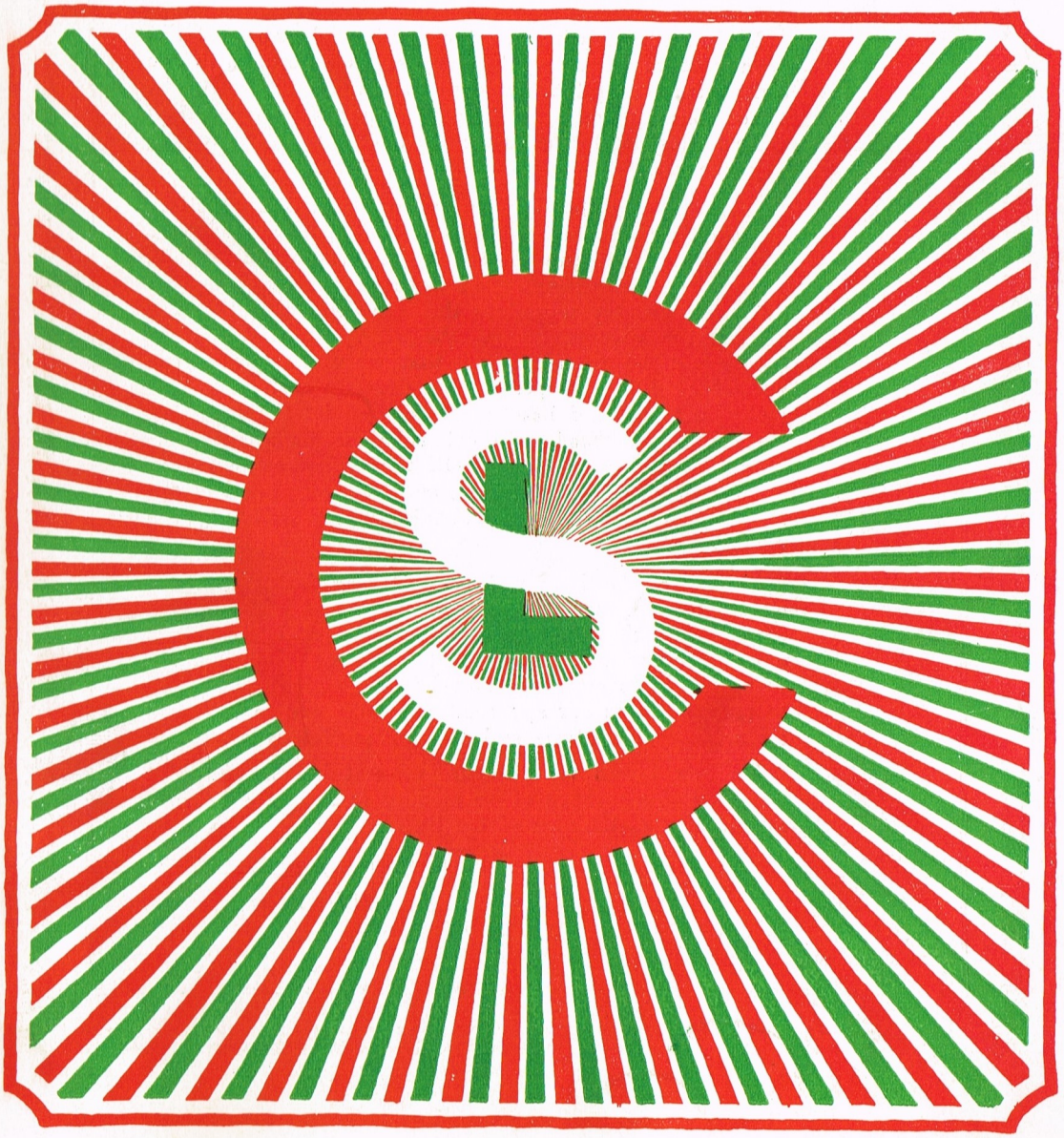
SURFACE SERVICE MAGAZINE

VOLUME 7 DECEMBER, 1930 NUMBER 9



A Message

To Surface Lines Employees

No one seriously regrets the passing of 1930. It has been most unsatisfactory in many of its aspects, with one conspicuous exception, the approval of the traction ordinance which provides for Chicago a unified transportation system adequate to the future needs of a rapidly growing city like ours.

Although conditions generally have been disappointing, and the Surface Lines in common with systems elsewhere have suffered an unprecedented drop in revenue passengers, we are not discouraged. We have confidence enough in this great country to believe that the depression that has marked the past twelve months will pass, that the recovery will be complete and that we shall resume our normal condition of progressive development. Our sincerity in this belief has been evidenced by the fact that we have gone ahead with extensions which might technically have been delayed until the ordinance had been accepted by the new company, and have purchased equipment for service in the additional territory that has been opened up.

You men who have met many trying features of the situation with such splendid fortitude and self sacrifice have earned the admiration of the management and it is a pleasure for me, on behalf of President Blair and the thousands of investors interested in these great properties, to convey to you our appreciative thanks and to wish you all a Merry Christmas and a Happier New Year.

To this I add my personal congratulations and best wishes, and assurance of an abiding faith in the courage and loyalty of the men of the Surface Lines.

G. A. Richardson,
Vice President.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 7 DECEMBER, 1930 No. 9

For Employe Relief

How Surface Lines Committee Was Formed and What It Is Doing

Following numerous conferences at which consideration was given to the seriousness of conditions caused by illness or misfortune in the families of some of our employes, a relief plan was devised and announced through the following bulletin:

SURFACE LINES EMPLOYES' RELIEF FUND

Under present industrial conditions many worthy individuals are suffering. In order to help relieve the general situation we believe that acute distress among our own employes can be averted without appeals to other agencies for assistance.

Preliminary surveys indicate that a contribution by all officers and employes, through the deduction each pay day of one per cent of the individual pay earned between December 1, 1930 and April 30, 1931, inclusive, will provide a fund for relief purposes that should be ample to meet the urgent requirements within this organization.

Arrangements have been made to determine through investigation deserving cases requiring relief among Surface Lines employes and their families where illness or misfortune has resulted in suffering and want. Such cases will have prompt assistance. To insure one hundred cents of relief for every dollar contributed, all administrative expense will be borne by the management and the fund will be administered under the supervision of the following committee representing employes and the management:

William Quinlan, C. H. Evenson, Joseph J. Kehoe, F. M. Hamilton.

Division 241, A. A. of S. & E. R. E. of A., whose officers participated in the preparation of this plan, has accepted for all employes who are members of that organization. All other employes participating in the movement will indicate their individual authority for the collection of the fund on departmental forms provided for the purpose.

Monthly statements of the activities and expenditures of the committee will be published.

G. A. RICHARDSON,
Vice-President.

Committee Gets Busy

The Relief Committee appointed to administer the fund, met for its first meeting on December 2, 1930, and organized by electing Mr. Hamilton as Chairman. The routine to be followed in this work was outlined and decided upon; and discussion of the individual cases recommended at that time for relief, was completed. There were 32 cases approved for payment of various weekly sums where the facts indicated immediate need for assistance, and other cases were held pending further investigation.

At the second meeting of the Committee, held the following day, there were 13 more cases approved and still others held over for further information. After this meeting had adjourned, checks were issued on the cases approved, and were forwarded to the respective department heads for delivery. These relief fund checks are to be issued weekly as long as the circumstances of each case warrant, during the period December 1, 1930 to April 30,, 1930, inclusive.

Regular meetings will be held on Tuesdays, when cases will be brought to the attention of the Relief Committee through the different department heads, to whom worthy cases should be reported.

Cable Splicer "Ed" Joyce, Life Saver

Five Telephone Underground Men Rescued When Overcome by Gas in Manhole



Ed Joyce In His Life Saving Act at Western and Roosevelt

The five men working in a telephone company manhole on Western Avenue, south of Roosevelt Road, one day last month might not be dead even if Ed. Joyce hadn't been working close by. But it's just as well for them that he was there.

Joyce, a cable splicer in the Electrical Department, was working on some Surface Lines' cables when he heard a cry for help from a newly completed manhole a short distance away. He hurried to the spot and found five men working in the hole all of them partially or entirely overcome by gas. There was no ladder in the hole so he had to get one

nearby and lower it into the hole. None of the men was able to climb out unassisted. Two were entirely unconscious and the other three were not far from it. So he went down and carried one man



Ed Joyce on His Regular Job

out on his shoulder, returned and carried another out the same way, pushed another up the ladder ahead of him and got passersby to assist the last two from the hole while he called for the pulmotor squad. Then with the five men laid out on the street he administered artificial respiration to the two men most badly in need of it and directed others in the work of caring for the remaining three men.

By the time the pulmotor squad arrived all of the men were on their feet and being walked around. They were able to return to work shortly thereafter apparently none the worse for the experience except possibly a loss of appetite. Congratulations, Joyce, on a nice piece of work.

TO ICELAND WITH MacMILLAN

Famous Explorer Greeted by Capacity Audience at Clubhouse

Iceland is green (in spots). Greenland is icy all over. This much and more was learned by those who had the pleasure of hearing the illustrated lecture by Captain Donald MacMillan at the Surface Lines clubhouse on Wednesday, November 12. The lecture was one of the outstanding events in our club history, the assembly hall being crowded to the limit with more than 500 guests. Beginning with the introduction by Hubert Smith, the attention of the audience was held closely until the last bit of interesting travel talk had been told by the renowned explorer.

Captain MacMillan carried his listeners by oral description and pictures of the moving and the still variety from the start of his interesting cruise in the Schooner Bowdoin from Wiscasset, Maine, to Iceland, Greenland, Labrador and finally to the thrilling scenes connected with the international yacht races between the Enterprise and the Shamrock. Among his most interested auditors were three Chicago boys who had taken part in the expedition last summer and were present with their proud parents for a first view of the pictures covering the trip.

The audience learned that the southern coast of Iceland is washed by waters of the warm gulf stream which give it a mild climate. They saw moving and still pictures of boiling water gushing to a height of 35 feet from geysers; children swimming in the open in so-called winter months; codfish gathered and dried by the millions to form a leading local industry; mile after mile of land showing latent volcanoes from which lava had poured forth to wipe out settlements. They learned that this island with its 100,000 people is inhabitable only to one-ninth of its area.

The trip to Greenland, some 300 miles away, brought into view scores of floating icebergs, with nine-tenths of their bulk hidden beneath the chilly waters. These bergs, they heard, were formed of millions of snowflakes gathered over a long period of years. Other interesting Labrador, where Captain MacMillan had pictures showed Eskimo life at Naine, provided and equipped several school houses for the eager native children; also some startling athletic stunts of the agile Eskimos old and young.

Altogether it was a worth while evening, and many of the audience were heard to express the wish that they might hear the same speaker when he returns from the fourteenth trip which he is planning for next summer.

Music in the Making

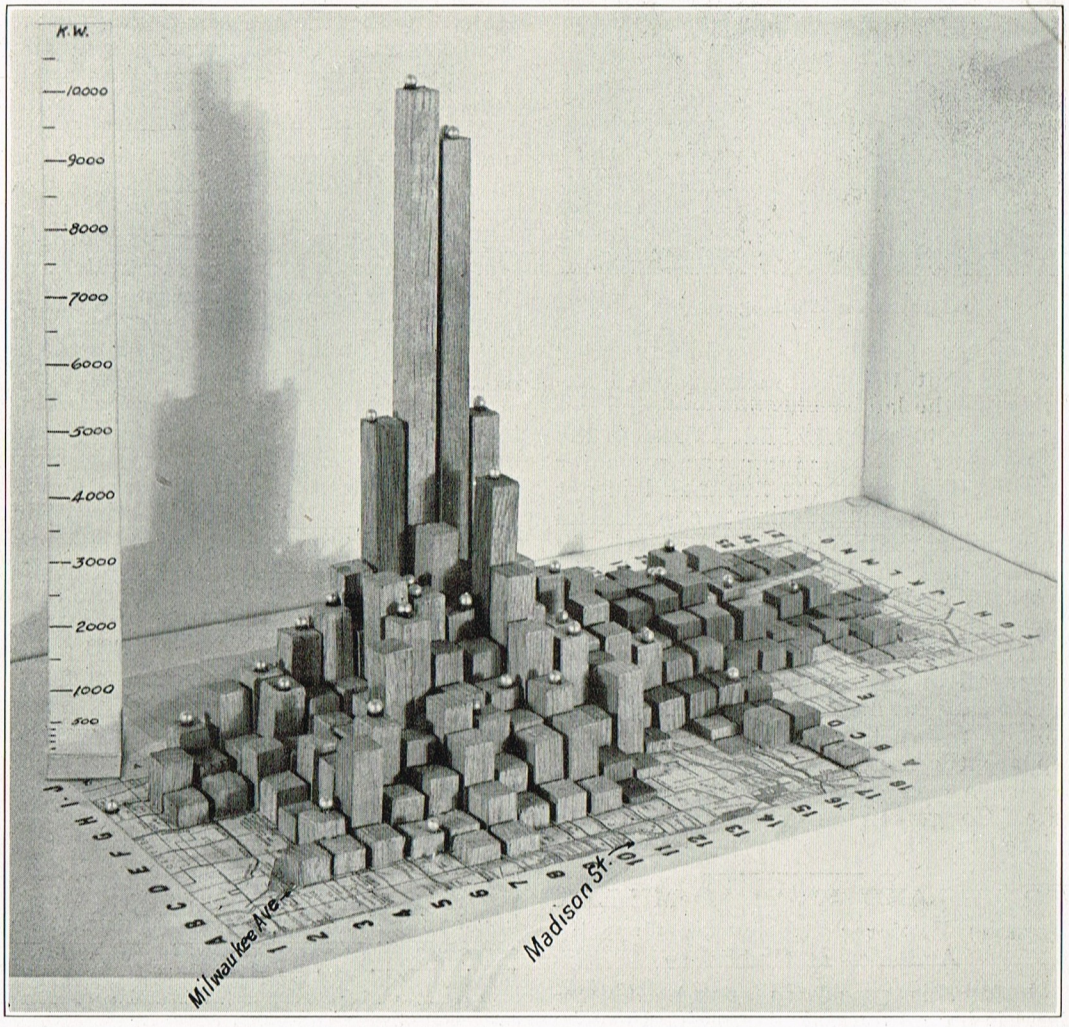
A schoolmaster caught a small boy scribbling on a slip of paper. It contained the words: "Blow, blow, draw, blow, draw, blow, blow."

"What's the meaning of all this?" the schoolmaster asked.

"Please, sir," the youngster replied, "it's the music for my mouf organ."

Power Density Visualized

Ingenious Model Devised by Electrician Callahan Discloses the K. W. Load for Each Square Mile of Surface Lines System



A Unique Visualization of Power Density Devised by R. G. Callahan of the Electrical Department

The Electrical Department has, during the past several months, given much thought to the probable power requirements of the consolidated transportation system and a considerable amount of data and information has been obtained. As a result of this study Mr. R. G. Callahan of the department conceived the idea of making a model which would show the power density of the present system per unit area thoughout the city.

The model was constructed by Mr. Callahan, and gives a concrete comparison of the load density of each square mile of Chicago that is served by the Chicago Surface Lines. The basis is a map of the system, marked off to scale in square miles. Each pillar or block represents a square mile in length and breadth; in height it measures the load for the square mile over which it stands. The scale at the rear of the model is marked off in

kilowatts, and by comparing the height of any block with this scale, the load for that square mile is apparent.

The beads on top of some of the blocks represent substations in those areas, and are placed on the blocks according to actual location of the stations. The load density of each plot was calculated from recording meter records taken over a considerable period of time. These volumes were all adjusted to winter conditions.

Madison Street separates the two highest blocks, and it is apparent that the loop district carries the greatest load, the density gradually tapering off as we get farther from the down town district.

The numbers and letters along the sides and ends of the model are for reference in locating any point on the map.

It is of special interest to note the effect that heavy car lines, such as Milwaukee Ave., Broadway, Madison St., and Wentworth Ave., have on the load concentration. By following these lines from the loop district out to their destination a distinct high ridge will be found in each case, gradually tapering off as the end of the line is approached.

Holiday Rush a Test

Opportunities Offered for Display of Good Temper and Consideration—Contest Standings

On November 30 the cumulative standing of the sixteen depots in the Fourth Courtesy Contest was as follows:

		Disc.	P. U.	Trans	Q. S.	Total	Cmnd
1	Blue Island..	9	2	8	3	22	11
2	Lawndale ...	17	8	11	4	40	8
3	Lincoln	21	12	11	3	47	16
4	69th	48	24	26	14	112	56
5	Limits	20	6	23	2	51	9
6	Archer	57	29	47	24	157	36
7	Kedzie	67	31	41	18	157	20
8	North	100	52	70	28	250	36
9	Noble	25	12	16	2	55	5
10	Armitage	39	25	20	3	87	8
11	Elston	28	8	21	7	64	14
12	77th	111	37	64	34	246	72
13	Division	47	22	34	15	118	8
14	Cot. Grove..	64	29	38	7	138	30
15	Devon	92	36	51	19	198	52
16	Burnside ...	49	20	35	11	115	15
	Total	794	353	516	194	1857	396

The total chargeable complaint analysis for the same period, by month, 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
Aug.	100	49	60	14	223	52
Sept.	93	42	47	29	211	41
Oct.	125	63	71	30	289	50
Nov.	105	74	59	34	272	75
Total	794	353	516	160	1857	396

By C. H. EVENSON
Superintendent of Transportation

The beginning of the Christmas rush period should be a reminder to the men in the train service that they must be on their toes, figuratively speaking, ready to give the very best service that is in them even under trying conditions.

The larger number of shoppers who are using our cars are bringing the Surface Lines business that is badly needed. It has been a rather gloomy year up to this time. Every month has shown a decrease as compared with the corresponding month last year and we are off many million rides as compared with the total for 1929. In spite of everything that the company could do to encourage riding, the industrial conditions have resulted in a great loss in revenue.

The shopping season has started off with considerable promise. While it does not compare in any way with the riding at this time last year, it is a great improvement over what we have had.

It is the job of the train service to see that these riders are encouraged to use the service more and the way to do this is by providing efficient and regular operation and treating riders with the courtesy which is always due them.

The Christmas shopping season is always a difficult period. Passengers who have been shopping all day and who start home in the afternoon tired and laden

with bundles are likely to be irritable. It is only human nature that trainmen, after contact with great crowds of irritable passengers, are likely to be irritable themselves.

In this situation there is danger of discourtesy on the part of train crews and the complaints multiply.

The trainman who has the best interests of the company at heart—and that should be every trainman—will not allow himself to be ruffled by any conditions that may arise. He will not be short or offensive in his answer to questions, no matter how foolish the questions may seem to him; he will call the streets distinctly, but will not make offensive remarks if a passenger fails to hear him and is angry because he is carried past his destination, and he will not slam the door in the face of passengers who are attempting to get on the cars. The motorman will be on the alert for intending passengers and will not pass them up except where operating conditions on the street fully warrant.

Transfer complaints are by far the most numerous. Perhaps the transfer situation presents the most difficult problem to the trainman, for on the one hand he must see that the company does not lose money through abuse of transfer privileges, while on the other hand he must refuse to accept transfers in a way that will not arouse the anger of the honest but mistaken passenger. Too much stress cannot be laid on the necessity for a courteous explanation whenever it is necessary to refuse to accept a transfer. Most passengers are reasonable and if they understand the rules of the company they will not be abusive because the conductor is abiding by the rules. In many cases where passengers become abusive upon the refusal to accept transfers, the blame is with the conductor who has been too abrupt in his rejection of the transfer and has not given the passenger his reason for requiring a cash fare.

In most of the complaints regarding the rejection of transfers, the passenger does not object to the enforcement of the rule on the part of the trainman. His complaint is of abusive language or discourtesy. The use of a little diplomacy will set the passenger right regarding the reasonable rejection of his transfer and avoid criticism of our service.

Next to transfer difficulties, the greatest number of complaints have to do with passing up intending passengers on the street. No one who wants to board a car can ever understand why the car does not stop for him. Even when the car he is waiting for is crowded and another car is following immediately behind it, he resents being passed up. There are times of course when the good of the service makes it necessary for the motorman not to stop for passengers, but these occasions are not very frequent and they should not be used as an excuse when the following car is not in sight.

Taxicabs are thriving on the business our cars are leaving in the street. Every trainman must be on the alert for business.

And when we get the business, we should exercise such efficiency and courtesy as will encourage riders to use the service frequently. By encouraging short-haul riding and proving to automobile owners that street cars are more convenient for trips about the city, we can gain back some of the business we have been losing.

ROUNDING UP WITNESSES

Elston-Noble Back in Lead—Devon-Limits Moves Up to Eighth Place

This contest is just like the stock market; it has its ups and downs, and right now it's having its downs—down to a figure of 3.96 for an average, the lowest we have scored in almost a year.

In September Elston-Noble pushed North Avenue out of first place after having been in the lead for sixteen months. The following month, October, Elston dropped to fourth place and North Avenue again took the lead, and now this month Elston has come back to displace North Avenue, having a figure of 5.13 against 4.82, North Avenue's average. Lincoln dropped from eighth to last place and Devon-Limits moved from eleventh to eighth place. It is needless to say that the average for this month causes no rejoicing at the Accident Investigation Department, to whom this contest means so much.

Detailed figures are as follows:

		Nov.	Oct.	Sept.	Aug.
1.	Elston-Noble	5.13	4.50(4)	5.02(1)	4.74(3)
2.	North Avenue	4.82	4.75(1)	5.00(2)	5.15(1)
3.	Burnside	4.70	4.74(2)	4.98(3)	4.47(6)
4.	77th Street	4.34	4.40(5)	4.92(5)	4.52(5)
5.	L'dale-Blue Isl.	4.17	4.51(3)	4.94(4)	4.93(2)
6.	Archer	3.73	4.02(6)	4.00(8)	4.55(4)
7.	Cottage Grove	3.64	3.88(7)	4.33(6)	3.88(10)
8.	Devon-Limits	3.59	3.41(11)	4.00(8)	3.96(8)
9.	69th Street	3.49	3.77(9)	4.03(7)	4.02(7)
10.	Kedzie	3.46	3.64(10)	3.70(9)	3.95(9)
11.	Armitage-Div'n	3.42	3.06(12)	3.58(10)	3.23(12)
12.	Lincoln	2.96	3.28(8)	3.04(11)	3.82(11)

Race for the Silver Car

A Blanket Could Cover the Leaders—Hazards of Lever Switch Operation

Cumulative—February to November

First Place	Division	No. 11,	Lincoln	92.45
Second Place	Division	No. 10,	Elston-Noble	91.39
Third Place	Division	No. 4,	Sixty-Ninth Street	91.18
Fourth Place	Division	No. 1,	Cottage Grove	91.00
Fifth Place	Division	No. 2,	Burnside	90.65
Sixth Place	Division	No. 6,	Lawndale-Blue Island	90.49
Seventh Place	Division	No. 3,	Seventy-Seventh Street	90.40
Eighth Place	Division	No. 5,	Archer	89.56
Ninth Place	Division	No. 12,	Limits-Devon	88.58
Tenth Place	Division	No. 9,	Division-Armitage	88.52
Eleventh Place	Division	No. 8,	North Avenue	86.81
Twelfth Place	Division	No. 7,	Kedzie	86.49

November

First Place	Division	No. 11,	Lincoln	95.70
Second Place	Division	No. 4,	Sixty-Ninth Street	93.10
Third Place	Division	No. 6,	Lawndale-Blue Island	93.08
Fourth Place	Division	No. 2,	Burnside	92.13
Fifth Place	Division	No. 3,	Seventy-Seventh Street	92.09
Sixth Place	Division	No. 10,	Elston-Noble	91.69
Seventh Place	Division	No. 8,	North Avenue	91.25
Eighth Place	Division	No. 5,	Archer	90.83
Ninth Place	Division	No. 12,	Limits-Devon	90.55
Tenth Place	Division	No. 1,	Cottage Grove	90.34
Eleventh Place	Division	No. 9,	Division-Armitage	90.09
Twelfth Place	Division	No. 7,	Kedzie	83.48

By WILLIAM PASCHE
Supervisor of Accident Prevention

In the past few weeks there have been several instances of trouble where two cars arrived at lever switch intersections, the first car intending to proceed via the straight track, the second to take the curve when the conductor lifted the lever switch. In one case both cars arrived at the intersection with the traffic lights against them; in the other, passengers were alighting from and boarding the first car.

In both cases the conductor of the second car was on the ground at the lever switch waiting for the first car to pull away after the lights had changed or passengers had alighted or boarded.

The signal to go was given on the lead car but before the rear trucks had cleared the switch point the conductor of the second car had lifted the lever, causing the rear trucks of the first car to take the curve.

In one of these cases the rear end of the first car collided with an automobile which was alongside of the car between the track and the curb causing considerable damage; in the second case no damage resulted.

These were striking examples of thoughtlessness on the part of the conductors who lifted the lever switch. If they had been alert and thinking what they were doing they would have known that under such circumstances the lever should never be lifted until the rear trucks of the lead car has fully cleared the switch point for a distance of about 25 feet. Forgetfulness or whatever we wish to call it under these conditions may result not only in serious injury to others, but the man holding the lever is also in grave danger.

On November 25 we had our first experience with winter conditions. On this day seven-tenths of an inch of snow fell which is enough to put the street in a

slippery condition, automobiles could be seen skidding and sliding as they were attempting to start or stop, particularly at intersecting streets. Some drivers do not take into consideration the fact that it is necessary to drive more carefully when it is slippery, but speed up almost to the stopping point before applying the brakes, and then they slide all over the place. The lesson learned from this, is that we must exercise great care and watchfulness to protect ourselves from inexperienced drivers who may not understand the difference between slippery and dry pavements.

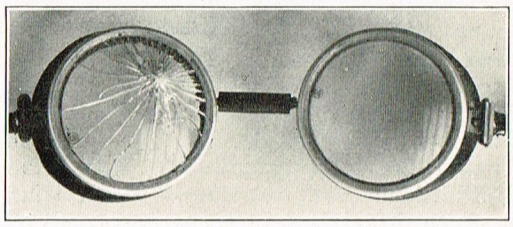
Our record during the storm was very good from the standpoint of accident frequency, indicating that street railway motormen have profited by the knowledge gained in past storms. On that day and again on Saturday morning, November 29, when the streets were covered with ice, the accident record of bus operators was especially good considering the fact that many had their first experience of operating buses under the trying conditions which prevailed.

When snow and ice are on the street it follows that the floors of cars and buses are more or less wet, and operators must make every effort to start and stop smoothly. With wet floors jerking in starting or stopping is an added hazard and contributes to "thrown-in-car" accidents.

During the cold spell special observations were made to determine how generally conductors were looking out alongside of the car before giving the signal to proceed. We notice that some have not as yet learned to understand that looking out for prospective passengers is a service to our patrons which tends to prevent boarding accidents. Conductors should also be very careful not to give the starting signal until passengers have safely alighted or boarded.

More Eyes Saved

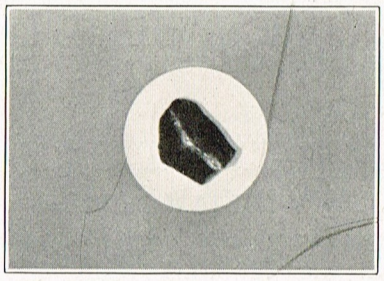
Everybody is pleased when he receives a demonstration of the fact that the protective goggles have saved the sight of some fellow employe. One of the latest cases reported was that of one of our colored laborers, S. Jollie who was working at State and 32nd Street on November 19. They were breaking concrete and a piece of the rocklike material struck Jollie's goggles squarely, the lens being fractured as indicated in the accompanying cut. Fortunately there was no damage to the eye. If every employe on track construction is provided with a



pair of these goggles, it is only necessary for him to remember to wear them in order to insure safety to his sight.

A Miraculous Recovery

Some months ago Surface Service recorded the fact that Charles Stiglich who had goggles but didn't wear them had been struck in the left eye by a flying piece of steel that embedded itself in the eyeball, thus probably blinding him for life.



Actual Size of Steel Splinter Driven Into Stiglich's Eye—The Circle is the Size of a Silver Dime.

Here is a cut giving an idea of the size of this steel fragment, the edge of which by the way was almost razorlike in its sharpness.

The first verdict of the surgeons was that Stiglich's eye would have to be removed but later it was decided to attempt to remove the steel fragment and make heroic efforts to save the eye.

The impossible was accomplished. The torn eyeball healed and when the bandages were finally removed it was discovered to the delight of both patient and surgeons that the sight was there though perhaps slightly impaired.

Do you think that Stiglich will forget his goggles at any time hereafter?

Neither do we.

Keeping 'Em Rolling

Limits on Top Three Times This Year—Cottage Grove in Second Place



For the third time this year Limits Carhouse is at the top of the list. This month they averaged 56,708 miles per pull-in due to equipment failure, an increase of 10.4 per cent over the month of October, when they were in second place. It is to be noted also, that they had twenty-four (24) days without a pull-in, which is the record for the month.

Cottage Grove moved up from fourth to second and Archer Carhouse from eighth to third; 69th Street from eleventh to fifth, Kedzie from fifteenth to sixth, and Division from thirteenth to seventh.

A decrease of 5.4 per cent is shown in the average miles per pull-in for the entire system as compared with the preceding month, and nine out of the sixteen carhouses show per-cent decreases.

The individual records:

Rank	Carhouse	Zero Days	Miles Per Pull-In in Nov.	Pct. Inc. or Dec.
1	Limits	24	56,708	10.4
2	Cottage Grove	16	42,466	28.1
3	Archer	13	34,477	21.5
4	Blue Island	18	27,994	20.6*
5	69th Street	7	26,890	14.0
6	Kedzie	10	25,557	41.5
7	Division	14	25,125	24.1
8	77th Street	9	22,807	22.5*
9	Armitage	16	22,595	27.8*
10	Burnside	10	21,085	24.5*
11	Lawndale	13	20,892	10.4*
12	North	1	20,825	.9
13	Elston	17	19,355	70.5*
14	Noble	18	18,909	33.5*
15	Lincoln	7	17,884	5.8*
16	Devon	9	13,096	10.8*
		202	23,145	5.4*

*Decrease

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

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

Out of Danger

"Oh, doctor, I'm so anxious about Mrs. Smythe. She is under your care, is she not?"

"She was; but I am not attending her now."

"Ah; then she is out of danger?"

Little May: "Do you believe in the Devil?"

Fay: "Naw. That's like Santa Claus. It's your father."

Today's Definition

A reformer is a man who would like you to believe he would have handed the apple back to Eve untasted.

Speeding the Guest

Motorist: "Is there any speed law here?"

Native: "Naw, you fellers can't get through here any too fast for us."

Kindly Deeds Win Kindly Words

Patrons Acknowledge Acts of Courtesy, Honesty and Efficiency by Trainmen

Mr. O. V. Smith, 5519 Glenwood Avenue, commends Conductor James J. Maloney, Badge No. 2018 of 77th, for his courtesy and painstaking efforts to please each one of his passengers, mentioning specifially his clear enunciation of street car stops.

Miss C. H. Ruarc, 6610 Kimbark Avenue, compliments Conductor John R. Kelly, Badge No. 3880 of Cottage Grove, for his kindness, courtesy, and cheerful manner in attending to his duties.

Conductor Carl M. Quist, Badge No. 4312 of Devon, paid the fare of Mr. G. Busch, 20 N. Wacker Drive Bldg., when he found that the smallest amount of money he had was a $10.00 bill. Mr. Busch considers this very considerate of this conductor and expresses his thanks.

In a telephoned report Miss E. Hubal, 1644 S. Avers Avenue, states that Conductor Arthur B. Deutscher, Badge No. 4870 of North Avenue, is very courteous and commends him for assisting a crippled man to board and alight from his car.

Mrs. J. B. Enright, 5832 Harper Avenue, congratulates Conductor Charles F. Doumel, Badge No. 4894 of Lawndale, on his poise and self-control when he was abused by an unreasonable passenger.

Mrs. Wm. M. Barr, 6224 Broadway, praises Conductor Thomas H. Hartnett, Badge No. 4410 of Devon, for promptly turning in her purse which she had left on his car.

Conductor Peter J. Naughton, Badge No. 4950 of Kedzie, won the admiration of a passenger, who states that this conductor paid his fare when he found that he had nothing but a twenty dollar bill.

Mrs. J. Nuessel, 1019 W. 69th Street, thanks and commends Conductor Fred W. Proteau, Badge No. 14080 of 69th, for his honesty in turning in a purse containing a considerable amount of money which she had left on his car.

Mr. Eugene Shubart, 35 S. Dearborn Street, states that Conductor William T. McElligott, Badge No. 5772 of Kedzie, is courteous, accommodating and thoughtful.

Conductor Carl W. Larson, Badge No. 6128 of Devon, is commended by one of his passengers for his practice of calling out the names of street car stops distinctly.

Miss Ann Hatoff, 3655 W. Roosevelt Road, congratulated Conductor John J. Mitchell, Badge No. 6396 of Lawndale, on his honesty in turning in a purse which she had inadvertently left on his car.

Miss Bertha M. Rau boarded the car in charge of Conductor Edward J. Nelson, Badge No. 6970 of Noble, and found that she had but six cents. This conductor advanced her the penny and she expresses her appreciation of his thoughfulness and courtesy.

Mr. B. H. Goddin, Morrison Hotel, comments favorably on the courtesy of Conductor Frank E. Daum, Badge No. 7238 of Kedzie.

Mr. K. G. Nilsen, President, United States Mortgage Co., One North La Salle Street, on boarding the car in charge of Conductor John J. Bermingham, Badge No. 7278 of 77th, found that he was without funds. This conductor paid his fare and gave him a transfer, and Mr. Nilsen wrote to tell the management what he thought about it.

The gentlemanly attitude of Conductor Fred Zehme, Badge No. 7294 of 77th, won for him a letter of commendation from Miss Laura A. Sexton, Avenue.

Mrs. Crisp compliments Motorman Luke J. White, Badge No. 7939 of 77th, for his courtesy in assisting a blind man to alight from the car.

Conductor Edward H. Gardner, Badge No. 8502 of Kedzie, is complimented for his honesty in turning in a collection book which had been lost by Mr. A. Bright of the Prudential Insurance Co. of America, 4010 W. Madison Street.

Unusual courtesy on the part of Motorman Joseph Hafsten, Badge No. 9235 of Limits, won for him a complimentary letter from Mr. T. S. King, Alexandria Hotel.

Courtesy and a cheerful manner displayed by Conductor John Costello, Badge No. 9998 of 69th, earned a letter of commendation from Mr. Robert Rodney, 7258 Cornell Avenue.

Mrs. J. Revane, 6143 S. Wood Street, thanks Conductor Fred H. Landin, Badge No. 10212 of Archer, for his honesty in turning in her purse.

Mrs. Marcus, 1339 S. Avers Avenue, writes that Conductor Bernard D. Miller, Badge No. 10448 of 77th, is the most courteous conductor that she has ever met on her travels on street cars.

Mr. M. H. Lobdell, 4119 Ellis Avenue, approves the manner of Conductor John J. Casey, Badge No. 10558 of Cottage Grove, in clearly announcing the names of the street car stops.

Conductor Joseph E. Enright, Badge No. 10816 of Archer, assisted a blind couple to board and alight from his car and escorted them to the sidewalk. Mr. G. M. Lawrence, 32 N. Brainerd Avenue, LaGrange, Illinois, observed this act of kindness and expresses his admiration.

Mrs. Marie Konicek, 7537 Essex Avenue, thanks Conductor James T. Conway, Badge No. 11266 of Burnside, for his extreme kindness and courtesy.

Mr. B. F. Forster, 6437 Harper Avenue, compliments Motorman Leonard Pine, Badge No. 11333 of Burnside, for his honesty in turning in a sample case of purses which he had left on this motorman's car.

Conductor Alfred E. Woelfle, Badge No. 11338 of 69th, paid the fare of Mrs. O. H. Hart, 6740 Clyde Avenue, when she found that she was without funds, an act of courtesy which she appreciated.

Conductor A. C. Lexow, Badge No. 11394 of 77th, is commended by Mr. T. J. Keady, 1464 Olive Avenue, for assistance given a blind passenger, helping him to alight from his car and escorting him across the street.

"A Rider" commends Conductor John J. Brennan, Badge No. 11938 of Kedzie for his courtesy in assisting an old woman to alight from his car.

Conductor John J. Brennan, Badge No. 11938 of Kedzie, is complimented for his courtesy towards his passengers.

Mrs. J. H. Birmingham, 1517 W. 82nd Street, praises Conductor F. G. Campaigne, Badge No. 12072 of 77th, for his courtesy and kindness shown toward her husband when he was involved in an accident.

Conductors John F. Kent, Badge No. 9126 of Archer, and Patrick McHugh, Badge No. 11808 of North Avenue, are thanked by a writer for their courtesy and kindness.

Mr. L. M. Froehlick, 19 E. Jackson Blvd., compliments Conductor William A. Whitney, Badge No. 12408 of Archer, for his courtesy in holding his car to enable a lady to board it, although he had the "go" signal light.

Conductor Patrick McGrath, Badge No. 13100 of 69th, turned in a package belonging to Edward A. Torle, 6746 S. Claremont Avenue. Mr. Torle recovered his property and appreciates the honest action.

Unusual courtesy on the part of Conductor Jerry P. Gleason, Badge No. 13622 of 77th, won for him a letter of commendation from Ward P. Littig, Callaghan & Company, 401 E. Ohio Street.

Conductor Edward J. Michaels, Badge No. 14360 of 69th, is congratulated by Mr. H. O'Sullivan, 5923 S. May Street, on his courtesy.

Mr .Edward B. Davison, Northwestern University, 301 E. Chicago Avenue, commends Starter Felix J. Kalish, of North Avenue, for his competent handling of the crowd which attended the big Homecoming Celebration at 122nd Field Artillery Armory.

Mr. David P. Dullard, Accident Investigation Department, was taken sick while a passenger on the car operated by Motorman Sam Kohler, Badge No. 2689 of Elston, and this motorman was very solicitous as to his welfare. Mr. Dullard writes to thank him.

Conductor George J. Quinn, Badge No. 128030 of 77th, is commended by Mr. T. W. Slattery, 516 N. Wells Street, for his quick action in reaching out and holding him by the arm when the car started up.

Mrs. A. Van der Dussen, 10412 Union Avenue, thanks and commends Conductor Andrew Jacobsen, Badge No. 594 of Burnside, for turning in her purse, which she had inadvertently left on his car.

Conductor Fred W. Brameier, Badge No. 1262 of Cottage Grove, is complimented by Mr. M. H. Lobdell, 4119 Ellis Avenue, for his commendable trait of announcing street car stops clearly.

Pauline—"Oh, look at the poor old man all bent over with rheumatism."

Paul—"Rheumatism, my eye! It's Jack coming back from a ride in a rumble seat."

PENALTY FOR NEGLECT

Importance of Proper Care of Teeth Cannot Be Overestimated

About eight years ago a young man, while in the service of the United States, was undergoing a physical examination. The physician found him in good physical condition, with the exception of very poor teeth. There were several cavities and dead roots. He was advised to have these attended to, and was warned that conditions of this kind cause many diseases of the vital organs, such as the heart and kidneys.

As time passed both the physician and the young man entered the service of the Chicago Surface Lines, and in the usual course of events these two men met again, but this time the situation was much more serious. The man was up before the same physician for examination to determine his ability to perform his duties.

Examination this time revealed that his heart was badly affected, and it was apparent that he had not followed the advice given him years before. His teeth were still in very poor condition, and had become much worse. He is married and has two children who must suffer. Why? Because he put off, from day to day, something which must be attended to at once. If you wish to avoid illness, take care of those infected teeth. See you dentist today—not tomorrow.

The Little Chap Who Follows Me

A careful man I want to be,
A little fellow follows me.
I do not dare to go astray,
For fear he'll go the self-same way.

I cannot once escape his eyes,
Whate'er he sees me do, he tries.
Like me he says he's going to be,
The little chap who follows me.

He thinks that I am good and fine,
Believes in every word of mine.
The base in me he must not see,
That little chap who follows me.

I must remember as I go,
Through summer's sun and winter's snow,
I am building for the years to be
The little chap who follows me.

—Selected.

A colored man got his nerve together and took a flight in an airplane. As he climbed out of the ship on its return to the field, he said to the pilot:

"Suh, Ah has to thank you fo' both dem rides."

"What are you talking about?" said the aviator. "You only had one."

"No, suh," returned the passenger. "Ah done had two—mah furst an' mah last!"

After all, it's better to be held up by an outlaw than to be held down by an in-law.

SURFACE SERVICE MAGAZINE

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

A TRYING YEAR

The year now closing has been one to test the courage and character of men in every branch of industry, particularly in the field of transportation. Unsettled conditions have been nation wide and whatever the causes, the effects of slackness in manufacture and trade were immediately reflected in the revenues of the carriers—steam and electrical alike.

The Chicago Surface Lines suffered a loss in rides that starting in January became progressively greater as the year advanced. With full appreciation of its obligations to furnish service to the car riders of Chicago, the management maintained the schedules of 1929 until the daily loss in rides approximated 200,000. Then and then only adjustments were effected to establish a reasonable ratio between income and expenditure.

The easiest way of accomplishing this would have been to reduce its force. Wholesale dismissals were being made in some industries all over the country, but the management agreed with President Hoover thoroughly that this would not give the answer to the problem—that in fact it would only increase the seriousness of the situation.

Better results could be obtained by a readjustment of the hours of labor so that every man could be kept at work, although his weekly earnings would show some reduction from his normal pay.

It is a fine tribute to the men of this organization to be able to record their immediate reaction to conditions. So quickly did they recognize the necessity for cooperative action that there was no necessity for even a suggestion from the management. Voluntarily the veterans and full time employes shortened their weekly hours of work and thus made it possible for their associates to continue on the payroll.

There have been notable cases of self sacrifice in the interest of less fortunate employes and the management is proud of the spirit of fellowship that has marked the trying months that have passed.

Mr. Richardson has expressed the appreciation of the management in a message to all of us, letting SURFACE SERVICE be his medium of salutation this year in place of the cards heretofore sent individually to the employes.

EMERGENCY RELIEF

It is generally recognized that the world-wide business stagnation has resulted in unusual and widespread financial disturbance. Unemployment in many lines and actual suffering due to a lack of fuel and food has been one of the results and a general movement for relief is being undertaken by National, State and local organizations.

Within our own employe family misfortune or illness have been responsible for financial stringency and sometimes want. These were cases that had to have relief and an appeal to charitable organizations would have been justified. The Surface Lines, however, were reluctant to have its employes seeking assitance from outside sources and plans were perfected under which all employe's cases could be cared for adequately. Division 241, of the trainmen's union co-operated gladly and fully, and a committee representing employes and management was organized and has been functioning actively since December 1. The plan and its results thus far are fully set forth on another page.

Is There a Shorter Letter?

The tenant, lax in the payment of his rent, received notice from his landlord to either vacate the premises or pay the amount due. A check was received by return mail, accompanied by the following letter:

"Dear Landlord,

"I remain,

"Yours faithfully,

(Signed) _____."

Lady (phoning radio store): "I have just had my radio installed, and it is working fine, but the orchestra in Cincinnati is playing too fast. Is there any way I can slow it down?"

Street Car History

Interesting Facts About the Early Days of Transportation

Consolidated Traction Company

Unused street car tracks in Erie Street, Elm Street and a few other places often give rise to the question as to the origin of street car service in such places. This recalls the fact that prior to February, 1899, there were eight street railway companies operating on the north and west sides whose names now are almost forgotten. These were the nucleus of the Chicago Consolidated Traction Company which was formed early in 1899 and entered into an operating agreement with the Chicago Union Traction Company late in the same year for exchange of transfers and track use between the companies.

The Chicago Union Traction Company, meanwhile, had made an arrangement to operate as a unit the principal other companies on the north and west sides of the city. In December, 1910, a new arrangement was made by which the Chicago Railways Company, successor to the Chicago Union Traction Company, purchased the property of the Consolidated Traction Company inside the city limits. The remaining Consolidated lines west of the city limits were taken over by the County Traction Company, and the line north of the city limits at Clark and Howard Street, became the property of the Evanston Railway Company.

It may be of interest to note that the North Chicago Electric Railway Company built and operated for six years the lines in Lincoln Avenue north of Belmont, in Robey north of Lincoln and in Milwaukee Avenue north of Armitage as well as the lines on Montrose and Lawrence Avenues. The Cicero & Proviso Railway Company operated for nearly ten years in Madison Street west of Crawford, Lake Street and Chicago Avenue west of Cicero Avenue as well as north and south lines in Cicero between Madison and Chicago and in Harlem and Desplaines Avenues.

The Ogden Street Railway Company operated for about seven years in Crawford and Cicero Avenues south of Madison, in 12th west of Crawford, in Ogden Avenue west of Crawford and a few other short lines.

The Chicago Electric Transit Company, from 1893 to 1899, was the operator of lines in Elston, on Belmont Avenue and Irving Park Blvd.

The Chicago North Shore Street Railway Company built and operated the present Broadway line north of Irving Park Boulevard as far as the city limits.

The Chicago and Jefferson Urban Transit Company was the operating agency in Monroe, in Canal to Morgan, in Morgan from Monroe to Fulton, in Fulton from Morgan to Western, in Chicago Avenue from Kedzie to Crawford and in Grand Avenue from North to Armitage Avenues.

The North Side Electric Railway Company was the original transportation agency in Franklin, Erie, Elm, Kingsbury and Crosby Streets.

The Evanston Electric Railway Company furnished service in Evanston north of Foster Avenue.

The originator of these various companies and of the plan for their unification into the Consolidated Traction Company was the late Charles T. Yerkes, who saw the possibilities of developing outlying districts in Chicago and after having given these lines a start, he formed them into one company and made a profitable arrangement by which some of them were brought into the central district over the older existing railway system.

More About the Dummy

Editor Surface Service: I came to this city in the year 1883, worked at South Park during '84, '85 and '86 and remember the Hyde Park Dummy as it was commonly called very well. There were two running and they used to meet at and switch right north of 51st Street where they had a piece of double track. The rest was single track as you have stated.

I also want to state that we had a viaduct at 40th and Halsted over Stock Yard tracks and one at 61st Street between Wentworth Avenue and State Street over the Rock Island and Lake Shore

and Michigan Southern tracks (now called the New York Central). Both were used back in the nineties, 61st Street as early as 1893, the World's Fair year. We had small cars then but they pulled trailers to the Fair at Jackson Park over the viaduct at 61st Street. Halsted-Downtown also used trailers about two years. The brakes and lights were connected with the motor car.

B. OSCHATZ,
Archer Depot.

Street Car Service in Chicago in 1859

Beginning with the opening of the first street car line in State Street from Randolph to 12th on April 25, extensions were made gradually so that by the end of the year, horse cars were operating in the following streets:

State Street from Randolph to 22nd.
22nd from State to Cottage Grove.
Clark Street from north of the river to Chicago Avenue.
Chicago Avenue from Clark Street to the river.
Division Street from Clark to Sedgwick.
Sedgwick from Division to North Avenue.
Madison Street from State to Damon Avenue.

Street Car Service in Chicago in 1875

Having started horse cars on State Street in 1859, there was a considerable expansion of service during the next 16 years. At the end of 1875, cars were operating on the following streets:

State Street from Randolph to 39th.
Indiana from 18th to 39th.
Cottage Grove from Indiana to 55th, and 55th from Cottage Grove to Harper.
Wabash Avenue from Randolph to 22nd.
18th from Wabash to Indiana.
22nd from State to Cottage Grove.
Clark Street from Diversey to Archer.
Archer from Wentworth to Pitney Court.
Wells Street from Division to Polk Street.
Division Street from Clark to Clybourn.
Clybourn from Division to Cortland.
Sedgwick from Division to Lincoln Avenue.
Lincoln Avenue from Center and Clark to Wrightwood Avenue.
Chicago Avenue from Clark to the river.
Larrabee from Chicago Avenue to Lincoln.
Broadway from Clark to Irving Park Blvd.
Irving Park Blvd. from Broadway to Ashland Avenue.
Milwaukee Avenue from Desplaines to North Avenue.
North Avenue from Milwaukee to California.
Grand Avenue from Milwaukee to Western.
Randolph from State to Bryan Place.
Bryan Place from Randolph to Lake.
Lake from Bryan Place to Western.
Madison from State to Western.
Van Buren from State to west of Damen Avenue.
Ogden Avenue from Randolph to Madison.
Halsted from Milwaukee Avenue to Blue Island Avenue.
Blue Island Avenue from Halsted to Racine Avenue.
Clinton from Randolph to 12th.

The lines in Cottage Grove from Indiana to 55th, in 55th from Cottage Grove to Harper, in Broadway from Clark to Irving Park, and in Irving Park Blvd. from Broadway to Ashland were, at that time, operated by steam dummy.

BOWLERS KEEP 'EM ROLLING

Standing at the End of Six Weeks—Building Department in the Lead

The Surface Lines Bowling Club has been rolling merrily for the past six weeks at the club and some remarkable scores have been made to date. That is, they are remarkable because of their lowness, but the boys are improving steadily and we look for regular scores on the part of the beginners in the near future. Of course, some of the old timers, like Lee Denzien, Frank Mollath, Mike Rubey and Lou Bohlin, have been getting lots of pins and are bravely upholding the bowling honors of the Surface Lines Club.

The Building Department team, led by that sturdy warrior, Harold Isaacson, is in the lead at the present writing and are also the holders of the high team average.

The Purchasing Department, led by Ed Cummings, were very lucky one night and stole the high team game.

Tony Vitalie, of the Track Department, and Frank Mollath, of the South Shops, hold the high average for three games and high individual game, respectively.

Lee Denzien, of the Carhouse team, is the leader of the league to date.

Below is the team standing on November 26:

	Won	Lost	Total Pins	High Game	High Av.	Pct.
Building	11	4	10,796	802	772	.733
Schedule	8	4	8,305	784	730	.667
S. Shops	10	5	10,530	784	727	.667
Transport	9	6	10,059	809	736	.600
D. Clerks	9	6	9,915	802	728	.600
Electrical	7	5	8,012	736	695	.583
Carhouse	8	7	10,941	819	747	.533
Purchasing	6	9	10,210	828	744	.400
Accid. Invest.	5	10	10,387	749	730	.333
Track	5	10	10,333	774	708	.333
W. Shops	4	8	8,043	765	724	.333
Legal	2	10	5,852	718	694	.166

High team game—Purchasing, 828.
High team average—Building, 77.
High individual game—Mollath, S. Shops, 216.
High individual average—Vitalie, Track, 198⅔.

Shopgirl (to another behind the counter as a customer comes in): "Mamie, will you wait on this woman?" (Then to the customer): "This lady will wait on you."

Departments and Divisions

Accounting

Mr. F. Miller has returned to work after being confined to his home several weeks on account of illness.

We regret losing Mrs. Florence Nye of the Stores Accounts, who left service on Friday, October 31, 1930, to devote all her time to housekeeping.

Mr. and Mrs. Walter F. Lange now boast of being the proud parents of a daughter. The young lady arrived on Wednesday, October 29, 1930, weighing eight pound and is "Queen of all she surveys."

A large number of girls from the department are entered in the Annual Women's Bowling Tournament which started at the Club House on Thursday evening, October 23, 1930, and what they propose they perform, so watch your "pins and shoes."

Merrill Ruth, an eight and one-half pound girl, arrived on Sunday, November 9, 1930, at Mr. and Mrs. Francis Carroll's home. Mrs. Carroll, many will recall, was formerly Della Kilham of the Receipts Analysis Department.

A destitute family, whose name was furnished by the United Charities, was the recipients of a nice Thanksgiving basket and all the "trimmings" from members of the Women's Auxiliary in the department.

T. F. Coan.

Accident Investigation and Legal

The Thanksgiving holiday period was celebrated by this department in the usual style, and also some novel celebrations were had, as follows:

On Thanksgiving Eve, Miss Grace McCann, one of our natatorial stars, became Mrs. Arnold Schmude, the wedding and reception taking place at her sister's home, 4203 Wellington Avenue. There were many friends and relatives present to see her make this fancy dive and they are all sure she will get along swimmingly. She was remembered by her friends of this department, who presented her with handsome and useful gifts and extend heartiest congratulations.

On Thanksgiving Day James A. Mahoney of this department was united in marriage with Miss Marie Bryne, daughter of William and Mary Byrne of 4520 Wrightwood Avenue, at the Holy Name Cathedral. The wedding ceremony was performed by Rev. Lawrence Byrne, the bride's brother, a solemn nuptial mass following, which was celebrated by Rev. Philip Mahoney, the groom's brother, who was assisted by Rev. Lawrence Byrne as Deacon and Rev. John Lauer as Sub-deacon. Breakfast was served at the Webster Hotel and the happy couple then left for a short eastern trip.

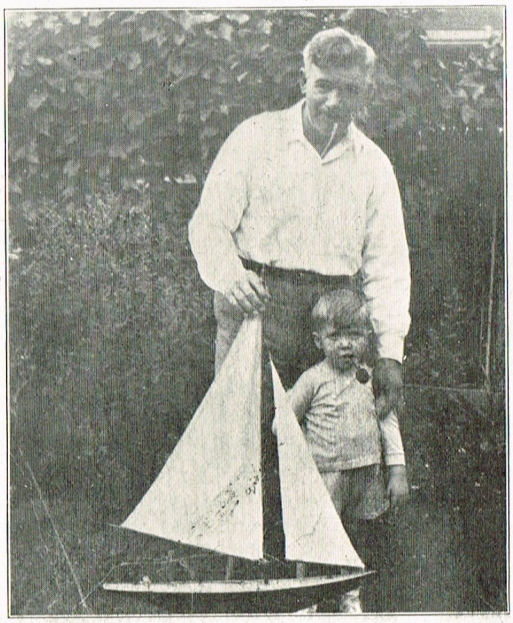
Wilbur H. Hamilton announces the arrival of a chubby seven-pound daughter, Annette Lee Hamilton, on November 23—wherefore the big smile that Mr. Hamilton has been wearing ever since.

We extend our sincere sympathy to Charles J. Mersch of this department, whose father, Nicholas P. Mersch, 80 years of age, expired at the family residence, 1024 Sherman Avenue, Evanston, on November 12. Short services were held at the residence on November 14, thence to St. Mary's Church and the interment at St. Mary's cemetery, Techny, Illinois.

Blackstone.

Electrical

Howard Jacobson, timekeeper, had his hand bandaged, due to slight burns. Some of the timekeepers say it was caused by his trying to turn "flap-jacks."



Oscar Ohman of the Electrical Department and His Grandson, Donald Johnson, at Narragansett Bay. Donald is Trying Out Grandpa's Pipe.

Fellow workers of T. Doyle, Armature Repair Department, are trying to convince him of the date of the Iroquois fire. In another week or so we feel sure he will be fully convinced.

A recent trip to Hudson Lake, Ind., made by Jim Smith, of 20th and Dearborn, was very disastrous. On the highway Jim saw something far ahead of him, and thought it was his shadow. When he caught up to it he found it to be a 1,500-pound bull that insisted on draping himself over the front of the car to the extent of a few hundred dollars' damage. Jim couldn't "bull" anybody into paying, so he took possession of the carcass. There's no need to buy turkey this Christmas.

"Billy."

Engineering

Peter Carpino now claims the distinction of being the youngest daddy at Grand and Leavitt, due to the arrival of his first born on Thanksgiving Day. Baby Joan weighs seven pounds at first reports.

We gladly welcome Al Becker back to work

at Grand and Leavitt, he having undergone a serious operation recently.

James Ryan, long a familiar figure at Grand and Leavitt, is still confined to his home on account of illness and welcomes any of the boys who could drop in and see him. A speedy recovery is our earnest wish to him.

John O'Neil says that a tax cut is the kindest cut of all.

The sincere sympathy of the Department is extended to Ben H. Lindstrom in his bereavement over the death of his mother.

We extend our sincere sympathy to Harry Debus in the loss of his sister, who was also the beloved wife of Charles Gremley of the Track Department.

Transit.

Material and Supplies

It is reported that Eng Jensen is about to incorporate. The stock will be on the market shortly.

Lydia Timmerman has taken up bowling. She says it is much more fun than a diet.

Viola Eger is thinking of going into the clothes pressing business. We can recommend her. Once she presses a garment, you will never take it to anyone else to be pressed.

When the time for making New Year's resolutions comes around, we hope you will all resolve to send in an item for this column occasionally during 1931.

Robert E. Buckley.

Schedule and Traffic

It looks as though Robert Sedlack and his Bowling Team are going to give the first place team a real race for first place; they are now in second place.

If Chas. Kreiner and John Blare don't have those iron hats dyed brown they will lose their membership in the Democratic Party.

Now that Chas. Pfaus has a new Chevrolet car he should bear in mind that if the starter fails to work, just call on Andrew DeGrazia, who will start his car for him.

Geo. Weidenfeller

Shops and Equipment—North and West

West Shops: Mr. George Turton sends the season's greetings to the men in the Paint Shop from Durham, England.

We are glad to see Herbert Albertz back to work, after being on the sick list for a week.

Old Bill Voelkner is now a granddaddy. Congratulations!

Blue Island: Henry Walter, the "pole wizard," who has spent ten years of his life on and around the poles (not sitting on them), was interviewed the other night, and what he knows about them would fill a book. It is a dangerous job, he said, but he enjoys it. A person undertaking it must be well balanced and watch his step at all times. The reports that come in must be taken care of properly, which is not always an easy task to perform. Once, he said, the "North Pole" was reported to be twisted out of place and jumping all over. Another time it was the "South Pole" that needed attention, as it could not be hooked up. He will relate in a later issue of this magazine how he solves problems of this kind.

Jane V. McCarthy.



Pattern Maker Julius Gerber of the South Shops, 44 Years in Service, 72 Years Old and Going Strong.

South Shops and Carhouses

Joe Hommes, Machinist, South Shops, was married on Thanksgiving Day.

We are glad to hear that Nick Sobal, Sr., who has been confined to the hospital, is getting along nicely.

Our sympathy is extended to the family of Thomas Ferguson, Truck Repairer, who died on November 18th.

Frank Bramic, Machinist, is the proud father of a baby boy born Thanksgiving Day.

We were sorry to learn of the death of the mother of Clyde Anderson, Tinning Department.

It was very noticeable that something was wrong with C. Winzenholler, Cottage Grove, the day after Thanksgiving, but upon investigation it was found that he had too much turkey.

M. Dugan, who was laid up for a few weeks due to an operation on his nose, is again back at Burnside, enjoying the cool breezes that sweep through the carhouse in the evenings.

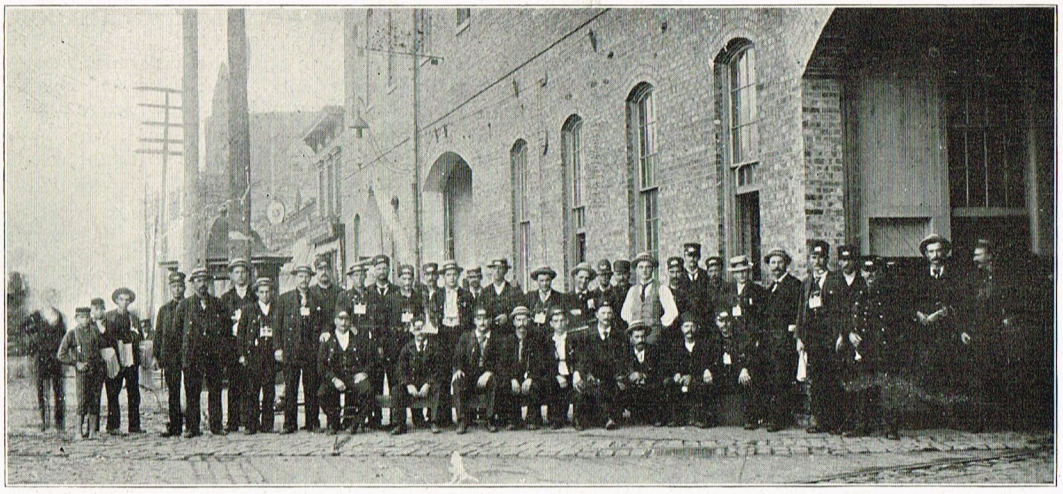
We were sorry to hear that Leo Keane, Cottage Grove, had to vacate his flat on account of fire.

A. Goldik, Burnside, is slowly recovering at the Holy Cross Hospital from an operation which relieved him of his gall stones.

Crossword puzzles are quite the thing thinks Tony Lambros, Burnside, for developing one's vocabulary. We now know his secret of "Good English."

T. Kasputes is now the proud possessor of a Lincoln purchased recently.

J. P. McCauley.



A Group at 61st and State Street in September, 1891. Among Those Still in the Service Are R. Walsh, Now Assistant Division Superintendent at 69th and Ashland, Conductors E. Mulcahy and L. J. Miller of 77th, and Motorman J. Connors of 77th. Mustaches Were Much in Evidence in Those Days.

Around the Car Stations

Cottage Grove

Christmas is almost here, and the next week or two we expect to carry a large number of passengers for the Christmas rush, so let us be courteous and patient with passengers who will be taking the children with them to see Santa Claus. Assist them whenever possible and look down the side of your car before giving the bell to go ahead so as to avoid an accident. Remember, there are only a few months of the Accident Prevention Contest for this year and a little more effort on our part will boost us to first place. Be careful and courteous and let us bring the Silver Car to Cottage Grove depot and be the honored guests at the presentation of the trophy.

The annual election of officers of the S and A Club was held in the club rooms on Thursday, December 4, and after a spirited contest the following officers were elected: President, S. T. McIntyre; vice-president, Motorman A. G. Coffey; secretary, Chief Clerk Percy Atkinson; treasurer, Receiver E. Ahern; trustees, Assistant Superintendent Harry Hooper, Motorman John Drinker and Motorman Jimmy Jones. The amendment to elect all officers annually was carried. The newly elected officers will try to make the club membership 100 per cent during their term of office, so let us all co-operate with them and get all the trainmen to join the club. The dues are only 20c per month.

Motorman S. Fitts, accompanied by his good wife, has just returned from a hunting trip in South Dakota. Fitts is such a good shot his trip ended sooner than expected. He killed the limit in a short time, many of the trainmen eating pheasants instead of turkey for Thanksgiving dinner. Motorman Al Smith ate so much game that he is now suffering with gout. High living does not agree with him. We wish him a speedy recovery.

There are still a few trainmen who are eligible for the Surface Lines Post American Legion. Conductor Hjortsvang, Run 44, has plenty of applications and will be gad to furnish you with one. He will also receive any present member's dues and turn it in to the Secretary, thus saving you the trouble of sending it. The whole cost is so small that you cannot afford to keep out of the Legion, and the benefits are large, so fill out an application and hand it to Conductor Hjortsvang.

Mr. Arthur Boyer of Matteson, Ill., son-in-law of Starter Henry Eichhorn, was hit by an automobile at 183rd St. and Cicero Ave. on November 8 and died at St. James Hospital November 10. Funeral services were held at the home of his sister, Mrs. Schroeder, on November 13, thence to Chicago Heights Presbyterian Church. Services were conducted by the Reverend Dr. Barch and burial was at Matteson Cemetery. Mr. Boyer leaves a widow and a daughter 7 years old to mourn his loss. The trainmen extend their heartfelt sympathy to Henry Eichhorn and the immediate family.

The following trainmen have been on the sick list for some time, and a visit to them would be appreciated, the clerk gladly furnishing the addresses: Motorman John Thompson, Motorman Fred Theile, Conductor Frank Drake, Motorman John Foley, Conductor Isaac Jones, Motorman Al Huftile, Motorman Thos. Durkin, Conductor Wm. Saunders and P. J. Reynolds. The trainmen wish you all a complete and speedy recovery.

J. H. Pickin.

77th St.

Conductor C. T. Woehlke had a little excitement while operating through the loop on State Street the other day. A lady in the act of boarding his car screamed and Charlie saw one of the colored gentry grab her purse and run. Charlie followed and caught him at Wabash Ave., and, like all stories, the villain is now where he can do no harm.



Motorman Lewis Reimers of 77th Street Station With His Granddaughter

We are in the midst of that great shopping season known as the Christmas rush. This means physically to a trainman large loads, endless questions and bundles falling all over the platforms, etc. It means morally that we are to do our part with the spirit of Christmas season by cheerfully extending a helpful hand to the women and children and exercising patience with the old and feeble. We have heard of service with a smile but smiles never lifted a tired child or bundle up on the platform and when at last the rush is over, hear that ever-welcome phrase, "Well done thou good and faithful servant."

Conductor R. H. Goebel announces the arrival of a dandy little girl at his home. Congratulations, may your tribe increase.

Motorman Ruddy Blell is still confined to his home through illness. Ruddy desires a few of the boys pay him a visit and help pass the dreary hours away.

In the witness contest, we are in fifth place after a bad slump. One year ago our average was 5 plus per accident and we were in second place. Remember boys, it rarely occurs that three or four witnesses see an accident in the same light, therefore the greater number of witnesses the stronger your case for change from chargeable to non-chargeable. As your accidents are recorded so are the number of witnesses, therefore try and obtain enough names to convince any investigation.

Motorman Andy McGann is now confined at Auburn Park Hospital through injuries sustained while at work. It appears Andy is going to remain here for some time so do not forget our friends while they are on their backs.

Did you receive your snow storm instructions? This lecture was very ably imparted by Mr. M. B. Quinn with the assistance of Assistant Superintendent J. B. Becker and Supervisor John Natelborg. Let it snow, we're ready.

Here are some more of the boys who have been visited by misfortune and no doubt would be pleased to receive a friendly call: Conductor A. R. Ness, leg injured and now recuperating at home; Conductor J. P. Ryan No. 3, has passed through an operation and is now convalescing at home; Conductor Jimmie Sands is confined to his home with severe bronchial affliction; Motorman Tim Larkin is at home convalescing through sickness; Motorman C. F. Mormann is confined also to his home. Motorman Chas. Fennessy is at home recuperating from injuries sustained in an auto accident. Well boys, this is quite a list, so get your pencil out and make a note of the boys you are going to visit.

In the Accident Prevention Contest last month, we moved up from 11th place to 6th place and increased our average 1.0 point. Great! We are in the snow season with its many drawbacks and hardships, necessitating the sharpest thinking and calculating to come through safely. Did you ever feel like taking a little chance to make it? Now here is a way to cure that feeling: proper co-operation between motormen and their conductors creating the sense of security and certainty that bolsters a fellow up when he is "up against it." Here is a serious condition which happens very often when snow is king. The passing of vehicles parked or moving close to the rails, more especially when the platforms and steps are crowded with passengers. We made a very good record last year in avoiding this form of accident. Let us try and better it this year.

Within the past month the following trainmen and relatives of trainmen have been called to the Great Beyond, namely: Wife of Conductor A. H. Boettcher, brother of Motormen James and John and father of Conductor T. J. Ferguson, brother of Motorman J. Morrissey No. 1, and two of your and esteemed conductors, Conductor F. M. Doody and Conductor P. T. Purdy. To their sorrowing relatives our division extends its profound sympathy in their bereavement.

C. A. Gylling.

Sixty-ninth

Motorman T. F. Naughton and Miss Margaret Daly were united in marriage on November 26 at St. Brendan's Church. Congratulations!

Connubial bliss will also be the lot of Motorman E. C. F. Schaeffer after December 10. On that date he was to be married to Miss Iona Nolen, so it is likely that the cigars will already have been distributed by the time this magazine is off the press.

It is with deep regret that we record the passing of the father of Motorman M. J. Flanagan and the father of Conductor J. J. Burke. Division extends its sympathy.

Motorman S. McKillop, one of our well loved old timers, passed away on the morning of November 29. We extend our sympathy to the bereaved family.

Conductor L. J. O'Neill is the proud father

of a nine-pound baby girl, who arrived on Turkey Day, November 27.

The division extends its sympathy to Conductor A. F. Kusch in the loss of his wife on November 22.

We have another proud papa in the person of Conductor A. F. Green, whose wife presented him with an 8-lb. 9-oz. boy on November 13.

Mr. Walsh submits a letter commending Motorman H. G. Hubbard and Conductor A. F. Schmitz for switching back south at Erie and Ashland while they were northbound on the evening of November 20. There was a "hole in the street" that might have put fear into the heart of less timid souls, but they went right into it and cut down a bad delay considerably.

Motorman R. J. Carson and H. Kruse, on November 23 took very prompt action in assisting the wreck wagon crew in laying hose bridges at a fire at 63rd and Champlain at 7:41 P. M. Several minutes were thereby cut from the delay, and their commendable act stands out the more clearly because their cars were not the first ones blocked.

The Vodvil Frolic and Dance held in the club room on November 13 was a noteworthy success. Many compliments were heard regarding the superior quality of the acts and the dance music which was furnished by that noted rival of Paul Whiteman, our own Mr. L. E. Bohlin and his aggregation of talented tunesmiths. If any of the Vodvil acts fell slightly short of delivering 100% entertainment it was immediately bolstered up by that sterling master of ceremonies, Conductor F. R. Smith, whose trick mustache and witty remarks sent gales of merriment sweeping through the audience. It is rumored that Balaban & Katz are already bidding for his services for the opening of their new theater at 63rd and Union next summer.

Motorman Bill Henry is still losing weight. Just when he was recovering from the disastrous effects of the city series, along comes the major leagues' convention in New York, and now Bill is a nervous wreck again. He is afraid that some deal may be consummated whereby the Cub team would be strengthened sufficiently to win the pennant next year. Such a thing might prove fatal to Bill, so we will hope for his sake that it doesn't happen.

Trainmen working snow equipment this season will be furnished with route books when they leave the depot. We ask that you do your best to keep these books in good condition and see that they are returned, as the supply of them is limited.

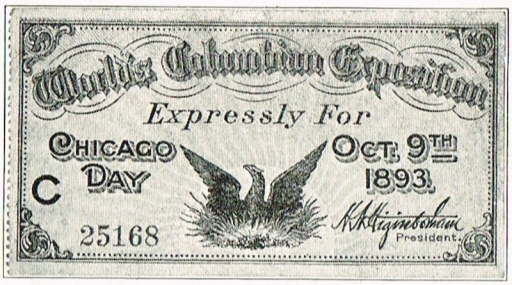
W. L. Pence.

Archer

Our sympathy is extended to Conductor L. Chesla on the death of his brother Martin on November 22. Interment was at Resurrection cemetery.

Conductor Albert E. Hinz is the proud father of Richard Albert, five-pound baby boy born at the Englewood hospital November 18. Congratulations, Albert, and may the next be a girl.

Conductor R. W. Roberts took a few days off to spend Thanksgiving with his people



A Souvenir Ticket to the World's Columbian Exposition for Chicago Day, Oct. 9, 1893, the Property of B. Oschatz of Archer.

down on the farm at Dixon, Ill., where he did some hunting.

We sympathize with Conductor John Bragiel on the death of his sister, November 12.

Conductor W. R. Tock is sporting a new auto. Some class to William when he goes down the boulevards.

Conductor P. F. Daley is the proud daddy of a 9-pound baby girl, born November 12.

Mr. Charles Watson, Receiver, who has been on the sick list for the last two years, died November 28. Charles had a seniority dating April 29, 1917. He was well liked and had many friends among the boys of Archer depot. Our sincere sympathy is extended to his wife in her hour of sorrow.



Elaine, Two and One-Half Year Old Daughter of Conductor James Hetenyak of Archer.

Again our sympathy is extended to Conductor H. D. Kuhn on the death of his father who died November 8, after a short illness.

Conductor W. J. Fitzgerald reports the arrival of another boy at his home, Robert M. by name, who made his appearance before breakfast November 11, weighing 8½ pounds. Congratulations, Bill; keep up the good work.

Motorman J. J. Boyle had the misfortune of losing his nine-year-old son, who died November 11, after a short illness. The boys of Archer extend their sympathy to you in your sorrow.

Our deepest sympathy is extended to Motorman J. Sauerzopf on the death of his dear

mother, who died at the age of 75, November 3. Buried November 6 from St. Augustine Church. Interment at St. Mary's cemetery.

"Dusty."



George Burgett of Lincoln with a One Day Catch at Wheeler Lake, Wisconsin.



Tobie Wohl of Kedzie.

Blue Island

There were several new arrivals in the past month as follows: C. Bassford was presented with a 7-lb. boy on November 9; W. Baruch with a 7-lb. girl on November 18; M. Gniadek with a 7-lb. boy on November 18, and J. McGuire with an 8½-lb. boy on November 19. Congratulations, boys.

We all wish to extend our sympathy to L. Rokas and family in the loss of his mother-in-law.

We wish to extend our sympathy to the family of Motorman Frank Dvorak who was taken ill on November 5 with double pneumonia, passed away on November 13 and was buried at Concordia Cemetery on November 18. Frank had a seniority of almost 27 years and will be missed as he was always happy and had a smile for everyone, including his passengers.

The writer hopes you all had a Joyous Thanksgiving and now takes this means of wishing you all a Very Merry Christmas and a Happy New Year. C. P. Starr.

Kedzie

The trainmen received their final instructions on snow work from Chief Instructor Johnson and Traveling Motorman J. Hays on how to operate the new snow equipment and what is expected of them. All that is needed now is a good heavy snowfall to get the practical experience,—but we are hoping that they will not have the opportunity.

Conductor J. Hammerton and Motorman Geo. Wyers, who were out hunting for ducks a few days before Thanksgiving Day in the outskirts of Lombard. Ill. had the esteemed pleasure of meeting Mr. Game Warden, who politely informed them they would each have to pay a handsome fine for trespassing. For their experience they had a long hike home, penniless and duckless. We wish you better luck next time.

Conductor T. G. Cox reports the arrival of a 9-pound baby boy, born November 18. Mother and baby doing nicely.

Conductor D. J. Mulvihill was presented with an 8-pound baby girl, born November 19. This is number three—two boys and one girl. Congratulations.

Another stork story: A bouncing baby boy 8½ pounds arrived at the home of Conductor J. Kosmach on November 25.

Our sympathy is extended to Motorman Tim Crowley in the loss of his wife, who died December 2.

C. Sonders.

North Avenue

Conductor Louis W. Rohde passed away Nov. 26 at the age of 46. He had been in ill health for more than a year. He entered the service June 19, 1908. Interment at Niles Center under auspices of Lake View Lodge, No. 774, A. F. & A. M. Good "Old Dutch" has gone from among us, but we will long remember him. His bluff good nature and habit of cheerfulness has left its mark among us. To his friends and relatives we extend heartfelt sympathy.

Robert Wm. Egan, weighing 9 pounds and 9 ounces, arrived Sept. 29 at the home of Conductor Wm. Egan. Little Robert's papa is an ex-furrier and the delay in this announcement is due to papa being out trying to round up a rabbit to wrap the baby bunting in.

Conductor Phil Strohm was badly injured in an auto accident Thanksgiving night and is in the hospital. We don't know his exact condition but we are pulling for him and wish him a speedy recovery.

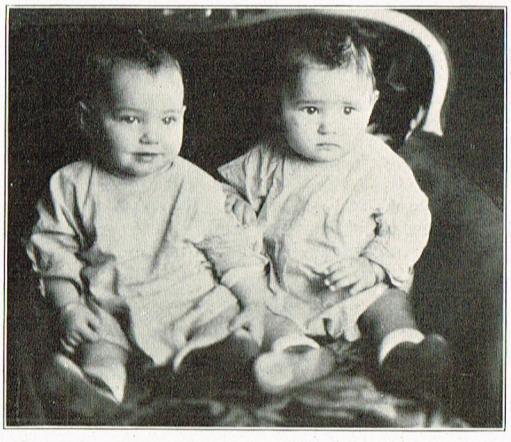


John Carbonel, Bus Operator, North Avenue, and Motorman Bill Becker of Armitage With a Vacation Catch.

Conductor Wm. Reinke, who was cracked up by an auto while holding up a lever switch a couple of months ago, was around the depot the other day wearing a snappy black derby and looking pretty good. Hope to see you back on the job soon.

It remained for our management and union officials to evolve the most effective plan for the relief of our distressed and unemployed. The small amount deducted from the pay of each of our people will work no hardship on anyone. These are good times for the fellow with a steady job, and it gives a certain satisfaction to know you are doing your own small part in alleviating the burden of the less fortunate brother.

C. A. Knautz.

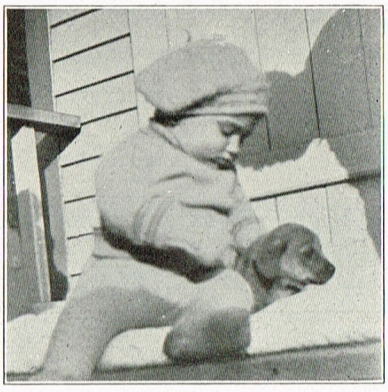


Joan and Jennie, the Twin Daughters of Conductor Frank Turpin of North Avenue.

"A SURPRISE FOR HENRY"

Dedicated to Henry Craig, of North Avenue by Motorman T. F. Scanlon

On a sunny November day,
Henry went home in the usual way,
And when he arrived at the house
Could not find his lovely spouse;
He feared the worst, but hoped for the best,
Sat down and took the "Blindfold Test".
'Twas Friday, and in answer to his wish,
She *may* have gone for some gefeltafish.
But he had a faint suspicion
That one in her delicate condition
Had something more important in mind.
What it was he would quickly find.
Her coat was gone, also her hat
Looked like she had left him flat.
And he now sincerely hoped,
But no, she couldn't have eloped
Impossible to meet a grander man
Henry's the best of the Chraig-ish clan,
Always a smile and never a frown
A perfect gentleman, never a clown
Board member of old Two-forty-one
He's really a lovable son of a gun.
Rosy cheeked and full of life
An elegant mate for his beautiful wife.
Then a neighbor at his house did stop,
"Henry, I think you'll be a very proud *pop*
And soon you'll be filled with pride and joy
When you see that wonderful ten pound boy."



George Jr., Son of Motorman George Henry of Blue Island.

Elston

On Saturday, November 15, 1930, a celebration was held on account of the opening of Montrose Ave. extension. Many prominent people were in attendance, but I would like to mention two of our most popular trainmen who played a prominent part in this event—Conductor Matt Wall and Motorman Louis Quetschke, who operated the first car over the new stretch of track. Both were resplendent in new uniforms and, with their ever pleasing and obliging personality, were worthy representatives of Elston Depot in their part of the celebration.

Another one of our trainmen who played a prominent part in the above celebration was

Conductor E. Harvey, who was photographed as the skipper of the "Toonerville Trolley" by a member of the Herald-Examiner staff.

Conductor W. Gough reports an increase to his family. Congratulations.

As a reminder, men, do not forget the limited time we have in order to better our standing in the Accident Prevention Contest; also Witness and Courtesy Contests, so let us get busy and put Division Ten on top.

Wish to extend our sympathies to the following trainmen in their bereavement: Motorman L. Cosman in the loss of his brother and Motorman Lockwood in the loss of his sister.

E.



Stanley, Year Old Son of Motorman Louis Cygan of Blue Island.

Noble

Conductor A. Porcell was married Thanksgiving day. We extend our wishes for a long and prosperous married life.

Motorman John O'Donnell is back to work after being off some time on account of blood poisoning. Glad to see you back on the job, John. Motorman Frank Miller also expects to be back at work again before long.



Conductor Undem of Armitage With His Grandsons Dick, Dale and Jack.

Conductor G. Galvin has taken a furlough and is visiting in Ireland.

A large class of trainmen attended the instructions on snow equipment given by Mr. Johnson on November 18. We are ready for snow storms but the longer snow stays away the better we like it.

Our car placer, Maggie, bought a watch from a stranger who was passing by the depot. When Maggie got home he took the watch to a jeweler to have it appraised and from now on Maggie will not buy any more watches from strangers.

We are in second place in the accident prevention contest. Lincoln Ave. is only holding first place by a small margin and with a little extra effort on the part of the trainmen of the tenth division to try and avoid accident during the next three months ought to put this division on top when the contest closes in January.

Demours.

Lincoln

Motorman R. C. Mills, who has been on the sick list, is gradually improving and has gone to California to recuperate. We hope the warmer climate and rest will benefit him and that he will be back on the job soon.

We seem to have some pretty good hunters at this station. Motorman L. L. Smith went up into the wild and woolly north and shot a large bear and one buck deer, not mentioning many pheasants and rabbits. Conductor C. H. Margaran went out near Morris, Ill., shooting snipe, but just how many he got we didn't learn.

Mrs. Fred Elie, wife of Conductor Elie, entertained the lady rooters or boosters of the old baseball days with bunco at her home on Tuesday evening, Nov. 18. Motorman Pete Schornack's wife won first prize. Motorman John Sullivan's wife took second prize and the consolation prize was won by Conductor Jim Hopkin's wife. The others present were Mrs. Tom Gaughan, Mrs. Frank Pearsol, Mrs. Frank Swobada and Mrs. Golden.

The boys are missing another old-timer at the station. After a very short illness, Conductor Fred Albrecht passed away Sunday, Nov. 23. He had been with the company many years, starting first at the age of 16 with the North Chicago Street Railway Company as a tow boy on June 28, 1899. He was promoted to the position of conductor. Mr. Albrecht was laid to rest Nov. 26 in St. Joseph's cemetery. He leaves a widow and children, to whom the boys extend their sincere sympathy.

H. Spethman.

Limits

About 6:30 P.M. Nov. 4, 1930, the wife of Motorman Healey, their two daughters and son were held up in their Packard at 14th and Canal streets and robbed by three negroes who were captured on the 6th and later identified by two handkerchiefs with peculiar embroidery which they failed to destroy or dispose of. Mr. Healey's eldest daughter, at the risk of her life,



Conductor George Bailey of Lincoln and Motorman Edward Gibbons of Devon Taken on Board the Giant Motor Driven Vessel Britannic En Route to Ireland.

put up a very strong fight but was unable to do anything to prevent the robbery.

Mrs. Frieda McPhee, wife of Motorman McPhee, presented him with a baby daughter at the Grant Hospital on Nov. 25. Both mother and daughter are getting along nicely. Congratulations.

Motorman Chas. Polko died suddenly Tuesday, November 4. The funeral was held November 7, at 1:30 P.M. at Kummerow's Chapel, 2483 Milwaukee Ave., from thence to St. Peter's Evangelical Church. Interment Niles Center Cemetery. Polko was in the service of the Chicago Surface Lines a little over twenty-two years and well liked, and his many friends are grieved by his sudden demise.

Old Charley Reynolds, 29 years a conductor, while going to work on the night of the big storm March 25, 1930, fell down and fractured his hip. Later it became necessary to amputate his limb, from the shock of which Charley never fully recovered, and on Nov. 8 he passed away. Tuesday, November 11, funeral services were held at Bentley's Chapel, 2701 N. Clark St., which were well attended by his many friends from the Limits. Charley Reynolds was born in New York, came to the middle west as a young man 29 years ago and entered the employ of the company. While still a trainman, he worked in the office at Clark and Division streets, this being the headquarters of the company then, and was personally acquainted with such officials of the company as John M. Roach,



Conductor Arnold Kent of Limits on a Naval Training Trip.

Mr. Herzog, then general superintendent, and Benjamin Phillips, all of whom have passed on. Charley was a widower and up to the time of his accident was one of our old Halsted street night car men. We who knew him best remember him for his kindness, patience, courtesy to the public and his loyalty to his friends and we deeply regret his passing.

E. G. Rodgers.

SURFACE LINES POST
The American Legion

The Post will hold a Christmas Festival at the Club Rooms, 40 South Clark Street, 2nd floor, on Friday, December 19, 1930, at 8:00 P. M. Everybody is invited.

The Post member who is credited with the most 1931 members at the time of the next state convention will be sent to the convention at Peoria, with expenses paid by the Post. This is something worth shooting for.

Do you know an ex-serviceman in the employ of the Surface Lines whom the Post can help—particularly at Christmas time? If you do, please turn the name and address over to Commander R. W. Ambler, 1165 North Clark Street, telephone Superior 1550, for action by the Post.

We want to help. Will you help us help?

It is with deep regret that we announce the death of our old friend and adviser, Col. Will H. Clark. The Surface Lines Post rendered the last honors of a military funeral to our deceased member, who was buried on December 5, 1930, in Oakwoods Cemetery.

R. W. Ambler.

Solomon: "Did you strike your wife?"

Defendant: "No, your majesty, I only criticized the appearance of her room."

Judge: "Two years for knocking her flat."

Teacher: "Did your father help you with this problem?"

Willie: "No; I got it wrong myself."

ORIGIN OF CHRISTMAS CUSTOMS

Antiquity of Many of the Holiday Features Now So Generally Observed

Have you ever stopped to wonder why, at Christmas time, people put gaily decorated pine trees in their homes, bedeck their rooms and windows with mistletoe and holly, send greeting cards to friends, and finish off their feasting with good mince pie?

These and other Christmas customs that seem so natural and ageless to us all had a beginning somewhere, and the origins of most of them are very interesting.

The practice of putting up evergreen trees, for example, was originally an ancient Roman custom and once roundly denounced by Tertullian, an early Roman writer. In the Rome of the Casears, the pagan citizens adorned their houses with sprigs of evergreen at the time of the New Year festival. In Germany and Holland began the custom of decorating evergreen trees during summer festivals, and in ancient Alsace, the celebration of the New Year was marked by the erection of an evergreen tree in fountains and public squares. These trees were decorated and were kept in place the entire year. Gradually, the custom was adopted for Christmas and the tree became a "Christmas tree." Scandinavian and German countries were the first to make much of the Christmas tree, and in those countries it was first lighted with candles.

In winter, most plants are leafless, sapless, brown and dead. But not mistletoe and holly. These plants are not only green in winter; they bear fruit also. Hence it was only natural that our forbears should have used them, as symbols of life and fertility, to decorate their homes, first for New Year festivities, then for Christmas.

Kissing under the mistletoe is an old English custom, and began with a kiss for every berry until the berries were gone.

In old England, mince pie, when eaten in a different house on each of the Twelve Days, brought a happy month for each day. From this old belief dates the popularity of these pies as part of the Christmas dinner.

Christmas greeting cards came into popularity much later. So far as is known, the first cards were printed in London in 1846. Up to this time, ordinary visiting cards with "A Merry Christmas" written upon them had been used. The new cards bore colored Christmas scenes, and pictures of robins.

Sandy, who owned a picture theater in Aberdeen, went to London to get some ideas for advertising. While in London he noticed a sign over a movie house which said: "All persons over 80 will be admitted free!"

"Just the thing!" he thought to himself.

After his return to Aberdeen he put this notice on his theater box office:

"All persons over 80 years of age will be admitted free—if accompanied by their parents."

"My wife has just taken a turn for the worse," as the fellow said when she ran the automobile off a 15-foot embankment.

MILLIONS OF TRAINED SEALS!

More Than 100,000,000 Seals at Work in Behalf of Better Health

Did you read in the papers that one thousand turtles were found wandering about a large vacant lot on the south side recently?

Here's a better story than that. More than one hundred million trained seals will appear in Chicago and its suburbs on Thanksgiving Day!

These particular seals are hardly larger than your thumb nail. They can't walk, swim, bark or talk. Stranger, still, they will invade Chicago by mail through the medium of nearly half a million letters addressed to residents. Instead of appearing in sleek black skins they will flaunt gay Christmas colors.

They are the best trained seals in existence and they perform wonderfully all the year 'round in the interests of a great cause.

Have you guessed? They are the Christmas Seals that fight tuberculosis. Each one has been trained to act for a penny and will stick on holiday letters, cards and packages until its work is done, performing in a true spirit of helpfulness to others for a long time after the letter or package which it adorns has been thrown away.

Feverish activity greets visitors at the offices of the Chicago Tuberculosis Institute in the big structure across the river from the Wrigley building as volunteer workers and others fold and insert into envelopes the one hundred million Christmas health seals.

The Christmas Seal idea came into the brain of a Danish postal clerk more than 25 years ago, and since then the seals have presented a united front against that ancient enemy, tuberculosis, and have cheerfully and unceasingly carried on the fight to wipe it out.

The defences that the seals have helped to build up against tuberculosis have included sanatoria as well as health nurses in schools, shops, and homes, clinics, fresh-air schools, health camps, nutrition classes and a thousand and one preventive measures, such as lectures, movies, posters, bulletins, magazines and so on, which have reached into almost every nook and corner of this great nation of ours.

Death and disease rates were cut down, lives saved and good health promoted through the assistance of these wonderful little messengers of hope aided by the advancing science of medicine and sanitation.

Buying Christmas seals is a simple, undemonstrative and inexpensive act involving anything from a child's single penny to a thousand dollar check from a millionaire. Anyone and everyone, unless absolutey penniless, can contribute his mite or more to the tremendous help given by the Christmas health seals to the fight for better health and against dread disease. Don't forget to get your share of the wonderful trained seals.

Customer—"Aren't you wasting a good deal of that steak in trimming it?"

Butcher—"No, madam; I weighed it first."

A Smile or Two from Everywhere

Needs No Weather Vane

Smith—My home is bounded on the north by a fertilizer plant, on the south by an india-rubber works, on the west by a glue-making establishment, and on the east by a gas works.

Jones—Whew! A nice neighborhood, I should say.

Smith—Yes, but it has one advantage. I can always tell which way the wind blows.

"This medicine is no good."

"Whazza matter?"

"All the directions are for adults and I never had 'em in my life."

Minister: "Come, come, my friend, try to lead a better life. Why, you are continually breaking one of the Commandments."

His Friend: "Nope, Parson, I don't have any trouble with a single one of the Commandments. It's the amendments that I simply can't keep."

Nursing bottle advertisement in Illinois newspaper: "When a baby is done drinking, it should be unscrewed and laid in a cool place under a tap. If the baby does not thrive on fresh milk, it should be boiled."

But this month's prize goes to the Scotchman who sent the surgeon's bill to his father-in-law when he learned that his wife's tonsils really should have been taken out when she was a little girl.

A colored employee of an express company approached his superior with the query?

"Boss, what we gwine do 'bout dat billy goat? He's done et up where he gwine."

"It's scandalous to think they're going to charge you all that money for towing three or four miles, George."

"Never mind, dear. I'm getting back at them. I've got the brakes on."

"Bad auto smash, eh?"

"Bad? Man, it was terrible. Why, the drivers weren't even able to get up and fight."

Bridegroom (in poetic frenzy, as they stroll along the shore): "Roll on, thou deep and dark blue ocean, rol!"

Bride: "Oh, Gerald, how wonderful you are. It's doing it."

"Officer," said a 300-pound lady, "could you see me across the street?"

"Madam, I could see you three blocks away."

Telephone Operator: "It costs 75 cents to talk to Bloomfield."

Scotchman: "Can't you make a special rate for just listening? I want to call my wife."

Mr. Halac's Happy Thought

Mr. Steve Halac of 2851 Twenty-first Street was a little late in submitting a suggestion for the "Uncle Watt Rider" contest, but his thought is a bright one and is here presented to our readers: "Many fish are on display at the Shedd Aquarium, while others are driving automobiles when they know it's safer to ride the street cars."

Brother Williams was entertaining the preacher and the meal was a good one.

"In fact," said the parson, "dat's as fine a chicken as I ever et. Whah did you all get him, Bruddah Williams?"

"Well, now, Pahson," said his host with sudden access of dignity, "when you all preaches a speshul good sermon, does I eber ax whah you all got it? Seems to me dat's a mighty trivyul matter, anyway."

Restaurant Manager (to Orchestra Conductor): "I wish you'd display a little more tact in choosing the music. We've got the National Association of Umbrella Manufacturers this evening and you've just played, 'It Ain't Gonna Rain No More.'"

A man was standing in front of Einstein's as a funeral procession went buy.

"Whose funeral?" he asked of Einstein.

"Chon Schmidt's," replied Einstein.

"John Smith!" exclaimed the man. "You don't mean to say John Smith is dead?"

"Vell," said Einstein, "vot you dink tey is doing mit him, practicing?"

The shortest essay ever written on Milton was turned in by a boy in a sixth grade English class. It read:

"John Milton got married and wrote 'Paradise Lost,' and then his wife died and he wrote 'Paradise Regained.'"

Postmistress: "Have you got licenses on both these dogs?"

Little Boy: "No'm. The big one's all right, but the litte one's just full of them."

Mother: "Mabel's young man has taken offense at something. Have you said something to him?"

Father: "Not a word. I haven't seen him since I mailed him the last electric light bill."

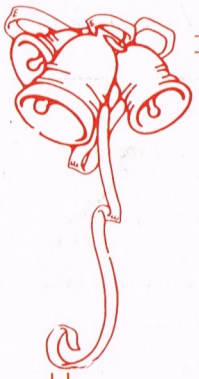
Officer: "You can't turn around in this street, madam."

Fair Motorist: "Oh, but I'm a better driver than you think!"

"Oh, doctor, I'm so anxious about Mrs. Smythe. She is under your care, is she not?"

"She was; but I am not attending her now."

"Ah, then she is out of danger?"



Santa Claus Is Coming!

ANNUAL CHRISTMAS PARTY

FOR THE CHILDREN

Saturday, December 20, 1930

Afternoon at 2:30 p. m. Evening at 7:30 p. m.

AT THE CLUB HOUSE

1126 North Dearborn Street

CHRISTMAS TREE - ENTERTAINMENT

PRESENTS - CANDY

LOTS OF FUN FOR ALL!

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Cards have been mailed to each member and should be filled in and RETURNED PROMPTLY