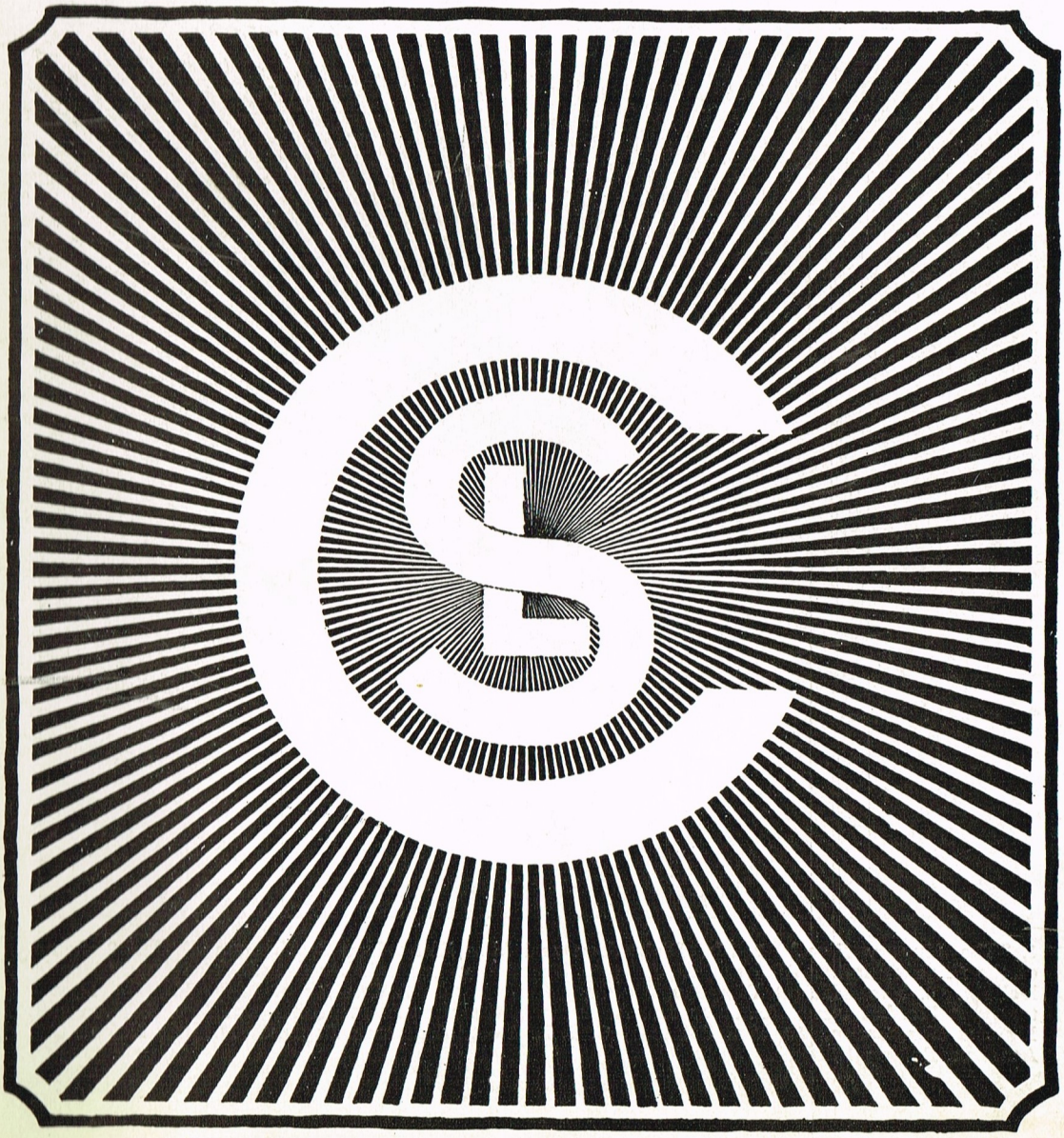
SURFACE SERVICE MAGAZINE

VOLUME 7 AUGUST, 1930 NUMBER 5





1. "The Hungry Five." 2. Mr. Richardson and Miss Richardson Seeking the Shade. 3. Some of the Prize Winners. 4. President Fanning, Major Lee and His Assistants. 5. The Children's Delight. 6. The Efficient Women's Auxiliary Committee. 7. Out for a Pony Ride. 8. Registering at Headquarters. 9. Major Lee Announcing the Next Event to Mr. and Mrs. Sullivan and Mr. and Mrs. Crews. 10. Flag Salute by C. S. L. Post, American Legion. 11. Just Before the Amateur Boxing Battle.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 7 AUGUST, 1930 No. 5

Didn't Mind the Heat

Too Busy Having a Good Time at the Picnic—Great Success—Prize Winners

It has been said that the way to keep the hot weather from making inroads on our otherwise placid dispositions is to be so intensely occupied with what we are doing that the weather will have but little effect upon us.

According to the thermometer, Saturday, July 26, was a very warm day in the city. However, those who attended the picnic at Dellwood Park kept so busy with the rapid change of interesting events that not until the day was over did the sunburn and fresh layers of tan bring belated realization that it had been a hot session. Even though the morning showers threatened to spoil the program, the crowds kept coming until the attendance reached approximately 4,500, which icluded 1,400 children.

President Fanning of the Surface Lines Club and Miss Mabel Magnuson, president of the Woman's Auxiliary, gave Captain U. G. Lee and his committees their whole-hearted support. The result was gratifying to Mr. Richardson, who attended with his daughter, and to other officers of the company and their wives, who showed an active interest and enjoyed the program.

From noon, when Mr. William Schenck had the children parade about the grounds, headed by the "Hungry Five" and stopping at the children's booth for surprise bags and hats, until the music died away after the last dance, everybody agreed that it had been a wonderful day.

Besides the races, ball games, pony rides and scenic rides, the following unique features of the day were successfully carried out:

Golf, ball driving, fungo hitting, "The Hungry Five," and the clowns and monkey.

The baseball game between Sixty-ninth and North avenue depots resulted in a 10 to 2 victory for Sixty-ninth Street.

Here is the record of the winners in all the events:

Girls' race: 4 feet and under, Helen Dezelick, 1st prize; Doris Johnson, 2nd prize; 4 feet 5 inches and under, Ella Burandt, 1st prize, Florence Zielinski, 2nd prize; 4 feet 10 inches and under, Evelyn Levine, 1st prize; Jada Congene, 2nd prize; 5 feet three inches and under, M. Bollinger, 1st prize; Mary Bolattine, 2nd prize; 5 feet 3 inches and over, Phillis Bolattine, 1st prize, Florence McGown, 2nd prize.

Fat ladies' race: Mrs. Vojta, 1st prize; Mrs Maloney, 2nd prize.

Ladies' potato race: Eleanor LaVine, 1st prize; Celeste Conreck, 2nd prize.

Boys' race: 4 feet and under, Harry Ott, 1st prize; Junior Howard, 2nd prize; 4 feet 6 inches and under, Edward Miles, 1st prize; Edward Rositto, 2nd prize; 5 feet and under, John Wall, 1st prize; Joseph Jarorski, 2nd prize; 5 feet 6 inches and under, Frank Wuzek, 1st prize; Frank Meyer, 2nd prize; 5 feet 6 inches and over, John Carr, 1st prize; Ed. Marchin, 2nd prize.

Fat men's race: Art Johnson, 1st prize; Elmer Brookman, 2nd prize.

Sack race: Arthur Wall, 1st prize; Arthur McHood, 2nd prize.

Couples' rest race: Jack Becker, men's; Marcella Sauter, ladies'.

Ladies' distance-throwing baseball: Under 16 years, Celeste Cornick; over 16 years, Bertha Barger.

Men and boys' distance-throwing baseball: Under 15 years, Walter Heilbuth; over 15 years E. Manshreck.

Men and boys' circling bases: Under 15 year, George Wolfe; over 15 years, Ed. Marcin.

Men and boys' fungo hitting: Under 15 years, Richard O'Brien; over 15 years, Joe Margeti.

Golf—longest drive: Over 15 years, H. C. Zylstra; under 15 years, W. C. Fandorf.

Horseshoes: (Ladies') Betty Sullivan, 1st prize, Carolyn Brasmer; 2nd prize; (Men) Rolland Rogers, 1st prize; Charles Jaeger, 2nd prize.

Prize waltz: Harold Eberlein and Miss Nina Berg, 1st prize.

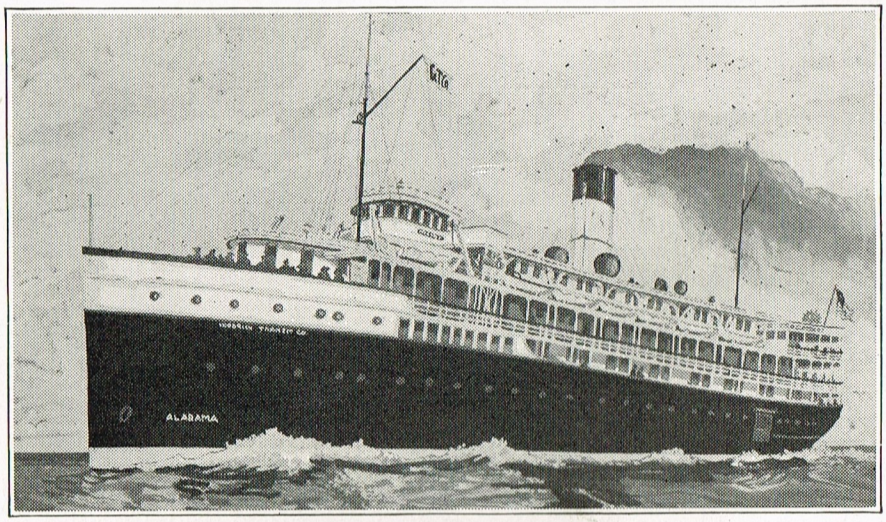
Baseball: Sixty-ninth Street Depot (9 innings).

Boxing: Both bouts a draw.

To the management, the committee and all those who worked untiringly to make the annual outing (the largest in our history) such a success, Chairman U. G. Lee extends his sincere thanks.

"Ship Ahoy"

Surface Lines Club Charters "The Alabama" Sunday, September 7, for Michigan City



Queen of the Goodrich Fleet

President Fanning of the Chicago Surface Lines Club announces that the large, palatial steamer "Alabama" has been chartered to convey the employes of the Chicago Surface Lines and their friends across the lake to Michigan City and return on Sunday, September 7.

This promises to be one of the most delightful affairs of the season.

In addition to the enjoyment of the cool breezes going and coming, the excursionists will have over three hours pleasure of bathing and other amusements while at Michigan City.

The arrangements, as announced by the committee, provide for leaving the Navy Pier at 10 a. m., and returning from Michigan City at 3:00 p. m., approaching Chicago in time to witness the beautiful sunset.

Dancing and entertainment on the steamer.

Tickets can be secured from the committee, at the depots and shops of the company and at the pier the morning of the outing, the price being $1.00 for adults and 50c for children between 6 and 12.

Mr. G. W. Dunlap of the Insurance Department is chairman of the committee.

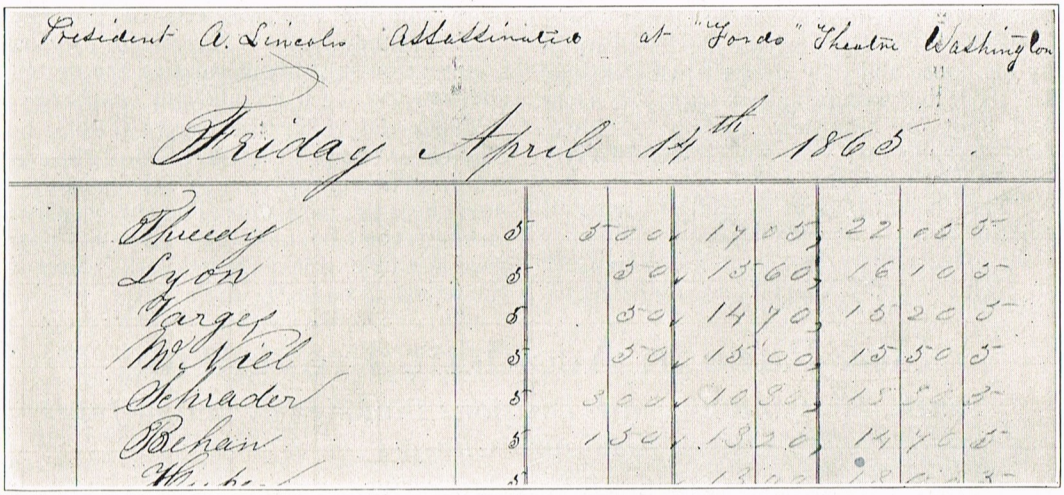
Force of Habit

"Do you want gas?" asked the dentist, as he placed the patient in the chair.

"Yes," said the man. "About five gallons—and take a look at the oil, will ye?"

"Way Back When"

Interesting Entries in Record of North Chicago Line's Daily Receipts in 1865


President A. Lincoln Assassinated at "Fords" Theatre Washington

Friday April 14th 1865.

Thredy	8	5	00	17	05	22	05	5
Lyon	8	3	00	13	60	16	10	3
Yarger	8	3	00	14	70	15	20	3
McNiel	8	3	00	13	00	13	50	3
Schrader	8	3	00	10	90	15	50	3
Behan	8	1	50	13	20	14	70	3
Wm. L.	8							

Recently while house cleaning in one of the vaults at the general office, an interesting bit of "ancient history" was resurrected in the form of a book containing a statement of daily earnings during the year 1865 on the various lines of the North Chicago City Railway Company. This system then included the North Clark Street line to Diversey, also Larrabee, Sedgwick, East Chicago Avenue and a steam dummy service from the city limits near Diversey to Graceland Cemetery. There were eighteen names on the trainmen's payroll during January and this had grown to twenty-two names by the end of the year. The total receipts in January were $6,590.25, including $652.00 for tickets, and the passengers carried during that month numbered 139,687. During the last month of the year the total receipts were $8,605.21, including $4,936.10 for tickets, while the passengers numbered 165,517. The record is in long hand, showing the earnings of each car for each day of the year.

Some bits of curious history of the past appear in notes at the top of some of the pages. Samples of these memoranda are as follows:

February 12—Commenced running six cars to city limits.

February 13—Dummy to run from Dr. Foster's to Kerfoot's Curve.

March 13—Snows like hell.

March 23—Extra car to Camp Fry.

April 14—President A. Lincoln assassinated at Ford's Theatre in Washington.

April 15—President Lincoln died this morning at 7:22.

April 23—Commenced running five cars on Clybourn and Larrabee.

May 1—President Lincoln's remains arrived in Chicago 11:00 A. M.

May 22—Colt born at 12:15 at night.

June 9—Soldiers commenced returning from the war to be mustered out.

June 11—Soldiers cleaned Dutch Garden at Camp Fry this P. M.—Raised hell generally.

June 26—Dummy leaves Lakeview at 10:00 P. M., 11:30 P. M., and 2:00 A. M., and extra car from barn to connect.

August 7—Dummy No. 2 out of order.

September 4—Commenced excavating for sewer on Clark Street between Chicago Avenue and Division Street.

October 2—Commenced charging 6 cents for single fare.

November 13—Last car to run through to Dr. Dyer's.

November 29—Car at Water Street at 12:00 A. M. for the city fathers.

December 20—Dummy not returned—track snowed under. (Dummy finally came in December 23 with $11.13 in receipts.)

December 27—Commenced running city limits cars through State Street bridge.

Origin of Service on Broadway

Broadway was formerly known as Evanston Avenue. The first transportation on that street was furnished by a steam dummy. A memorandum recently found shows that street car service in North Clark Street was extended as far as Dewey Court in 1862. "Dr. Dyer would not let them go by his house and they stopped just this side. In 1863 they compromised with Dr. Dyer and built on Evanston Avenue to Graceland Avenue and west on Graceland Avenue to Clark Street.

"They had two acres of land at corner of Southport and Graceland Avenues and they built a barn there and kept the dummy in it. This dummy came from Philadelphia. The Company, in the spring of 1864, started to build the track. In the summer of 1864 they got the dummy. This dummy was a combination of motor and passenger car altogether. For a long time they ran only this one car; afterwards they got three more and the line was one of the most profitable they had. After awhile they had a lawsuit or suits about running the dummy and had to take it off and put on horses.

"They did re-lay the track in 1885, but they never stopped the operation of the road at all. They always ran to Southport Avenue where the barn was. The engineer lived on the second floor of this building. There was a single track from Clark Street to Southport Avenue."

Hot Race in Accident Prevention

Tenth, First and Eleventh Divisions Bunched at End of July With Four "Chasers"

Cumulative—February-July

First Place	Division	10, Elston-Noble	91.35
Second Place	Division	1, Cottage Grove	91.09
Third Place	Division	11, Lincoln	91.07
Fourth Place	Division	3, Seventy-Seventh Street	90.18
Fifth Place	Division	4, Sixty-Ninth Street	90.13
Sixth Place	Division	2, Burnside	89.96
Seventh Place	Division	5, Archer	88.85
Eighth Place	Division	6, Lawndale-Blue Island	88.63
Ninth Place	Division	7, Kedzie	86.98
Tenth Place	Division	12, Devon-Limits	86.80
Eleventh Place	Division	9, Armitage-Division	86.54
Twelfth Place	Division	8, North Avenue	85.12

Month of July

First Place	Division	2, Burnside	94.62
Second Place	Division	1, Cottage Grove	94.06
Third Place	Division	4, Sixty-Ninth Street	93.50
Fourth Place	Division	3, Seventy-Seventh Street	92.16
Fifth Place	Division	11, Lincoln	92.03
Sixth Place	Division	5, Archer	91.81
Seventh Place	Division	9, Armitage-Division	91.32
Eighth Place	Division	6, Lawndale-Blue Island	90.32
Ninth Place	Division	12, Devon-Limits	89.49
Tenth Place	Division	10, Elston-Noble	89.03
Eleventh Place	Division	7, Kedzie	88.63
Twelfth Place	Division	8, North Avenue	87.24

By WILLIAM PASCHE,

Supervisor of Accident Prevention

At the close of July there were three divisions with more than an average of 91.00 and two "trailers" with an average of better than 90.00. Elston-Noble continues as the pacemaker but closely following are Cottage Grove, Lincoln, 77th and 69th Depots.

Rough operation of cars by motormen continues to be a cause of much complaint on the part of our patrons. When passengers are standing in the aisles or on the platforms, it is very uncomfortable to be jostled against other passen-

gers, or what is much worse, to be thrown in the rear vestibule or against the seats as they are walking through the car. Cars should at all times be operated with the comfort and safety of passengers in mind, applying the power correctly when starting and braking properly.

When approaching intersections the gong should be sounded as we must anticipate that automobiles or other vehicles may come out of these streets. It is the motorman's job to be ready to meet all emergencies at any and all places. All intersections are places of known danger and due care must be exercised. At intersections controlled by "Stop and Go" lights, great care must be taken and we must be sure that the intersection has been cleared of other traffic. Approaching boulevards or through streets with the light green in the direction in which the street car is travelling the motormen must, before passing over these streets, assure themselves that there are no other vehicles approaching.

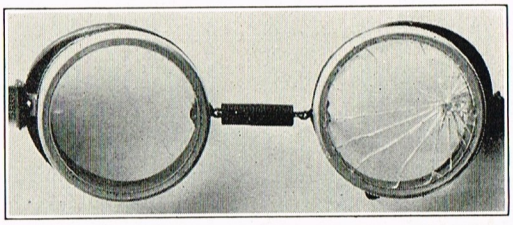
Motormen continue to score splendid decreases in the total number of vehicle collisions. They are, however, having a considerable number of vehicles struck pulling away from the curb. Many of these can be prevented by common sense sounding of the gong. A tap on the gong twice in each block will notify drivers who are about to pull away from the curb that a street car is approaching. Motormen must be constantly on the alert for sudden pull-outs or cut-offs. It is too late to just sound your gong when you see the vehicle pulling toward the track. The thing to do under such circumstances is to apply the brakes, at the same time sound the gong.

Another class of vehicle accidents which is not showing a corresponding decrease with other classes of collisions is where the vehicle is operating in the same direction as the street car, running parallel with it between the track and the curb. The writer is inclined to think that some motormen may be racing with passing vehicles. When you see a vehicle that is about to pass, it is well to throw off the power and take the slack out of the brake rigging, thereby slow-up up slightly and allow it to pass. No time will be lost by this practice and many accidents will be prevented.

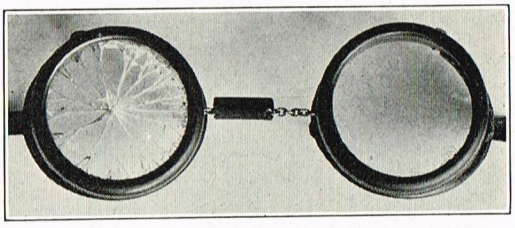
Alighting and boarding accidents in the past month also show a slight decrease compared with the same month in 1929. Looking out alongside of the car before giving the signal to go, and calling streets is not only a service to which our patrons are entitled but will surely eliminate nearly all of the alighting and boarding accidents.

More Eyes Saved

The Track Department reports two more cases in which their employees escaped serious mutilation because of their care in wearing the protecting goggles supplied by the company. It will be easy to understand, after looking at the accompanying cuts, what would have happened to the eyes of the workmen if it had not been for the protective lenses.



On July 12 M. Oriskowvich, No. 11604, while working at Milwaukee Avenue, north of Leavitt Street, got in line with a flying piece of concrete which smashed the lense but did no other damage.



On July 23 P. Menolascino, No. 12172, was engaged on a job at Madison and California Avenue when a flying piece of concrete struck and fractured one of the lenses of the goggles he was wearing but nothing happened to him.

It is not difficult to imagine the happiness of these two employees who were able to go home at the end of their day's work with their eyes in normal condition. It is a safe bet that they will need no urging to insure the wearing of their goggles on their jobs in the future.

Cool Tempers on Hot Days

Courtesy Is Especially Important When Temperatures Are High—Contest Standing

On July 31st the cumulative standing of the sixteen depots in the Courtesy Contest was as follows:

		Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
1	Blue Island	5	1	5	2	13	2
2	Lawndale	9	3	9	1	22	2
3	Lincoln	11	1	9	..	21	11
4	69th	21	5	9	8	43	28
5	North	38	15	35	12	100	15
6	Limits	12	1	12	1	26	4
7	Armitage	13	6	11	1	31	4
8	Archer	24	16	23	8	71	20
9	Kedzie	34	10	23	8	75	8
10	Division	18	4	16	8	46	3
11	Cot. Grove	27	14	16	1	58	12
12	77th	54	16	33	17	120	22
13	Noble	13	6	11	1	31	1
14	Elston	17	5	9	4	35	10
15	Devon	46	18	29	8	101	31
16	Burnside	29	4	29	7	69	5
	Total	371	125	279	87	862	178

The tital chargeable complaint analysis by month for the same period is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmnd.
May	166	50	125	37	378	69
June	113	44	68	30	255	46
July	92	31	86	20	229	63
Total	371	125	279	87	862	178

BY C. H. EVENSON

Superintendent of Transportation

It is not always easy to be polite on a hot day. Little annoyances become big when one is perspiring in temperatures ranging around 100.

The trainman must remember, however, that his passengers are just as hot as he is and just as likely to "fly off of the handle" on slight excuse. He cannot control this feeling on their part, but he can hold himself in check, and it is his duty to do so. Moreover, if he is polite in his dealings with the passengers he will find that his day will run more smoothly and that the passengers will show less inclination to lose their tempers.

All of which brings us to the general observation that politeness counts most when it is most difficult to be polite.

Nothing ever is gained by an aggravating reply to an irritable passenger. It only makes the passenger angrier and gives him just cause for criticism of trainmen in general, for he judges the entire train service by the men with whom he has contact. The trainman must remember always that he is the representative of the company in its contacts with the public and that, no matter what the company policy may be, public good-will cannot be maintained unless trainmen give courteous and efficient service under all conditions.

Public Shows Good Will

The recent vote on the traction ordinance showed an overwhelming sentiment in favor of the present transportation companies. If public good-will had not been a matter of concern during recent years on the part of the present operating companies, it is certain that the people would not have voted nearly six to one in favor of the consolidation of the companies and the operation by them of the transportation facilities of the city under an indeterminate permit.

It is our job not only to maintain this good will, but to build more solidly upon it. We want more fares, and the way to get more fares is to have more satisfied customers. Whether the weather is hot or cold, courteous, efficient service must be given.

Must Satisfy Passengers

The business of local transportation companies, like all other business in the city, has shown a considerable decrease this year as compared with last year. Each month this year, the Surface Lines has carried hundreds of thousands fewer passengers than during the corresponding months in 1929.

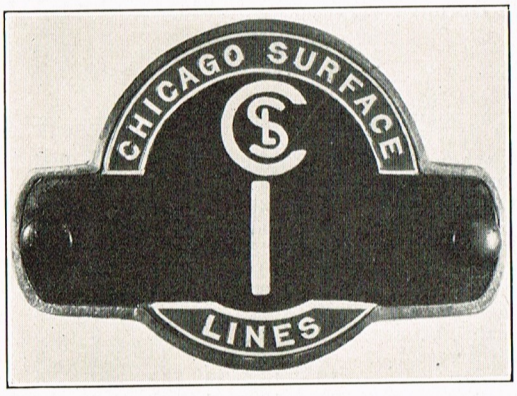
While this decline is due to industrial conditions, it is highly important that employes do all in their power to show the public that we appreciate their patronage and to encourage short-haul riding. The only way in which the train-



J. W. Patterson, Badge No. 15000, John A. Rumney Badge No. 1 Showing Their Badges to Miss Small on the Day of Issue

man can do this is by courteous and efficient service which will meet the approval of passengers.

The management, on its part, is maintaining its roadbed and equipment in first-class condition and doing all in its power to encourage riding. It is up to the trainman to see that his part of the job is done equally well. In spite of the hot weather, he should be careful of his personal appearance and especially of his attitude toward the passengers on his car.



A Closeup of the New Badge

The Wise Generation

Teacher—We are going to have a little talk on wading birds. Of course, the stork is one—what are you laughing at, Elsie?

Little Elsie—Oh, but teacher—the idea of there being any storks!

GROWING UP WITH GAFFEN

Seventy-seventh Street Motorman Has a Family Reunion on July 20th.

Abraham A. Gaffen, motoman at 77th Depot, had a family reunion at his home on Sunday, July 20th.



Father, Mother and the Children

He left South Africa during the Anglo-Boer War and arrived in America on May 4th, 1900. He was then the only Gaffen in Chicago, but now there are four Gaffens listed in the telephone directory. The other three listed are three of his six sons.

When he arrived he opened a shoe repair shop but he soon gave it up to join the cars as motorman in 1905. He has a son who has been working in the same depot as conductor for the past seven years. This son is now driving a bus on 103rd street for C. S. L.

The enclosed snapshot shows him with his family and two of his three grandchildren.



Eddie, Chris, and Bob, the Evenson Swimming Champions

Keeping 'Em Rolling

Cottage Grove for Second Time This Year Leads in Miles per Pull-in—Armitage Second



THE COTTAGE GROVE LEADERS

Day Foreman, J. Gamen; Asst. Day Foreman, E. Eyer; Asst. Night Foreman, L. Keane; Car Repaires T. Vitkus, M. Shernis, T. Casey, S. Barnouskas, J. Briffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, G. Girdjush, E. Timpe, S. Ukso, M. McGroarty, T. Cronin, G. Chernak, J. Wozlik, A. Schragzdys, J. Gotautas, F. Simon, J. Yurgait, C. Pitun, J. Chrabszcz, W. Gorski, E. Lindgren, W. Johnston, F. Egitis, J. Barone; Car Placer S. Londos; Car Cleaners, G. Klaudis, S. Pappas, S. Costanzo, F. Winslow, G. Tanis, J. Lyons, D. Gleason, C. Chappell, I. Guntor, G. Lemka, W. Lamont, J. Howe, N. Newcomb, W. Dimas, T. Daly, G. Stacy, A. Suma, J. Shaughnessy, A. Kalantzpoulos, C. Richerme

Again Cottage Grove Carhouse leads (they held first place in April), operating their cars 34,572 miles per pull-in due to failure of equipment, an increase of 15.4% over the month of June.

Elston, last month's winner, dropped down to 4th place, but they hold the record this month for zero days, or 23.

An increase in the number of pull-ins is shown for the month of July as compared with the preceding month. The average miles operated for the system is 21,418, a decrease of 7.9% over last month.

Very good progress was made by Burnside carhouse, moving from 12th to 5th position, and making the biggest per cent increase, 29.1.

Seven of the sixteen carhouses show increases in percentages, as will be noted below:

Rank	Carhouse	Zero Days	Miles Per Pull-In in July	Pct. Inc. or Dec.
1	Cottage Grove	14	34,572	15.4
2	Armitage	20	34,530	2.1
3	Archer	8	29,986	12.2
4	Elston	23	29,385	45.8*
5	Burnside	12	27,850	29.1
6	Lincoln	17	27,782	12.6
7	Blue Island	19	25,716	17.7*
8	North	6	22,687	8.3*
9	69th Street	7	21,379	3.1*
10	Division	11	20,834	1.1
11	77th Street	2	19,680	18.1*
12	Noble	15	18,859	20.7*
13	Limits	17	18,849	30.9*
14	Kedzie	6	17,614	5.1
15	Lawndale	11	13,550	9.2*
16	Devon	4	13,008	11.2*
		192	21,418	7.9*

*Decrease.

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

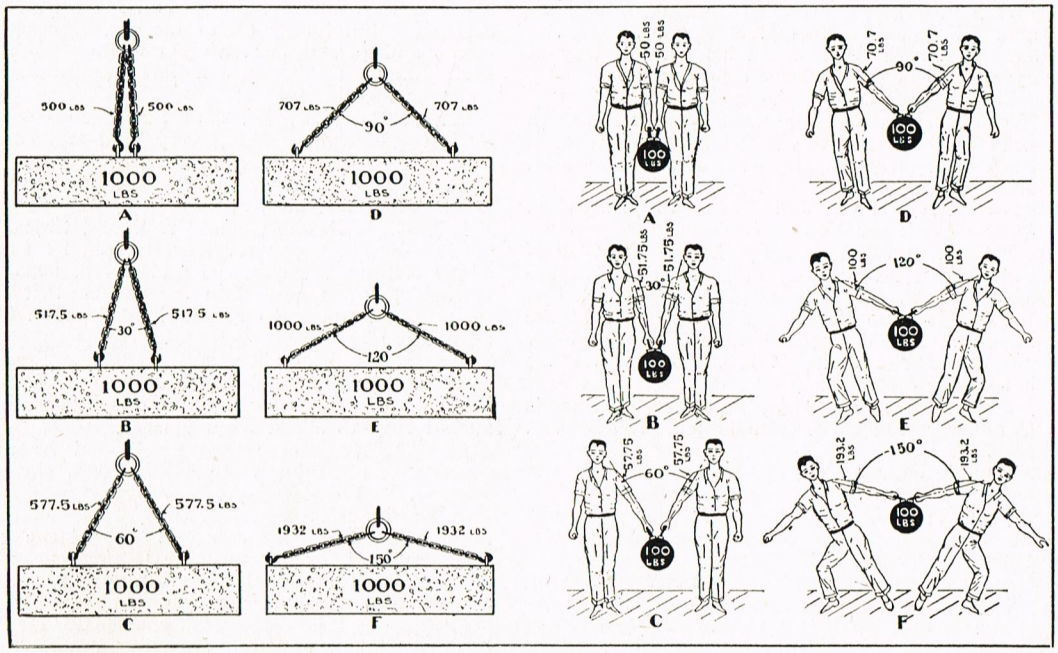
Carhouse	July	June	May	Apr.	Mar.	Feb.
Cottage Grove	1	5	8	1	5	2
Armitage	2	2	3	12	4	6
Archer	3	7	2	5	2	1
Elston	4	1	6	8	8	7
Burnside	5	12	11	10	12	11
Lincoln	6	9	10	11	16	12
Blue Island	7	4	7	7	1	13
North	8	8	5	6	9	5
69th Street	9	3	12	14	7	9
Division	10	13	13	15	10	4
77th Street	11	10	4	3	13	10
Noble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

Tourist (after taking deep breath on car platform): "Isn't this air exhilarating?"

Porter: "No, sah. This air Jacksonville."

Lifting Heavy Loads Safely

Tips on How to Avoid Strain Supplied by a Pacific Electric Company Engineer



The diagram indicates the proper and improper method of lifting heavy objects and how the stress mounts as the angular pull is increased. Serious accidents frequently occur due to workers not being familiar with stress strains put upon slings, chains and cable.

L. H. Appel, Assistant Superintendent of Power of the Pacific Electric Company, contributed the following interesting article to the July 10 issue of the Pacific Electric Magazine:

How can a rope cable or chain sling be overloaded even though the load itself is well within the safe working limits of the sling rope, chain or cable? Well, it is possible and unfortunately all too often, occurs, resulting in serious industrial accidents.

We are all familiar with the physical fact that we can lift an object with considerable less strain if we are enabled to make a direct or vertical pull on the weight, rather than from an angular position.

Referring to the illustration it will be observed that the 100-pound load is divided equally among the two characters in all instances. In figure (A) it will be noted that the load on each is 50 pounds. In figure (B) the arms of the characters are spread a little apart—sufficient to make an angle of 30 degrees. The pull exerted by each arm is now 51.75 pounds.

When the arms are at an angle of 90 degrees the pull is 70.7 pounds on each arm or a combined pull of 141.4 pounds. At 120 degrees the pull exerted on each is equivalent to the total load.

With the arms outstretched or at an angle of approximately 150 degrees the pull on each is 193.2 pounds or 93.2 pounds more than the original weight. In other words it requires a combined exertion or pull equivalent to 386.4 pounds to lift a 100-pound weight

Similarly when a weight is lifted by slings the matter of the angle that the slings make with each other must be given serious consideration on account of the excess stresses which are possible in the ropes. Whenever slings are separated the actual pull in each half of the sling is increased by a factor depending upon the angle between them.

From this illustration it can readily be seen that a chain or rope designed to safely support a load of 500 pounds as in figure (A) might be seriously overloaded if the slings were placed as in figure (F), resulting in a strain of 1932 pounds on each chain or nearly four times the original stress.

Together with this, care should be taken to see that satisfactory cable, rope or chains are used in lifting apparatus and material and that correct methods are followed in order to avoid unnecessarily increasing the collapsing force and introducing industrial hazards.

Public Registers Appreciation

Letters of Commendation for Courteous, Helpful and Honest Employes

Mr. F. Dreyer, 4011 Grace Street, compliments Motorman Karl J. Karlson, Badge No. 5947 of North Avenue, on his smooth way of operating his car under all conditions.

Motorman Albert C. Moe, Badge No. 7587 of North Avenue, by his skillful operation averted what might have been a bad accident, when a truck cut in front of him without slowing down. Mr. John Duffy, 714 S. Kenneth Avenue, witnessed the incident and wishes to praise him for his quick thinking and action.

Motorman Richard Duffy, Badge No. 7639 of 69th, found and turned in a purse which belonged to M. K. Mix, Lehigh Valley R. R. Co., 164 W. Jackson Blvd. Miss Mix called at the Lost and Found Department and retrieved her purse and she thanks this motorman for his honesty.

Mrs. E. Grady, 914 Audrie Place, commends Conductor Mark F. McDonnell, Badge No. 13892 of Devon for his thoughtfulness in assisting an intoxicated passenger from his car and placing him safely on the sidewalk.

Mrs. T. J. Gratzu, 4415 N. Albany, thanks Conductor Matthew Calderwood, Badge No. 13392 of Devon for his honesty in turning in a typewriter to the Lost and Found Department, which she had inadvertently left on his car.

Mr. Martin Peklo, 2433 S. Crawford Avenue, states that after he had boarded the car, Conductor W. H. Engelman, Badge No. 13306 of Lawndale gave the signal to go, and just then five young ladies ran for the car and although the car had already started this conductor stopped it and enabled them to get on. Mr. Peklo states that this was very courteous of this conductor the more so because it was raining at the time this incident occurred.

Mr. Errol N. Coade, 5728 Blackstone Avenue, thanks Conductor John F. McCourt, Badge No. 12654 of 69th for his thoughtfulness in advancing car fare to him when he found himself without funds.

Miss Bertha Hitch, 650 Arlington Place, wishes to commend Conductor Michael Philbin, Badge No. 12752 of Devon for his courtesy and thoughtfulness in advancing her fare when she found that she had nothing less than a five dollar bill.

Mr. Henry M. Franz, Acacia Mutual Life Ass'n., 203 N. Wabash Avenue, wishes to compliment Conductor Arthur H. Feltz, Badge No. 12104 of 77th for his cheerful manner.

Mr. J. M. Guy, Jr., 2500-1 La Salle Street, praises Conductor George D. Alton, Badge No. 11976 of Kedzie for his thoughtfulness and kindness in advancing his fare when he found that he was without change.

The neat, orderly appearance of Conductor Charles A. McConnell, Badge No. 11176 of Archer won for him a letter of commendation from Mr. F. M. Barron, McCurrach & Co., 330 S. Franklin Street.

Mr. George J. Bonaly, Sawyer Biscuit Co., 1049 W. Harrison St., states that Conductor Stephen B. Sommers, Badge No. 10118 of 77th assisted a blind lady off of his car, across the street and placed her safely on the sidewalk. Mr. Bonaly thinks this a fine exhibition of courtesy and kindness.

W. R. Paul, 327 W. 69th Street commends these conductors as being very kind and courteous: Conductors Allie J. Hansen, Badge No. 2524, and Conductor James P. Naughton, Badge No. 9906, both of 69th.

Mrs. G. A. Ruehl, General Delivery, Chicago, praises the courteous service rendered by Conductor Harry W. Hansen, Badge No. 9286 of Burnside, and thanks him for the explicit directions given her to enable her to reach her destination.

Mr. J. H. Vieracker, 1867 Burking Street, reports Conductor Edward H. Benson, Badge No. 7530 of Limits for his kindness in assisting an old lady to alight from his car.

Mrs. A. Hogenson, 1563 Birchwood Avenue states that returning from a social call she attempted to board front of car. Conductor August Backhaus, Badge No. 6636 of Devon seeing her mistake very courteously held the car and motioned for her to come to the rear, and assisted her to board the car. She appreciated his courtesy and consideration.

Conductor Michael J. Reilly, 6260 of Devon is the recipient of a telephoned commendation from one of his passengers. The caller stated that he is unusually courteous to all his passengers and wishes to commend him.

Mrs. James Conroy, 6547 University Avenue, thanks Conductor William H. Porter, Jr., Badge No. 6016 of 69th for his honesty in returning to her the purse which she had dropped while a passenger on his car.

Miss Jean Gillette, 6921 Michigan Avenue, commends Conductor Francis R. Smith, Badge No. 4684 of 69th for his honesty in turning in a bracelet which she had lost wihle a passenger on his car.

Mr. C. White, 5729 S. Seeley Avenue, praises Conductor James P. Mooney, Badge No. 3574 of Archer for his courtesy and kindness, and states that this conductor is an asset to the company.

Mrs. Florence Blair, 2331 N. Mulligan Avenue, thanks Conductor Alva Bennett, Badge No. 3554 of Kedzie for his courtesy in assisting her with her luggage when she boarded his car.

Mr. Chas. W. Bennett, 1521 Irving Park Boulevard, compliments Conductor Fred Pahnke, Badge No. 1900 of Elston on his kindness and courtesy in assisting a young mother passenger with a babe in her arms and another child about two years old. The conductor picked up the little passenger and carried it safely to the curb.

Operator Louis W. Johnson, Bus Badge No. 37, found and turned in a purse belonging to Miss Helen E. Blunt, 4729 Diversey Avenue, who called at the Lost and Found Department

and recovered her purse. Miss Blunt appreciates the honesty of this conductor.

Mrs. E. A. Heckman, 924 N. Waller Street, states that Conductor Thomas J. Love, Badge No. 1188 of Lincoln assisted a blind passenger to alight from his car and escorted him safely to the sidewalk. Mrs. Heckman considered this most creditable.

Mr. L. R. Martin, of the Goodson and Wilson Co., 55 W. Wacker Drive, states that Operator Alfred F. Dornacher, Badge No. 92 of North Avenue, was very nice and courteous to him, accepting six cents for fare when that was all he had excepting a ten dollar bill, and expresses his appreciation.

Mrs. Janet Gaw, 202 W. 55th Street, thanks Conductor James Kenny, Badge No. 3700 of 69th for his honesty and courtesy in returning to the Lost & Found Department her purse which was left on his car on July 13.

Mrs. W. P. Anderson, 327 S. LaSalle Street, praises Conductor Charles J. Mischnick, Jr., Badge No. 14546 of 77th for his honesty in returning a pair of spectacles left on his car by Mr. Anderson.

Conductor Milton H. Kingsland, Badge No. 14124 of North Avenue, befriended a man who became stranded in the city without funds. Kingsland took this man out to a home in Forest Glen where he was cared for. A fine and friendly act.

Mrs. T. Foley, 5159 S. Morgan Street, praises Motorman Arthur P. Kill, Badge No. 297 of 69th for his courtesy and kindness, and for his thoughtfulness in cautioning her to be careful of automobiles when she was about to alight from his car.

Officer Wm. A .Maas, 1368 E. 54th Street, expressed his appreciation of the courtesy and consideration shown passengers on the car in charge of Motorman C. L. Bowman, Badge No. 2015 of Cottage Grove.

Motorman W. S. Merrill, Badge No. 3505 of Burnside is commended by Mrs. Ethel V. Moore, Clerk, Eighteenth Church of Christ, Scientist, 7262 Coles Ave., for his promptness in turning in a purse to the Lost and Found Department which belonged to one of the members of that church.

Mrs. J. A. Wright, 6930 S. Oakley Avenue, praises Motorman Robert R. Hess, Badge No. 5263 of Devon for his alertness in climbing to the roof of his car and tying the rope to the trolley which had broken, thus preventing a traffic delay.

Supervisor John H. Jones, of Cottage Grove, is commended by a lady who declined to identify herself, for his courtesy in giving her explicit directions as to how to reach her destination.

Mrs. Mary E. Jones, 509 Aldine Avenue, thanks Conductor Peter Martin, Badge No. 7646 and Motorman Fred Blaul, Badge No. 5813, both of Devon for their courtesy and kindness in assisting her to search for her purse which she had lost on their car. The purse was found and turned over to Mrs. Jones, everything intact.

Mr. M. O'Connor, 1103 N. Dearborn Street, commends Conductor Bernard D. Miller, Badge No. 10448 of 77th for his thoughtfulness in advancing him sufficient money to cover his fare, when he found that he was without small change.

Mr. C. H. Evenson, Superintendent of Transportation, wishes to commend Conductor Fred Haberstick, Badge No. 2798 of Devon for his thoughtfulness in assisting a blind passenger from the rear platform to the curb in safety.

Mr. Charles Yudell, 6543 Greenwood Avenue, commends Conductor Patrick J. Hester, Badge No. 2808 of 69th for his watchfulness. Hester detected a band of pickpockets, four in number, stationed at the front end to rob passengers who left the car at the Stony Island transfer. He sensed their game and ordered them out of the front exit aisle. Mr. Yudell considers this the highest form of service.

ROUNDING UP WITNESSES

North Avenue Still at the Top Closely Followed by Elston and Lawndale

Between North Avenue, Elston, Lawndale and Blue Island, they are setting a pace that is bound to instill in the others a determination to boost their averages by getting out and doing a little hustling and to catch up with the leaders.

The Department of Accident Investigation which benefits most by this contest watches with interest and joy the rise, and with sorrow the fall in averages all over the entire system. So c'mon you tail-enders get out and show them what you can really do!

Detailed figures are as follows:

		July	June	May	Apr.
1.	North Avenue	5.71	6.11 (1)	6.80 (1)	6.45 (1)
2.	Elston-Noble	5.39	5.17 (3)	5.06 (3)	5.97 (2)
3.	L'dale-Blue Isl.	5.19	5.08 (4)	4.98 (4)	4.29 (11)
4.	Burnside	4.90	5.41 (2)	5.20 (2)	5.18 (3)
5.	77th Street	4.77	4.68 (7)	4.77 (7)	5.07 (4)
6.	Lincoln	4.66	5.01 (5)	4.89 (5)	4.59 (8)
7.	69th Street	4.60	4.34 (10)	4.71 (8)	4.71 (6)
8.	Archer	4.59	4.62 (9)	4.53 (10)	4.76 (5)
9.	Kedzie	4.57	4.64 (8)	4.31 (11)	4.52 (9)
10.	Cottage Grove	4.56	4.87 (6)	4.59 (9)	5.07 (4)
11.	Armitage	4.20	4.10 (12)	4.18 (12)	4.36 (10)
12.	Devon Limits	4.16	4.19 (11)	4.79 (6)	4.67 (7)
	Av. for System	4.81	4.83	5.03	4.99



Motorman Anderson of Armitage with a Morning's Catch at Traverse Bay

"He says that he is in close touch with the heads of many organizations."

"Yes, he's a barber."

SURFACE SERVICE MAGAZINE

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

VICTORY FOR THE INDUSTRY

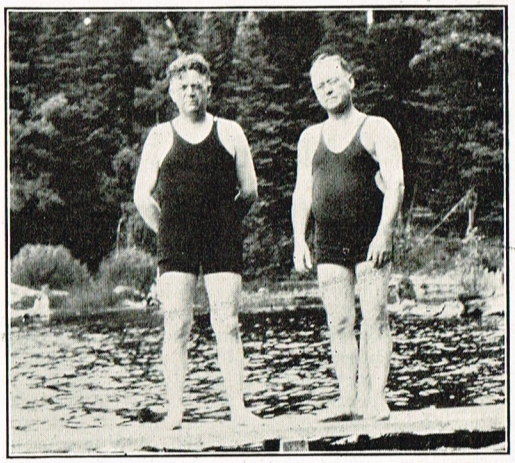
The public indorsement of the traction ordinance in Chicago attracted wide attention. The Electric Railway Journal in its August issue has the following interesting comment:

"Chicago's display of good sense in passing the franchise ordinance providing for co-ordination of transit facilities was more than a victory for the companies involved. Important as it was to the city and the local railways, the adoption of the ordinance really was a victory for the entire industry in that it recognizes more effectively than do other modern grants, the right of the companies to live and the community of interest that exists between them and the municipality.

"There is a far-reaching civic aspect to settlements of this kind, and Chicago took that aspect properly into consideration. The rapid transit lines, with a 50-year renewal franchise granted under the steam railroad law, were in a good position. On the other hand, the grant of 1907 under which the Surface Lines was operating was limited to a term of twenty years in accordance with state corporation law. For nearly this entire period it has been difficult to obtain money for development of the property to meet the city's growth. In the face of the expiring franchise and the uncertainties that necessarily are a part of negotiations for a new grant, however, the Surface Lines never let down. By this attitude the railway built up public good will which was an influential factor in the favorable outcome of the recent referendum.

"In the new deal, recognition has been secured of the right of the companies to live. The principles have been established that they are entitled to rates that are self-sustaining, that subways shall be built with city money and by the assessment method, that the terminable permit is a sound device, that valuation is more than a matter of barter and trade and should be carried forward on a basis of fact, and that any excess earnings over an amount needed by the companies to carry on aggressively day by day shall go to the general improvement of the system at once. These are matters of great significance as reflecting changed points of view—points of view that augur well for Chicago in the future.

"In addition, the new grant is significant in that it recognizes the fact that a comprehensive program of rapid transit development should be the backbone for the future, while it takes full account of the need for the intensive use of the street car, the bus and the trolley bus, in their respective fields. In the future the character of the traffic carried on the surface lines is likely to change greatly. As they lose in through riders, they will become increasingly important as feeders. Now only 20 to 30 per cent of the total of passengers carried in Chicago are transported on the rapid transit lines. Under unification these proportions may be expected to change, but only to the extent that scientific planning shall determine."



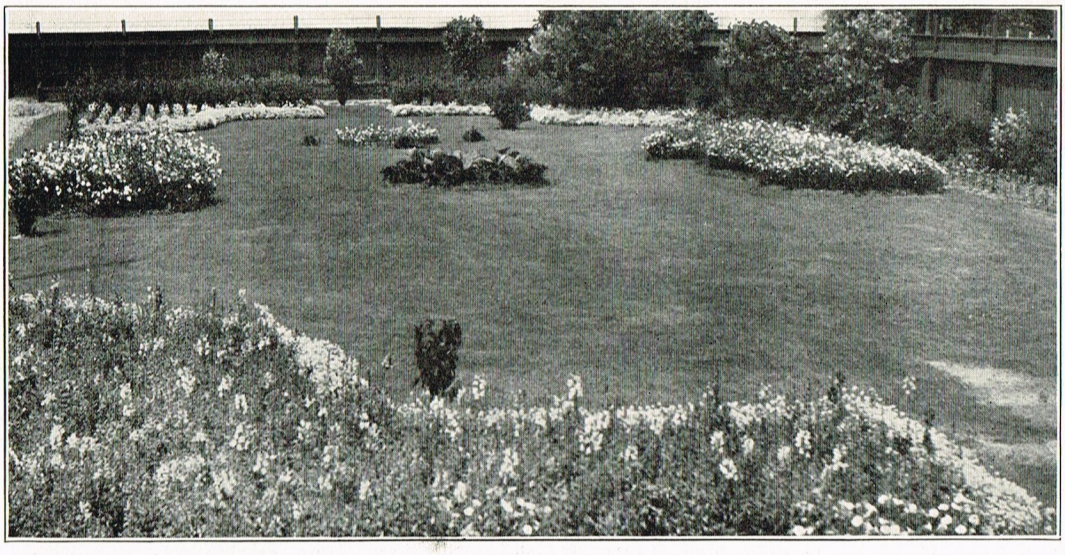
Evenson and Hall in the North Woods

Cheating Fair

Politician: "Congratulate me, dear, I got the nomination."

His wife: "Honestly!"

Politician: "Why bring that up?"



Noble's Handsome Showing

Around the Car Stations

Burnside

Motorman J. Jensen made an extra stop the other day to pick up what he thought was a quarter but what turned out to be a beer cap. Never mind, Jens, some day you might get lucky.

Mike Clifford still bathes his feet in turpentine. He says it is good for the dawgs.

If you would like to go fishing ask Conductor Wright to take you. Police officers and shotguns often accompany private fisheries, so beware. If he invites you to go hunting keep away from Lincoln Park.

We are informed that Motorman R. H. Inkwell is contemplating purchasing a motorcycle. Roy says the only thing that is stopping the immediate purchase is the price.

We are glad to report that Supervisor C. Kane is fast recovering from his long illness. We all hope to see you back on the job again, Clarence.

With the permission of his wife, Charlie Pozeck is now driving the cement mixer to work every day. Yes, Sir. There isn't a better car on the street today, more miles per gallon, as easy riding as a $5,000 job, and so forth. Who wants to buy?

W. D. F.

Seventy-Seventh

July 30, 1930, at 8:00 o'clock p. m., the club held its outdoor dance at Celtic Field, 74th and Bishop Street. The weather was ideal and a capacity crowd arrived by 10:00 o'clock. On entering the park everybody was presented with a beautiful novelty hat and the children were then presented with a box of candy. At 9:00 o'clock the park was a riot of color, a sight that will not be forgotten for a long time to come. Groups of acquaintances rehearsing old times, children romping and happy salutations as the crowd moved to and fro. The orchestra under Lou Bohlin's direction soon had the young people dancing, and I might add they were very generous with the music. For a diversion the Troubadors sang a number of songs while a sleight-of-hand man kept both young and old in awe. At 12:00 o'clock the curtain came down and this ended what might be called a perfect day. The officers and committees are to be congratulated for their efforts, is the expression of all.

Asst. Supt. J. B. Becker and family toured Wisconsin and parts of Illinois and parts of Indiana, and states he had a wonderful time. He said, "No fishing for me; the fish don't run on time."

Conductor Jack Kennedy is now confined to his home with a broken ankle. Jack received this injury while performing an act of kindness. How about a little visit, and chew the fat a while?

Credit to those who have credit due. Our superintendent, W. A. Bessette, wishes to congratulate the trainmen of our division on the wonderful showing they made the month of June in the Accident Prevention Contest by increasing our percentage and bringing us up to fourth place. Now we are going to let you in on a secret. Perhaps you have often wondered how these contests are computed. Well, here are a few pointers that will work wonders for our division in courtesy as well as the accident prevention contests. In crossing all special work, especially point facing switches, **go slow,**



Conductor Lindroth of Burnside with Mrs. Lindroth and Leonard

waiting for passengers coming on the run, especially those within the vision of the motorman, and, after waiting, spread those last seconds over two or three stops, thereby eliminating that rough start and stop. We want the silver car next banquet. The only way we can get it is to earn it, and you may be sure the other divisions are going to make you. Let's go for the silver car for 1930.

Chief Clerk O. T. Duncan and family drove down to the Dells of Wisconsin and speaks very highly of their beauty and loud in praises of the grand highways of this state.

Motorman Ben Wagoner has returned to work and is feeling fine. Ben was confined at Speedway Hospital.

Conductor Gus Pulaski is now convalescing at home after having passed through an operation at Auburn Park Hospital. Here's for a speedy recovery.

Conductor John Colles and family are spending their vacation at Lockwood, Michigan. Yes, Sir, John drove up. Farmers with horses along route (?) take notice. John may need some assistance.

Somebody said, "Why go to Starved Rock when you can go down in a quarry at home?"

Motorman S. Pahlke drove down to Minong, Wisconsin, and reports a splendid vacation. Conductor A. W. Burrett spent a month up in Canada.

Motorman Jim Quilty is now confined to his home sick, while his old standby, Conductor Lou Miller, is also sick at Chelsea, Michigan.

Motorman Al Johnson and family journeyed down to Chippewa Falls, Wisconsin, and said he had a grand time. Al stated he expected to see Indians and bears, so he protected himself with a few tear bombs and a young 75.

Motorman W. Doyle is now confined at the Veterans Hospital, Dwight, Illinois. Anybody driving in this vicinity should drop in and pay him a visit; you know this is a long way from home.

In the witness contest we are still in seventh place and lost .09% for the month of June. Remember, it takes six witnesses per accident to do the trick. A prearranged plan of action between the conductor and motorman in case of an accident will certainly bring in the necessary six per accident.

Courtesy makes friends,
Friends make witnesses,
Witnesses make clear records.

Let's climb before we tumble into the cellar.

Conductor T. J. Dacey No. 2 and family spent a pleasant vacation down at La Crosse, Wisconsin.

Motorman Jim Nugent and family visited Lake Ann Michigan on their vacation. When Jim goes fishing he talks to them. That's right, Jim, nearly all fishermen just talk to them.

Ex. Conductor Pat Byrne, brother-in-law of Executive Board Member Dan McNamara, was called to the great beyond on July 29, 1930. His wonderful disposition earned him a host of friends, who extend their profound sympathy to his relatives in their bereavement.

The past month has witnessed the passing away of the following relatives of trainmen in our division, namely: Mother of Receiver L. Fischer, father of Conductor H. J. Hammerschmidt, wife of Conductor J. Jamieson, sister of Conductor F. C. Barnum and infant son of Motorman B. Rogers. To the relatives this division extends its sincere sympathy in their hour of sorrow.

C. A. Gylling.

Archer

Motorman J. P. O'Donnell's wife a short time ago had the misfortune of having her leg amputated. At that time the operation was considered a success; since then gangrene set in and she died July 5. The boys of Archer depot extend their deepest sympathy to you and your family in your sorrow.

Conductor Frank Strunk tried his luck again and took another leap into the sea of matrimony July 16. Frank has taken two weeks off to recuperate. Wishing you better luck, we are, the boys from Archer.



Motorman Joe Klima of Archer Looking for Another Golfer at "Hickory Hill"

Our sympathy is extended to Motorman D. D. Hauser on the death of his father, who died July 6. Dewey had a hasty call to his father's bedside and was with him at the time of his death.

Motorman Charles Klemick and good wife motored to Detroit on a two weeks' vacation, visiting relatives. Charles sends the boys a postal reporting a wonderful time.

Conductor W. J. O'Leary is at home convalescing from a very long spell of sickness. We are glad to know you are out around again and hope to soon see you back on the job.

Our sympathy is extended to Motorman A. E. Brown on the death of his father, who died July 4, at Hartfield, Wis.

Born to Conductor Otto Vogel and wife, a bouncing 8½-pound baby boy answering to the call of Richard Edward Vogel. Richard made his appearance July 7th at 11:20 p. m. Otto, we congratulate you on your first offense.

Taking the "Glory" out of a vacation. Motorman Frank Kura and family started out on a touring vacation trip. First day out from Chicago a speeding auto driven by an intoxicated driver coming in the opposite direction collided with Frank's auto. The results were serious. While no one was injured in Frank's car, two were killed in the other car.



Gerald, the Ten Month Old Son of Conductor Frank Zaynor of Archer

Supervisor A. E. Wessel and wife motored to Lake Superior, where they are spending their vacation days. For route information and hotel accommodations, see Otto, who refers to the northern part of Wisconsin as one of the choicest exhibitions of America. Otto says, being so near Canada, he intruded over the boundary line.

The familiar face of Mr. J. M. Johnson greeted the boys of Archer depot on the first of the month with his school car. His friendly chat, his series of personal experiences brought back the accumulation of pleasant memories. The heart-to-heart talk on correct operation, efficiency and courtesy to our passengers, which sometimes are lost in the hustle and bustling of the day, was brought forcibly, yet with sincerity and frankness, to our attention. Those of us who are particularly interested in our work got the message Mr. Johnson was trying to put over. Now J. M. is gone and we have had time to think things over, let us examine ourselves and see how near we are in line with his teaching.

Conductor William A. Radloff reports the arrival of a baby girl, eight pounds. Born July 2, at the German Deaconess Hospital. Baby and father doing nicely.

Conductor William R. Tock, who is on a two weeks' vacation visiting his people at Walkerville, Ont., Canada, returned with a smile on his face and says Canada is no place for him.

Another offspring, and it's a baby girl, red headed, born to Motorman C. M. Hager and wife, July 10, at 5:10 p. m. This makes the happy family of four children for Charles. Congratulations!

We regret to announce the death of Conductor J. A. Daley's wife July 17, after a severe operation. Our heartfelt sympathy is extended to you, John, in your sad bereavement.

Conductor Clarence W. Cramsie is the proud father of an 8-pound baby boy, Donald Clarence Cramsie by name, born July 4, 1930, at the Wesley Hospital. Clarence, you have done good work for the first.

Our sympathy is extended to Motorman Chester Wixon, who was called upon to part with his daughter, Mildred, who died July 10. Funeral July 14, interment Oak Hill cemetery.

Elaine Evelyn Seelback arrived Monday, July 21, weighing six pounds, at the home of Conductor Edwin John Seelback. Ed, you are doing well; keep up the good work. Our best wishes are with you.

Conductor A. J. La Barge spends his two weeks' vacation with his family at Devil's Lake, Wis., among relatives. You should hear some of A. J.'s fish stories.

"Happy Days Are Here Again." One of our late novices took the "Anticipatory" thrill July 10. After long and careful consideration of past experience of home life, Motorman John A. Kirkpatrick decided to take upon himself a wife to love and obey. John, we congratulate you and may you have an unlimited amount of happiness.



Florence Camille, the Year Old Daughter of Conductor Peter J. Gobeli of Archer

Joe Durkin, our chief night clerk, is back on the job all tanned up, results of a real vacation, well spent on the seashore of the great Lake Michigan.

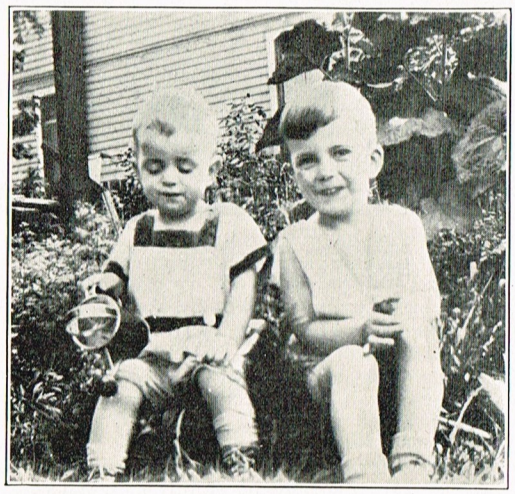
Yes, another stork story. A bouncing baby boy 8¾ pounds, arrived at the home of Conductor Joseph C. Ruby on Thursday, July 31, at 8:00 a. m.

Dusty.

Lawndale

Our old friend Chief Instructor J. M. Johnson has been with us again with his Instruction Car, and the attendance of instruction classes were well attended, as the boys were on their

toes and anxious to get all the new points of good car operation, as Mr. Johnson's instruction is pleasing and refreshing.



Floyd and Billy, Sons of Conductor H. F. Deets of Lawndale

Clerk Edelstein is out enjoying his vacation, also our old friend John Milton is at his summer home on his vacation.

Mr. Maguire, Division Superintendent is spending his vacation at his summer home and we are hoping it does not get too hot up in Michigan to give him his much needed rest.



Night Clerk Karschnik of Lawndale Is Proud of His Son Richard

Motorman C. Stolcpart has entered the matrimonial ranks and has taken his bride up to Crooked Lake Oaks at Lake Villa, Ill. We are wishing them a world of health and happiness.

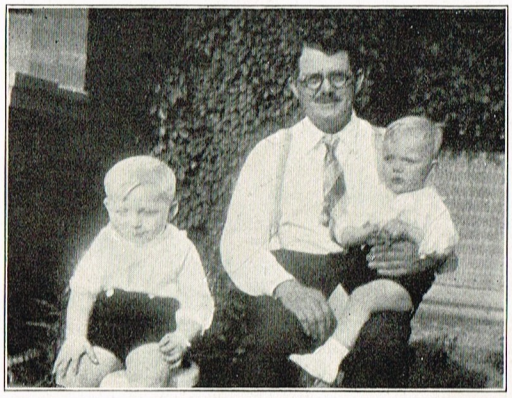
Wm. Hackbarth.

North Avenue

One of our old-timers, Francis Walsh, passed away Saturday, July 19. Always the same pleasant, gentlemanly Frank, yet of a singularly strong character, he was well beloved by his fellow workers. He will be missed by his many friends among his passengers and co-workers. His record might well be closed with the citation, "Here was a man." All North Avenue men join in extending sympathy to the bereaved family.

Half of North Avenue went to the picnic and the other half had to suffer all day the next Sunday listening to the fortunate ones tell about the wonderful times they had.

Motorman Nels Madsen was pretty badly cracked up in an accident during the first big storm, and it is only recently that he has been back on the job and feeling himself again. However, nothing daunted, this valiant Viking has ventured into matrimony a second time. July 18 he put one over on the boys and took unto himself a bride, but the news leaked out, so pass the cigars, Nels.



Motorman John Greenwald of North Avenue and His Grandsons, Bruce and Roger Pinc

Birthday, first anniversary and first daughter all in one day, July 27. We would say it was a large day for Conductor D. Sullivan No. 2, one of our up and coming young extra men. Congratulations, and many happy returns of the day.

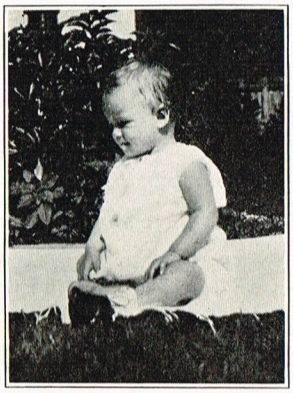


This Jolly Basketfull Is Howard, Son of Motorman R. J. Lepow of North Avenue

Many of our men are enjoying vacations during these torrid days. Conductor Charles Gordon has returned from Cuba. He says he likes the restaurants in Havana. He says you can

reach right in through the window and tap a fellow on the shoulder from the sidewalk. That may be nice, but imagine Stockman tapping you. He taps you and you stay tapped. Conductor Charles Curtis has returned from Boston; beans better than ever, says he. Conductor Neugebaur (Bones) has returned from three weeks in Michigan. No fish. Conductor Caroe is in Europe. Receiver Harold Forbes and wife started playing golf in Aurora and ended up in Iowa. They would have gone further but the laundry was late. Mr. Brookman and family had a very enjoyable lake trip to Mackinac Island on the good ship Carolina. This is one of the Goodrich ships and the last word in luxurious lake travel. Wonderful scenery and good eats, with emphasis on the last in the way the boss told it to us. We didn't go anywhere on our vacation, but we wore our Sunday suit for two weeks straight, which was something.

C. A. Knautz.



Motorman Mallak of Elston Thinks a Lot of This Daughter

Elston

Congratulations to the following: Conductor Henry Richter and Conductor C. Witkowski, who announced the arrival of increases to their families.

Conductor E. Fliegel reports conditions on the up and up on Sergeant Schroeder's ranch. Elmer states he got the goats started and they are doing wonderful work. It won't be long now, Sergeant—"the weeds."

Conductor C. Norcott and Motorman A. Cubycheck have returned from their vacations, but had very little success in their favorite pastime, fishing, as the weather was too hot.

Receiver Gus Neuhaus has returned from his vacation and reports having a wonderful time along the Fox River.

Conductor J. Falkenskov has left for a trip to visit his people in Denmark. Hoping he enjoys the trip and has a good voyage across the Atlantic.

Well, boys, don't forget our efforts in the Accident Prevention, Courtesy and Witness Contests. Try and improve our standings.

E.

Noble

Conductor David Murnane died July 14, and Motorman Frank Schlorback died July 29. We extend our sympathy to these families.

Conductor A. Nygard took a much needed vacation with his family. After filling the old flivver with oil and gas he started for northern Wisconsin. The trip was a great pleasure, as he only had to buy one battery and three tires and ran in the ditch once; otherwise it was a very enjoyable trip.

Conductor J. Terek reports the arrival of a fine baby boy. Congratulations!

Our chief clerk is spending his vacation somewhere but he won't tell us where he went. We wonder if he went to California.

Supervisor J. Jauman returned from his vacation spent in Ohio with his aged mother, who is very feeble.

Mother-in-law is again making his regular trips to Peoria. We hope to have the full details soon.

Foreman E. Phillips has added a fish pond to his garden. It is now stocked with some gold fish. It sure adds to the beauty of the place.

C. DeMoure.

Lincoln

Two of our boys sustained painful injuries this past month in peculiar accidents. Conductor E. Spangler, while trying to start his "Lizzie" on July 3, found the starter not working, so he started to crank the car. The handle flew back, breaking his wrist. Motorman P. Lavelle, while walking through an alley on July 5, got twisted up with a wire, fell and is suffering with a badly wrenched shoulder.

Another two of the boys got real brave and fearless, so we are pleased to report the marriage of Conductor J. J. Majchizak on July 15, and Motorman C. C. Hughes was married July 25. Here's health, wealth and happiness to the newlyweds.

The list of men on their vacations continues to take the lead in our news items: Conductor H. Uddenberg is touring through Wisconsin and Minnesota; Motorman C. Meyers is touring through the northwest and also to Niagara Falls; Conductor W. A. Mink is down in Tennessee; Conductor G. Gleason has gone to Canada; Conductor G. Gleeman is in California, and Conductor G. Baily is on a furlough to Ireland.

H. Spethman.

Limits

Our division superintendent, Mr. Phil Smith, has motored down to southern Illinois and along the Mississippi, presumably fishing and enjoying the scenic beauty of the country bordering on the "Father of Waters."

The wife of Conductor Frank Johnson gave birth to an 8-pound baby girl, May 25, at the Douglas Park Hospital. Mother and baby doing fine, and we offer our congratulations. This item should have been in the last issue, but unfortunately the memorandum was mislaid.

Conductor J. L. Toops and wife, with their two children, visited the parents of both Mr. and Mrs. Toops at Mattoon, Ill., driving there in their Essex.

Jack Fisher and Conductor Davenport took their respective Fords and drove a bunch of the boys up to Milwaukee for a one-day outing, thus demonstrating that it is perfectly feasible and safe to take a Ford outside of the city

limits without a tow rope. With good driving they generally come back.

Motorman Garner's family is up in Michigan on the farm enjoying themselves. Garner used to have a large cotton plantation down in Arkansas and he and his family are thoroughly familiar with agricultural pursuits.



Dot and Junior, Children of Conductor Lester Greene of Limits

Our clerk, Mr. Poor, distinguished himself as a golfer at the picnic. Mr. Simpson, our assistant superintendent, was very much in evidence, and all in all the Limits was well represented at the picnic, many of the boys driving down there in their cars.

Our receiver, Mr. Rogers, has returned from his vacation, having gone to Texas.

E. G. Rodgers.



Eddie Evenson and His—



Vacation Police Dog "In Leash"

Found at Last!

The city kid was roaming about in the country when he came upon a dozen or so empty condensed milk cans. Greatly excited, he yelled to his companions:

"Hey, fellers, come here quick! I've found a cow's nest!"

Departments and Divisions

Engineering

Walter Ambler wanted one of the new fangled midget cars but found that he could not get into one. The salesman told him that you don't get into them, you put them on.

Mr. Charles Powers spent a most enjoyable vacation, motoring with his wife and daughter. He visited all of the historic points in and around Boston, then on and up through Canada, crossing the border on his return without exciting the slightest suspicion on the part of the revenue officers; and then back to Austin where he celebrated his return by cutting the long neglected grass.

Dick Battles, clerk in the Southern Division of the Track Department, was married on July 19, to a most charming young lady whose name Dick refused to give us. We wish him all joy and prosperity with the new Mrs. Battles.

Edmund Warrener, employed as a brick mason since 1890, passed away on July 12. We extend our sincere sympathy to his wife and family.

Michael Piscitello, foreman in the Track and Roadway Department, was overcome by the heat while on the job at Belmont Avenue and Paulina Street on July 20, 1930, and died. Our sincere sympathy is extended to his wife and family.

Transit.

Electrical

Charley Schwertfeger and George Schroeder spent their vacation in and about Chicago. They were seen in the "loop" several times doing the family shopping.

Oscar Oman made an extensive auto trip to the East, stopping at Boston and many other Atlantic coast cities. Oscar is probably qualifying for a Trail Hitter's badge.

Henry Richter spent his vacation making many short trips in and around Chicago and the adjoining territory It's worth while "seeing America first."

Julius Boisacq is another enthusiast on the "America First" idea, and is seeing his share of it on his vacation.

Our editor will be pleased to receive snapshot pictures taken on your vacation to be used in the SURFACE SERVICE magazine.

Our sympathy is extended to Gifford Cloonan in the loss of his two brothers who were killed in an automobile accident recently.

Frank Swanson, Homer and Campbell Substation, is recovering from severe electrical burns while on duty. We hope he will be back with us soon.

Clarence Mimmick also is entitled to a Trail Hitter's badge after motoring to Canada and Niagara Falls. He reports the falls are not as wet as he expected to see. Clarence's nose is very red, due to the hot sun.

Rumors are whispered that Leo Purcell is planning a vacation and honeymoon in one trip. Not a bad idea, Leo. What brand of cigars did you say we are going to smoke?

Best wishes to you both, and may your troubles be only little ones.

Tom Callahan of Illinois sub-station is reported as a "heavy" on malted milk. He has been seen stopping around many soda stands that advertise "Double Malted Milk Specials."

We regret that Pat Zuidley had to spend his two weeks' vacation nursing his two children who are confined with whooping cough, but we are glad to know that they are now on the way to recovery.

Last month Andrew Frogner, an old-time employee of the Surface Lines, passed on to the shores beyond. Our sympathy is extended to his relations and many friends who mourn his loss.

Harry Essington spent his vacation fishing in Escanaba, Michigan. He returned with such a large supply that the boys in the downtown office enjoyed at least one fish dinner for each family. We had better refer this one to Ripley.

One of our painters, T. Fennessy, while walking from the southeast to the southwest corner of Grand and Austin Aves., was struck in the left arm by a .32 caliber revolver bullet from a cartridge lying in the eastbound track and exploded by a passing street car. He sustained a slight flesh wound and after having it given first aid attention refused to go to a doctor and continued with his work. The cartridge was placed on the track by Patsy Katzynski, a boy of about 12 years, of 2122 N. Austin Ave. The police were notified.

"Billy."

Accident Investigation and Legal

On July 21, 1930, Joseph Jarka of this department received a very serious injury which we are now glad to state is turning out satisfactorily. Mr. Jarka was riding with Arthur See of this department south on the Outer Drive, on the 21st of July, and as they were passing 32nd Street an automobile cut over from the right, striking the right front fender of Mr. See's car, causing it to crash against the safety zone and light at that point. Mr. Jarka sustained a slight fracture of the skull and other injuries and Mr. See was bruised all over but able to be on the job the next day.

Miss Dorothy See of this department added her name to the list of brides on the evening of August 2, 1930, when she was united in marriage to Mr. R. L. Schlader of Greenbay, Wisconsin, at her parents' residence, 3509 South Mozart Street. Grace Springer of this department acted as bridesmaid and J. William Rogers was best man. Only the family and very intimate friends were present.

A bouquet was presented to the bride by girls of this department and also some hidden adjuncts to a bride's happiness, which are contained in the bundle under her arm.

Attorney George L. Griffin of this department was united in marriage to Miss Rosalie Lauterbach on July 26, 1930, so did not attend our picnic. The marriage was celebrated at St. Anne's Church at 10:00 a. m., following pontifical high mass, the celebrant being his cousin, Monsignor Griffin, vice-president of the Catholic Church Extension, who was assisted by two former classmates of Mr. Griffin, Rev. Thomas Bermingham as Deacon and Rev. Thomas Deneghy as Sub-Deacon. The bride was attended by Miss Mary Ellen Perry and Miss Helen Birkbeck. Raymond Beddinger stood up for the groom and was assisted by Joseph Lauterbach, a brother of the bride. Afterwards a wedding breakfast was served at the Shoreland Hotel to fifty guests, who wished the bride and groom Godspeed on their wedding tour which extended up into Canada and along the border line.



Mrs. R. L. Schlader (Dorothy See) Just Before Wedding

Blackstone.

Shops and Equipment—North and West

West Shops: Our timekeeper, Ted Kuta, has returned from a vacation spent in The Dells, and reports having had a delightful time.

Stanley Kajpust, Machine Shop clerk, who was on the sick list for two months, is back on the job.

We extend our sympathy to the family of John Zan, who passed away July 25th. Mr. Zan had been employed at our West Shops since 1917.

A baby boy, weighing 8½ pounds, arrived at the home of Dominick Borgic, watchman. Congratulations!

The beautiful flowers sent from the Noble Street gardens were very much appreciated by the girls at the West Shops.

Kedzie: Sh! This is a mystery, or rather a surprise. Not very many of the gang know that Patrick Cosgrove is the proud father of a baby boy. Congratulations, Pat! But why all the secrecy? Some of the boys are still waiting for the smokes.

Well, here it is—another summer, another vacation and another trip to Canada for Martin Jensen, our assistant day foreman. What's the attraction, Martin? Is it the scenery, or is it the—well, never mind.

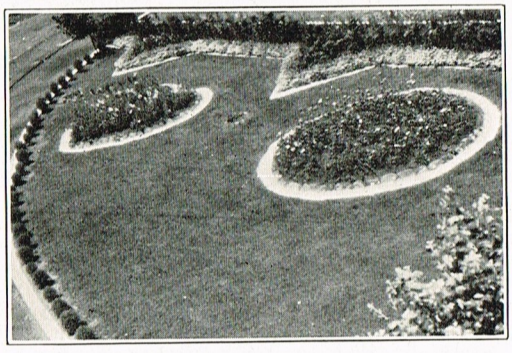
We wish to extend our sincere sympathy to John Garrity in his bereavement in the loss of his sister, and to Charles Spudas, in the loss of his daughter.

On July 11th, William Noon passed away, after an illness of a month. Mr. Noon, who was 74 years of age, started to work for the West Division Street Railway Company in April, 1883, at the Western Avenue Carhouse. After three months he was transferred to switching cars, and worked in this capacity for about 33 years (nights). When the Western Avenue Carhouse was closed he was transferred to Kedzie Carhouse as a car placer, which position he held until 1914, when he was put on days as a car placer. He worked at this job until 1927, when he was given general work about the station, which he was performing faithfully until the time he left us. He had worked for the Surface Lines for nearly half a century. Our heartfelt sympathy is extended to his wife and family.

Limits: C. Holzschuh, our night foreman, and his family are spending their vacation up around Lake Superior. Charley claims the fish are all coming his way, according to the postal card he sent to Jack O'Connor.

Barney McAlinden is looking for some sort of a compass so he can tell the difference between night and day. During the last storm Barney came down at 8 a. m. instead of 8 p. m. He finally woke up when he saw some of the day boys. You better see Pat Clancy; he has a remedy for people who walk in their sleep.

A cooling experience by one of our car cleaners: Steve Dykinga thought he was sitting on an empty pail, and when the whistle blew to start work Steve got up and one of the boys asked him if he was washing cars or taking a bath. What's the matter with the bathtub at home, Steve?



An Armitage Corner

Gus John is in the goat market since he moved to the country. He is feeding chains to the goats so that he may be able to sell the chain milk to all the chain stores in town.

J. Nardiello is spending his vacation over in Humboldt Park, taking sun treatments for that little brush under his nose.

Jane McCarthy.

Shop and Equipment—South

When asked where he was going on his vacation, Leo Keane, Cottage Grove, replied that he was going fishing. The latest reports that were received are that Leo is in Hammond, Indiana, where the only fish you can catch are in bowls.

Charles Johnson and Charles Naugzemis of the Machine Department passed away during the past month. Our deepest sympathy is extended to the bereaved families.

The boys at Burnside all enjoyed cigars which they smoked to the health and best wishes for "Edward," the new nine-pound boy of Frank Labanauski, born on June 24.

Fred "Von Eckner" Walgren of the Utility Department was about to go aloft in the blimp at the recent Military Tournament, but upon catching the odor of a familiar pipe, he saw Al Blake with a cable cutter and quickly changed his mind.

Steve Shakir has returned from a six-month furlough which he spent in Europe.

The boys at Archer hope for the speedy recovery of Bert Oschatz, who is convalescing at the University Hospital.

One of our young hopefuls in the Car Repair Department got his head shingled so that his lady friend would not go out with him, which we believe is about the best Scotch story yet.

Art Wakefield, Archer, reports having had a very enjoyable vacation.

We were sorry to hear that Chester Buckley, Burnside, parted with his faithtful Chevrolet and purchased a second-hand Star.

Pete Eckert thinks the Chicago White Sox should place at least eight more men on the field. They at least have the cellar cinched, and no other team can possibly oust them.

Paul Peterson, Machine Shop, is back to work after an absence of nine months.

We are told that Joe Gamen, Cottage Grove, intends to head toward Niagara Falls on his vacation.

Chester Sandow of the Machine Shop is now the proud owner of a new Buick.

Hank Droege, truck repairer, has been vacationing in the east and reports having had a very good time.

H. Quinn and H. McTigue, 77th Street, are proud daddies. Congratulations!

Congratulations are also in order for T. Madigan, 77th Street, who is no longer enjoying single blessedness.

F. Kazmerczak, Burnside, who recently returned from his vacation, comments that it was entirely too short. He patronized many of Chicago's leading attractions, such as Lincoln Park, the Shedd Aquarium, Field Museum and numerous bathing beaches. His last three days were spent in a complete rest and recuperation.

L. Wingerd, repairman, Burnside, also returned after a one-month leave of absence. He spent most of his time on his brother's farm in Greencastle, Pennsylvania. His principal comment was that the fish simply would not be caught.

Simon Julian, Archer Carhouse, is also a proud daddy this month. Congratulations!

John Hicks and Victor Javra, Archer, report having a very enjoyable summer outing spent in Canada.

J. P. McCauley.

CLUB SPARKS

EVERYBODY!

Please Remember The Date

SATURDAY AUGUST 23, 1930

SURFACE LINES CLUB ANNUAL BEACH PARTY — AT JACKSON PARK

"BILLY" SCHENCK—MAJOR DOMO
'Nuff Sed

Bring Your Bathing Suits and Come Prepared for a Big Day

WEENIE and BUN—COFFEE—MARSHMALLOW ROAST

WE WILL LOOK FOR YOU!

Your Know-how Committee.

On Thursday, July 17th, the Women's Auxiliary held a beach party at Jackson Park.

The weather being ideal, many of the girls took a dip in the lake, while others just frolicked on the beach.

As the party was a typical outdoor affair, a picnic supper was served, there being weenies, roasted by our own campfire, potato salad, rolls and coffee. Later marshmallows were toasted, and last, but not least, cold watermelon was served.

The tired but merry girls made their departure from the beach late in the evening, all expressing the fact that their enjoyment was complete.

Stung!

A Scotchman, hearing that a doctor charged more for a first consultation than for a second, went to him and said: "Here we are again doctor."

"I don't remember seeing you before," said the doctor.

"Oh, yes, I was here last week," lied the Scot.

"Indeed, I had forgotten. How are you keeping?"

"Not at all well."

"Then," said the doctor, "continue your last prescription for another week. That will be $2 please."

A one-pound box of candy is the proper size for a girl who has no brothers. If she has brothers, add two pounds for each brother.

And don't forget that girls who dress to kill usually cook the same way.

SURFACE LINES POST

The American Legion

The Johnson Bill

Although the new law will provide benefits for thousands of veterans who could not show that their disabilities were traceable to service, there are some classes of veterans who are not entitled. For instance, no benefits are payable to a veteran suffering from a social disease. No benefits are payable to a veteran who has paid a federal income tax for the preceding year, and no benefits are payable if a veteran is receiving disability compensation.

In order to be eligible, the veteran must have served at least 90 days before November 11, 1918, and must have been honorably discharged. It must also be established that his disability is permanent in character and at least 25 per cent disabling. The amounts payable range from $12 to $40 a month.

There are still many veterans who have not applied for benefits at any time, but who are suffering from disabilities that were caused directly by their war service.

In such cases, application should be made both under the old and new laws, and separate applications are necessary in order to protect their rights. The old time limit for filing claims under the old law expired April 6, 1930. This time limit has been eliminated. Claims under the old law again may be filed. There will be thousands of applications under the new law, and it is advisable for those who are disabled to get their applications in early. There will be considerable delay in handling all of these cases, mainly due to the fact that each veteran applying must have an examination by a board of three physicians before his case can be rated.

Applications may be obtained from Service Officer T. E. McCarthy, 1165 N. Clark St.

Don't forget the Annual State Convention at Aurora, September 8-9, 1930.

R. W. Ambler, Commander.

To Hit the Mark

The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried it at a 100. Not a hit.

"'Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."

Only rarely it is worth what it costs to tell a man just what we think of him.

"Buddy, how high is this hotel?"

"So high, sir, that we have a lunch counter in each elevator."

Mose: "How fas' can you all go in dat new car?"

Rastus: "Ah could make two miles a minute 'ceptin' foh one thing."

Mose: "Whut's dat, boy?"

Rastus: "Ony jes' cause de distance is too long foh de shortness of de time."

Code of Ethics for Foremen

Cleveland Railway Way Department Publishes Interesting Ouide for Its Men

[1]

The foreman should regard his profession as a field of social service offering an opportunity to help working people obtain maximum satisfaction from life.

[2]

The foreman should endeavor to earn, and guard carefully, a reputation for good moral character, good citizenship and common honesty, and to support and promote the uplifting influences of the community.

[3]

The foreman should recognize that every man above, beside, or below has an inherent desire to do good work and to be a useful and respected citizen. He should not assume that any man wants to do anything less than his best until he has considered every other possible motive.

[4]

The foreman should keep an open mind on all subjects, striving to maintain a broad and balanced outlook, and being always willing to recognize merit in another's ideas.

[5]

The foreman should deal fairly with the management, the men and other foremen, assuming responsibility for his own mistakes and refraining from shifting blame to others.

[6]

The foreman should strive to understand the principles of business which make for success or failure of industry. He should pass at least some of the fundamentals of business principles along to his men, so they can see their own relation to the general scheme.

[7]

The foreman should keep informed as to the latest developments in equipment and processes. He should recommend, or put into effect, such methods as will produce improved quality, lower costs for the product, and better working conditions.

NEWS OF THE INDUSTRY

Picked Up Here and There in the Country at Large

New York City.—The Interborough Rapid Transit Co. moves to abate subway noise. All station turnstiles will be equipped with a rubber-cushioned pendulum arm, to muffle sound of fare control. Each installation will cost $20. Total expense, $19,100.

New York City.—New system of staggered lights speeds Manhattan's crosstown traffic. Commissioner of Police Mulrooney reports a saving of 15 to 50 per cent in time of vehicular movements, after first day of operation.

Boston.—All busses operating in Boston and Cambridge are limited to seating capacity by city ordinance. In all other communities served by the Boston Elevated, 25 per cent standees are permitted by State Department of Public Utilities.

Newark.—Mr. John W. Smith leaves important papers in taxicab, discovering his loss when on train bound for St. Louis. Wires cab company, which finds brief case and forwards same via plane to St. Louis, where it awaits his arrival.

Montreal.—A number of big stores and other concerns which operate fleets of delivery trucks and wagons, have co-operated with Montreal Tramways to speed up street car service. They have ordered all drivers to park clear of tracks, give street cars the right-of-way at intersections, and avoid streets with car tracks whenever possible.

Buffalo.—Novel radio broadcast sponsored by Buffalo & Erie Ry. Co., is sent over air by all Buffalo studios. Each program started with a two minute talk on fares and service. Then a carload of people, supposedly left Buffalo to attend "Old Home Week" at some stated town or city served by company lines. Arriving at destination they were welcomed by mayor and entertained by 80-piece band and opera troupe of 42 voices. Each of nine 30-minute programs featured a change in locale. Radio audience delighted and astonished at amount and excellent character of amateur talent available; all of which cost nothing except transportation to and from Buffalo, according to George MacLeod, receiver, who believes much good will was created.

Washington, D. C.—Supreme Court authorizes Washington Ry. & Electric Co. and Capital Traction Co. to raise fare to 10c cash, 4 tokens 30c. Court rules that former rate, 8c cash, 6 tokens 40c, as fixed by Public Utilities Commission, is confiscatory, in that it does not enable the companies to earn an adequate return on their valuations, as fixed by a prevoius court decision.

Rochester, N. Y.—In an endeavor to remedy abuses of the transfer privilege, the New York State Railways, Rochester lines, has put into use a new transfer to be issued to passengers only on request and at the time of paying fare, except in emergency cases where cars are turned back. In such cases special emergency transfers will be issued.

Washington, D. C.—Public utilities are showing how to relieve unemployment and, at the same time, benefit the public with improvements and extensions in service, construction figures of the Department of Commerce reveal. The figures point out that construction contracts for public utilities and public works for the first five months of 1930 surpassed by $78,000,000 the previous high figure of $510,000,000 set in 1928. This relief to unemployment is

noted from data on 37 states, indicating a gain of 21 per cent in construction over the corresponding 1929 figure and a 35 per cent gain over the average for the past five years. The total construction awards in these states, including residential and non-residential contracts, fell 18 per cent below the 1929 figure.



One Mrs. Evenson Caught

A HITCH IN HITCH-HIKING

The practice of "thumbing" for rides has become an annoying business. That it is also extremely dangerous for the good-natured motorist to pick up strangers has been proved in innumerable cases.

Some of these motorists have been murdered by their "pick-ups," and many others have been beaten and robbed of money and cars. Still others have had to defend suits brought for injuries by the thumbers to whom they gave assistance, and on several occasions innocent motorists have become involved with the courts for aiding fugitives, youthful runaways and delinquent girls.

While some states have taken official action to stop ride-begging on their highways, the one way to put a stop to the nuisance is for motorists everywhere to pass the thumbers by. The only persons who can put a real hitch in hitch-hiking are the motorists themselves. Motor clubs could save some of their members much embarrassment and grief, by acquainting them of the dangers they run by picking up strangers on the highways.—*Condensed from the Cincinnati Enquirer.*

Knew Where to Look

The deceased Paint Distributor knocked at the gates of Hell and demanded admittance.

"What do you want here?" asked Satan.

"I want to collect from several of my customers who died before I did," was his response.

"How do you know they're here?" asked Satan.

"Well, they told me to come here every time I tried to collect."

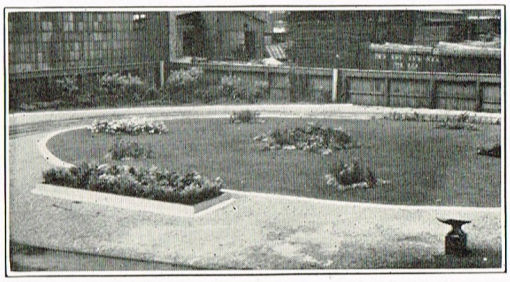
Driver Most Often Responsible

The main factor in all automobile accidents is the driver. If he can be educated to be more careful, there will be fewer deaths.

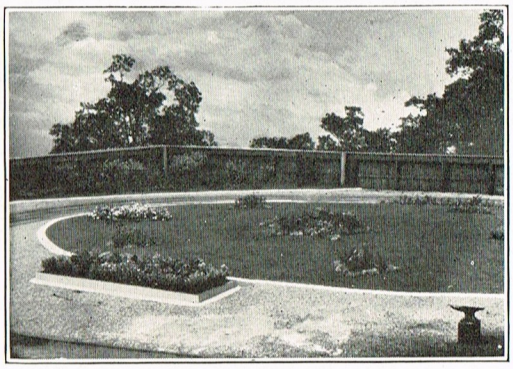
This is the opinion of Eugene Biscailuz, superintendent of the California Highway Patrol, who says that with the lack of opportunity to train drivers it is remarkable that there are so many good ones.

"Just think of the fineness of coordination required in even normal driving. We see an automobile cross the path of another, say at a speed of 30 miles an hour. They pass with an 8 foot clearance, and we consider it normal driving. Did you ever stop to think they were less than a tenth of a second from collision and possible death?

"Our big problem is to teach the public good driving rules and regulations."



Lawndale Garden "As Is"



The Same with Foliage and Cloud Effects Supplied by Photographer Chouinard

---

Changed His Approach

A lady was called to the door of her cottage by a shaver of a lad.

Lad: "Does 'oo want to buy some tute 'ittle tittens?"

Lady: "What did you say?"

Lad: "Does 'oo want some 'ittle tittens?"

Lady: "What is it?"

Lad: "Does 'oo want to buy a dam dood tat?"

Hero in the play—"Cur! where are those papers?"

Villain—"They are at the blacksmith's."

Hero—"Ha! you are having them forged?"

Villain—"No, I am having them filed."

A Smile or Two from Everywhere

Smart All Right!

Sam (watching the construction of a new filling station)—"Boy, white folks is sure intelligent."

Sambo—"How do you arrive at sech a reduction?"

Sam—"Dawgone if dey don't know just whot lots to dig on fer to get gasoline."

Judge, yo' honor, this wuthless, no 'count husband of mine drinks."

"Yas, sir, judge, I admits dar's some troof in whut my wife says. But, judge, yo' honor, dat woman doan' treat me right. Ah pawned the cook stove to get me a little money an' she doan' even miss it for two weeks."

Dig for Dad

Little Ethel: "Mother, are you the nearest relative I've got?"

Her Mother: "Yes, dear, and your father is the closest."

Farmer: "No, I wouldn't think o' chargin' ye for the cider. That'd be bootleggin'—an' praise the Lord, I ain't come t' that yit. The peck o' potatoes'll be five dollars."

"Who's that blonde over there?"

"Why, that's Mrs. Wright."

"Man, I'd rather be Wright than president."

Has the Same Kick

Bill—"I had a drink of real moonshine the other day!"

Chuck—"What was it like?"

Bill—"Well, I find that I can get about the same result if I kiss a spark plug when my motor is running."

Just Another

McAndrew—"Hooray! The wind has changed."

Convalescent Wife—"Well, mon, what of it?"

McAndrew—Ye ken the doctor said ye needed a change of air."

"Do you ever take Mrs. Glump for a ride in your car?"

"No, with her jabbering in the back seat, my wife couldn't keep her mind on my driving."

A man was standing disconsolately on a station platform. On being asked by a friend why he looked so miserable, he replied, "I've missed my train—and by half a minute."

"Good heavens!" said his friend, "Cheer up! Anyone would think, to look at you, you had missed it by half an hour."

He—"Wonderful moonlight; beautiful girl; what a combination!"

She—"For Heavens' sake, is that showing?"

Speed

In Montana a railroad bridge had been destroyed by fire. The bridge engineer and his staff were ordered in haste to the place. Two days later the superintendent arrived on the scene. Alighting from his car, he encountered an old master bridge builder.

"Bill," said the superintendent, "I want this job rushed. Every hour's delay costs the company money. Have you the architect's plans of the new bridge?"

"I don't know," said the bridge builder, "whether the architect has the picture drawn yet or not, but the bridge is up and the trains are passin' over it."

No. 16754 (jumping up in rage after the prison movie show): "Darn it, a serial, and I'm going to be hanged next week."

Chemistry Professor—"What is a flame test?"

Bright One—"Ask her to go out some evening in a trolley car."

Flubb—"I know one fellow who will box Dempsey some day—and he won't be on the loser's end, either."

Dubb—"Who's zat?"

Flubb—"The undertaker."

"Well, young man, I'll soon have you on your feet again."

"You're right, doctor; I'll have to sell my automobile to pay your bill."

The novice at trout fishing had hooked a very small trout, and had wound it in till it was rammed against the end of the rod.

"Pupil—"What do I do now?"

Instructor—"Climb up the rod and stab it."

Leo (as strange girl passes)—"That's what I call a modest girl. Notice how far down the hem of her dress is? Almost to her ankles."

Clara (laughing)—"Don't be silly, boy. Something has slipped!—N. Y. C. Magazine.

His Girl—"What would you do if I should cry?"

Her Beau—"I'd hang out a sign, 'Wet Paint.'"

Policeman—"As soon as I saw you come around the bend, I said to myself, 'Forty-five at least.'"

Lady Driver—"How dare you? It's this hat that makes me look so old."

Druggist in New Role

Aged Professor—"Have you anything for gray hair?"

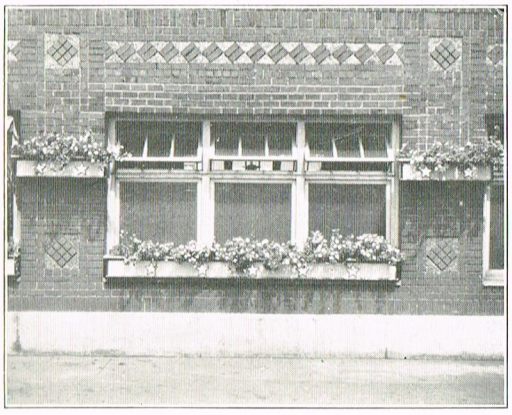
Conscientious Druggist—"Nothing but the greatest respect, sir."—Scarlet Saint.

Work of the Flower Wizards

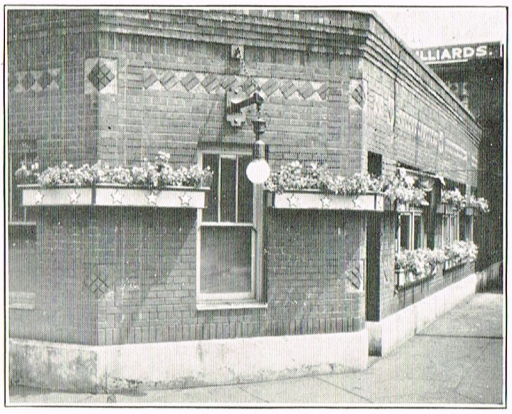
Some of the Striking Results in Beautifying Our Car Stations



A Part of the Devon Display



Limits Clark Street Front—



And a Corner View



North Avenue's Floral Urn