you will notice our smiling faces shown on another page.

North

Christ Jacobson is still on the sick list, and he would be very glad to have any of the boys that find a little time, pay him a visit.

If you are in the market for an interior decorator, see Jim Rafter or call Bill Filson.

All the cars parked in bay No. 7 belong to Tony; all others keep out. How do you get that way, Tony?

Did you notice the new brand of cigar Hank Wagner smokes? It must be good, as Hank says the longer you smoke it the shorter it gets. Are they long or short fillers, Hank?

Division

The following report having had a wonderful time on their vacations: J. Schwartz, J. Laing and J. Tynes.

J. Felz took a trip up to Minnesota for a few weeks.

Have you noticed the big change in J. Kozlowski? Well, he is a married man again.

G. Cooley got Forest Park on his new radio last week. He says he will get California net (maybe).

J. Dwyer has been on the sick list for six weeks, and A. Begdon for four months. We hope they will soon be well.

Jane V. McCarthy.

South Shops and Car Houses

South Shops: Harry Johnson suffered a very painful injury to his hand recently, but we are very glad to report that it is healing up very nicely.

W. Schildhouse of the Machine department is the proud daddy of twins born recently. Congratulations.

Sam Rasmussen of the Truck shop has returned to work after a brief illness.

Ann Taylor reports a very enjoyable time on her summer outing in Michigan.

After vacationing for a week in Minnesota, Joe Birmingham, journeyed to Michigan where he enjoyed the remainder of his time.

We are glad to see Stella Kropiewnicka back on the job in the printing department after a long illness.

Burnside

John Grady is all smiles now. A baby boy born August 20 is the reason. Congratulations.

Seventy-Seventh Street

We were sorry to hear of the injury of A. Poszkus, and hope that he will be back on the job very shortly.

Henry Warnken is back on the job after vacationing in Michigan.

Sixty-Ninth Street

The boys were sorry to hear of the death of the wife of W. Pickering and offer their deepest sympathy.

Archer

R. W. Short, R. Troughton, A. Wakefield and J. Shlensky have returned from their vacations and all report having had a fine time.

J. P. McCauley.



Henry Reimensferger, Who for 20 Years Has Been the Faithful Janitor at 77th Street

Husband: "Well, thank the Lord, the car is finally paid for!"

Wife: "Isn't that splendid? Now we can turn it in on a new one."

"What makes you think Higgins was lit up last night?"

"Well, I sat next to him at the movies, and when they showed the news-reel he tried to set his watch by a clock in one of the street scenes."—Life.

Around the Car Stations

Cottage Grove

Let us make a special effort during the next four months to win the Accident Prevention prize. It can be done. Let us all pull together and win it. It is worth trying for.

Our Assistaint Superintendent, Mr. C. Crick, has returned from his vacation. With Mrs. Crick and a party of 10 friends they left Chicago in automobiles for a distance of 450 miles to Winchester, Wis. They were fortunate in being able to rent three cottages close together on the banks of Turtle Lake where they found some very good fishing. They also fished in other lakes in the vicinity of their cottages, Beaver Lake and Rainbow Lake. But their most exciting experience was when visiting the Indian reservation and to fish at Lake De Flambeau. On their journey which was by boat through connecting rivers, they left civilization behind and had to break through beaver dams in order to reach their destination and it was here that Mr. Crick and his fishermen friends started to compete for a valuable prize which was offered to the one catching the largest fish. Some fair size pickerel and bass were caugt, but when Mr. Crick pulled out a ten pound baby muskie the prize was awarded to him. Both Mr. and Mrs. Crick came back much benefited by their vacation and with a splendid tan of sunburn.

Conductor Robert Wilson has returned from a well earned vacation of 30 days spent on the Gulf Coast.

Supervisor H. Russell with Mrs. Russell spent his vacation motoring around Lake Michigan and had a most enjoyable time.

Conductor Wm. Suddith looks much better after spending six weeks way down in old Virginia.

Motorman Thomas Davis and Mrs. Davis spent an enjoyable 30 days motoring and visiting relatives along the Fox river and at Monticello.

Conductor J. Demarius and Mrs. Demarius are spending their vacation visiting relatives on their farm, going by auto to Iowa.

We have another farmer at Cottage Grove, Motorman Chas. Crumback, who recently purchased a farm in Michigan. Good luck Charley.

Motorman James Caldis and wife and family with grandchildren are spending a few weeks around Coloma and Watervliet, Michigan. Swimming and visiting with Harry Stocks who was a conductor for over 30 years at Cottage Grove and now has an oil station at Midway Camp, near Waterveliet.

We are pleased to see Conductor W. Horan back to work after an illness of several weeks.

Congratulations are extended to Conductor and Mrs. Blair on the arrival of a baby girl.

The sympathy of the trainmen is extended to Motorman J. Cannan and family on the death of his sister.

J. H. Pickens.

Burnside

Conductor Jno. L. Cosgrove of this depot passed away August 14th, 1928, at his home after an extended illness. His many friends at the Burnside Depot express their sympathy.

Conductors S. E. Stafford and J. H. Redmond (alias Sam and Henry) spent their vacation visiting in the east. Sam went with the expectations of getting married to an eastern girl but Henry kept him too busy on the sidewalks of New York. The marriage was almost.

The extra list is now working full force. The Caseys are enjoying fat pay days and hope that the regulars don't forget them with a day now and then after the vacation period.

The Honorable Conductor Mr. Alexander Leasham Brand of the Burnside Depot was seen consulting one of the world's best fortune tellers. The cream of the extra board says he don't have to ask anybody if he is going to get married because he AINT.

Another car now has its regular stall in Burnside Automobile Row. Our clerk, Mr. Ross, purchased himself a Ford. So far he has had the best of luck. No punctures. No motor trouble. No accidents. It pays to be a careful driver.

Yes, sir. He has received his second letter of commendation this year. AND HOW. His answer is "Treat 'em Right. They want courtesy, so give it to 'em." A lady boarded his car a short time ago and tendered him a ten dollar bill which he could not change as it was his first trip. He explained the situation and then paid her fare. A few days later he received a letter from the passenger which well repaid his courtesy. Extraman L. S. Olson, badge 562, was the courteous conductor.

—Wm. D. Frank.

Seventy-Seventh

Conductor Paddy McNugent performed a very charitable (?) act the other day by buying three rolls of washers from a boy at North avenue and Halsted street. Paddy took his loss like a man and informed others. As this confidence game has been going on for some time, Conductors, be careful whom you purchase pennies from.

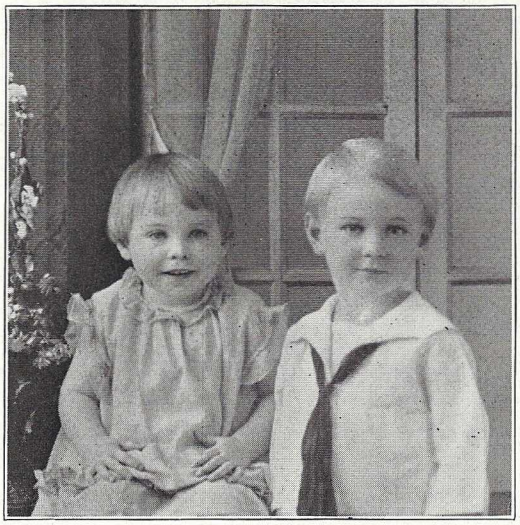
Motorman Jimmie McComb has returned to work again after an extended period of convalescence. Glad to see you back on the job again.

Supervisor Ralph Jenkins has spent his vacation in the wild and wooly Northwest. Ralph states he made a state record for cutting the most acres of hay in one day, and how. Atta boy, Ralph, break your own record next year.

Conductor John Colles and family spent their vacation in the vicinity of White Hall, Michigan. John said "he did not catch all the fish, just some of them. (Five hundred, more or less).

Starter Joe Wolfe is now confined at the Municipal Tuberculosis Sanitarium (Bryn Mawr and Crawford avenues). How about dropping in and visiting Joe?

A few of the boys have left us to accept positions on the Police Department, namely, Joe Barry and Ed Carroll. Here's wishing the boys all success in their new positions.



Junior and Bertha Maria, Children of William Doyle of 77th

Did you notice the rise in our position in the courtesy contest of last month? Atta boy! Keep it up and see how it feels to be at the top of the list.

Motorman P. P. Remy and Motorman E. Mulcrone report the arrival of youngsters at their homes. Motorman Mulcrone raised the ante in his case. It was twins, a boy and a girl. Please accept our congratulations.

It is with regret we report the untimely death by drowning of William Doran, son of conductor W. J. Doran, at Little Paw Paw lake, Michigan. To the bereaved parents this division extends its sincere sympathy.

Conductor Dan Whitenack is now vacationing in parts unknown. Leave it to Dan for a good time and maybe a story or two.

Conductor Willie Manley is now convalescing at Speedway hospital and from the latest reports is somewhat better. Willie's host of friends will be pleased to hear this good news.

Notes on the wrestling and boxing show will appear in the next issue.

Motorman Billy DeGroff has returned from his vacation with a wonderful coat of tan. Judging from the tan Billy must have caught lots of fish.

Motorman Muggsey McGraw is now convalescing after a bad attack of scarlet fever. We wish Muggsey a speedy recovery. It was a pleasant time for everybody when he arrived in the train room.

To the following trainmen this division extends its profound sympathy in their bereavement: Conductor F. W. Gunsolus, Conductor Bob and George Airey in the loss of their mothers; Conductor T. Morrissey, Conductor W. R. Betty in the loss of their fathers.

C. A. Gylling.



Leo Joseph, Son of Motorman Robert Galloway of 69th

Sixty-Ninth

Division No. 4 extends sympathy to Conductor A. F. Parks, whose mother passed away August 18th after returning from a vacation in Ohio.

Post cards have been received from C. Trede, J. A. Blum, J. Boal, W. F. and J. Jeffers, who have been out of the city.

Mr. Walsh, now vacationing in parts unknown was last seen leaving The Chicago Motor Club with a large plat under his arm and will tour this broad City in his brand new Chevrolet.

Mr. J. N. Karlovich announces his forthcoming marriage to Miss Angeline Kauzlarich on September 15th. Admittance to the Church at 60th and Marshfield is free: We wish them a happy honeymoon.

Someone wants to know why the widowers are picking over on 59th Street. Pete Manning, P. B. Dutton, A. Parks, and W. J. Ford are all over there.

Sunshine Moloney lost his new crop of hair in the hot sunshine Sunday looking for a flat. He found two flats and now don't know which one to take.

Will Priebe has solved the mystery "Who took Sward's broom."

J. Evans anxiously awaits the arrival of the daily postman, and when a letter arrives is all smiles.

W. L. Pence.

Archer

It's a boy and a thirteen pounder, so Conductor W. W. Coyle tells us and he was born August, 9th, William Jr. is his name. Daddy doing nicely.

The boys are all glad to see one of our old timers, Motorman George Hughes, back on the job after an illness of several months.

Our deepest sympathy is extended to Conductor Joseph J. Vlk who was called on to part with his dear mother who died Sunday, July, 24th.

Conductor Leo J. Cadieux was complimented by Division Superintendent at the suggestion of Mr. Thos. Blakely, Superintendent Utility Department for his general usefulness, switching cars, transfering passengers and having no big street during a delay to service at 51st and Wabash Avenue on the morning of August, 4th.



Little Jimmy, Son of Conductor James P. Ryan, of 77th

Conductor John C. Snoreck has been smiling for the past six weeks. There is a good reason for it, William John arrived at his home June, 25. Just keep smiling John.

Motorman M. Lane No. 1 was called upon to part with his dear wife on Wednesday August 22, who passed out after undergoing a serious operation. Funeral from Good Council Church. The boys of Archer Depot extend their deepest sympathy in your sad bereavement.

Born to Conductor Chas. Bergan and wife a bouncing 10-pound baby boy, Charles Jr. by name, who made his arrival July 20. This makes Charles the proud father of three sons. Keep up the good work. Here's wishing you a speedy recovery.

Reported by radio—the arrival of a 7½ pound baby boy at the home of Conductor Anton Bernard, born August 11. Anton says the German Deaconess hospital is the place to get baby boys.

The stork is doing good work for the boys of Archer Depot. Here's another one, Conductor Fred E. Buck says he has a new boarder at his home who has come to stay, a 6¾ pound baby girl who arrived Wednesday, August 15. Fred is now wearing the smile that won't come off.

Several of our boys should be complimented for the large number of witnesses to accidents during the month of August, 1928. Here are some who obtained ten and more witnesses: Conductors, C. A. McConnell, P. J. Walsh, G. Grindler, L. J. Schram and J. K. Marks. Motor-

men, C. Schurwanz, E. Clapper, R. Thompson, J. Goles and P. H. Neven.

Dusty.

Blue Island

We all extend our sympathy to the following and their families: F. Gielow, in the loss of his mother; J. Pacola in the loss of his brother; C. Paszternak in the loss of his mother-in-law; A. Trembacz in the loss of his sister.

Dave Jones, our receiver, enjoyed his vacation at various places in Michigan.



George Burns, Jr., Grandson of Motorman H. Hinkleman of Blue Island

Herb Beyer, our night clerk, spent his vacation making short trips in and around Illinois. He also attended several picnics.

We still hold first place in the Accident Prevention and the Courtesy Contests. Good work. Keep it up.

C. P. Starr.

Elston

Editor Surface Service Magazine.

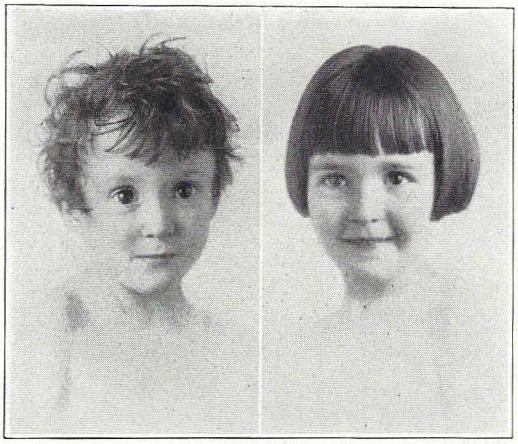
Two more happy fathers at our depot, Conductors C. Melter and A. Peterson No. 2 who received increases in their families. Congratulations boys.

Receiver Gus Neuhaus returned from a successful vacation. "Had lots of fishing and everything of the best," says Gus. No fish have yet been seen here.

Quite a number of our Trainmen have taken up swimming and can be seen daily at the California Park tank. Rumors are that Conductor McQuaide is training very hard in order to get in shape to make an attempt to swim the Irish Channel.

Conductor Chas. Norcott is gaining quite a reputation on account of his resemblance to Presidential Candidate Al Smith and Charlie is just as popular as Al. in the vicinity of Irving Park and Cicero Avenues.

Well boys our standing in the Accident Prevention, Courtesy and Witness Campaign has



Junior and Jean, Children of Motorman Harry Schaefer, of Armitage

not improved. Let us whoop it up and put our Depot on the top.

Motorman J. Gustafson has a new long distance radio. He is getting Morton Grove.

The old Dodge has been overhauled and Charlie and Casper will soon be on their way to the happy hunting grounds. We hope they will have better luck than last year.

Supervisor Goodall says "never again" to the Dells with three women.

W. B. W.

Noble

Chief Clerk Andy Keag has returned from his vacation which was spent along State St. He said that he could not get a very good coat of tan sitting in motion picture shows.

Conductor Sullivan Guido is the proud father of a nine pound baby boy. Conductor Guido says that he is going to get him a banana wagon and put him to work in a couple of months.

Motorman M. Madden and family spent a week's vacation at Twin Lakes, Wisconsin.

Supervisor Hanneman and Chief Clerk Ennerson of Elston Depot are planning to spend their vacations at Sturgeon Bay, Wis. They intend to take a portable radio along to coax the fish out of the water.

Motorman Dreis went down to Peoria and from the amount of trips he has made down there in the past we are of the opinion that he will bring a mother-in-law back with him this time.

Conductor Schroder and Motorman Mick had an argument over which month came first, December or March? They will have to get our famous debater Max Davidson to settle the argument.

Demoure.

Lincoln

Our Superintendent Mr. Hays who has been laid up five months is able with the use of canes to be back at the office. His wonderful will power and strong constitution enabled him to pull through. A very serious accident and



Fred Yost, the Veteran Starter at 79th and Halsted

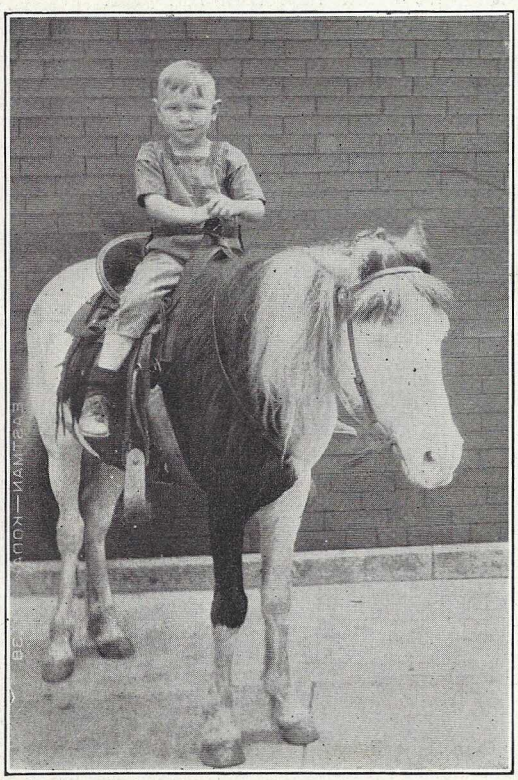
the boys hope it won't be long before he can discontinue the use of the cane.

Some one has said that a person should be stung every so often to know they are alive and there seems to be all sorts of ways of stinging or getting stung. Here's the latest one: Conductor J. Rockwell was asked by a passenger if he could use a roll of fifty pennies, Rockwell said he could and bought the roll but imagine his surprise when he went to use them to find fifty iron washers neatly rolled and bought for fifty cents.

Motorman Larry Dellamaria, manager of last year's ball team is the proud and happy father of a 7½ pound baby boy born Sunday, July 29. This is the second child for Larry, the other being a girl and makes a nice family. Here's wishing the mother and baby good luck.

The boys are coming and going on vacations. Here are a few we heard about: A. Peske has returned from New York; B. Wiley has gone to Wheeler Lake, Wis.; J. Sutherland is at Geneva, Wis.; J. Lauerman to Siren, Michigan; J. Warner, Stephensville, Mich. and E. Stahle at Cass Lake, Minnesota.

H. Spethman.



Chester, Son of Stanley Lasko, of Lincoln, Imitating Tom Mix

Devon

On July 26 Conductor A. O. Ogan was buried at Anderson, Ind., leaving a wife and baby to mourn his departure.

John McHale answered our Creator's call after suffering a long time. Services were held at St. Gertrudes Church, interment at All Saints Cemetery. Our sympathy is extended to the bereaved families.

Thos. Nolan is confined at the Belmont Hospital and A. Waggoner is at St. Anthony's Hospital. They were hit by vampire auto drivers, and are reported on the road to recovery.

Ben Carver has been taken to a sanitarium where a quick recovery is looked for.

A. Brown reports his 11-year-old daughter sustained severe injuries but is on the road to recovery.

William Kennally has left for St. Louis, Mo., going there by bus. Matt Calderwood has left for a trip to Ireland.

H. Ekeroth spent his vacation near the White House, Washington, D. C.

The meter car has been here and a number of the men visited it.

The trophy won by Lincoln Avenue Depot was exhibited here a few days and attracted the attention of the trainmen and also some outside visitors. All conceded it is a wonderful piece of work.

C. E. Roy.

Twin Coaches

Vic Jensen is back again after a severe attack of appendicitis. You almost knocked at the pearly gates that time Vic.

P. McCarthy, J. Nelson, A. Johnson and C. Russell are strutting around the Depot arrayed in new uniforms. They are setting the pace for the remainder of the boys who are trying to get another summer out of the old uniforms.

Grand and Leavitt Depot must be considered hereafter for honorable mention in the column commenting on the beautiful appearance of the various Car Houses, as soon as Superintendent Becker's plans have materialized in this respect.

A certain Bus Company uses the following slogan: "Service with a smile." An appropriate better one: "SUPERIOR SURFACE SERVICE."

Fag.

GOING AFTER WITNESSES

Elston-Noble Takes the Lead Away from North Avenue—Seven Stations Better Than Four

North Avenue and Elston-Noble seem to be playing a little game of "In-again-out-again" in their struggle for the lead in the witness getting contest. North, which was second in April and May, passed Elston-Noble and ran first in June, only to be pushed back into second place in July, when Elston-Noble again went to the front. The general slump which was noted in the June records, when only five of the stations scored four or better, disappeared in July when seven registered four or more. The figures were not quite as high as in June, however, and the average for the system showed a fractional decline.

The Diversey bus contingent took a brace and improved their record by scoring 3.43 against 1.37 for June.

Here are the records for the system for the four months:

	July	June	May	April
1. Elston-Noble	5.28	5.11(2)	5.57(1)	5.63(1)
2. North Avenue	5.00	5.19(1)	5.06(2)	5.33(2)
3. Lawndale-Blue Isl.	4.38	4.77(3)	4.96(3)	4.95(3)
4. 77th Street	4.30	4.31(5)	4.58(4)	4.55(4)
5. Kedzie	4.23	4.40(4)	4.33(6)	4.08(7)
6. Cottage Grove	4.17	3.96(6)	4.15(7)	4.20(5)
7. Burnside	4.06	3.96(6)	4.38(5)	4.19(6)
8. 69th Street	3.95	3.85(7)	4.11(8)	3.77(9)
9. Archer	3.75	3.83(8)	4.00(9)	3.87(8)
10. Lincoln	3.22	3.24(10)	3.72(10)	3.43(10)
11. Armitage-Division	3.04	3.42(9)	3.56(11)	3.21(12)
11. Devon-Limits	3.04	2.93(11)	3.03(12)	3.25(11)
Average for the system.	4.02	4.06	4.25	4.16
Diversey Bus	3.43	1.37	3.50	1.30

A Smile or Two from Everywhere

The little man was perfectly harmless, but the lady sitting next to him in the car was a spinster, and suspicious of all males. So, since they were somewhat crowded on the seat, she pushed the umbrella between her knee and his and held it firmly as a barrier. A shower came up, and the woman when she left the car picked up the umbrella. As she did so she perceived that the little man followed her. She had guessed that he was a masher, now she knew it. She walked quickly down the side street, and the man pursued through the driving rain. She ran up the steps of her home and rang the bell. When she heard the servant coming to the door, feeling herself safe at last, she faced about and addressed her pursuer angrily:

"How dare you follow me! How dare you! What do you want anyhow?"

The drenched little man at the foot of the steps spoke pleadingly:

"If you please, ma'am I want my umbrella." —Thomas Topics.

Two men left a banquet together; they had dined exceptionally well.

"When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly, and creep up to your room."

They met the next day at lunch.

"How did you get on?" asked the adviser.

"Rottenly," replied the other; "I took off all my clothes at the foot of the stairs, as you told me, and folded them neatly. I didn't make a sound. But when I reached the top of the stairs—it was the elevated station!"

Mrs. Nodimes: "Is your husband tight, like mine?"

Mrs. Nickeless: "Is he? Say, every time he takes a penny out of his pocket the Indian blinks at the light."

She came into a police station with a photograph in her hand—

"My husband has disappeared," said she. "This is his photo." And she handed Exhibit A to the inspector.

'I want him found at once?" she added.

The inspector looked up from the photograph.

"Why?" he asked.

"Was your old man in comfortable circumstances when he died, Mrs. Murphy?"

"No, Mrs. Flannagan, he was half-way under a train."

Liza, the negro cook, answered the telephone one morning, and a cheerful voice inquired, "What number is this?"

Liza was in no mood for trifling questions, and said with some asperity, "You all ought to know. You done called it."

The Shell or the Kernel?

Mrs. De Style (as dress mannequins display gowns at modiste's)—"Which do you like best, Richard?"

Husband—"I prefer that tall brunette—er—that is, I mean the pink chiffon, my dear."

Mrs. Nut (handing her husband a saucerful of white powder): "John, taste that and tell me what you think it is."

Mr. Nut: "It tastes like soda."

Mrs. Nut: "That's what I told Bridget. She declares it is rat poison.

Judge: "Are you positive the prisoner was drunk?"

Officer: "Well, your honor, I saw him put a penny in a patrol box and then he looked up at the City Hall clock and roared: 'Gawd, I've lost fourteen pounds.'"

What to Forget

If you would increase your happiness and prolong your life, forget your neighbor's faults. Forget all the slander you have ever heard. Forget the temptations. Forget the fault-finding, and give a little thought to the cause which provoked it. Forget the peculiarities of your friends, and only remember the goods points which made you fond of them. Forget all the personal quarrels or histories you may have heard by accident and which, if repeated, would seem a thousand times worse than they are. Blot out as far as possible all the disagreeables of life; they will come, but will only grow larger when you remember them, and the constant thought of the acts of meanness, or, worse still, malice, will only tend to make you more familiar with them. Obliterate everything disagreeable from yesterday, start out with a clean sheet today, and write upon it for sweet memory's sake only those things which are lovely and lovable.—Claremont Herald.