

Chicago Forces Face Sudden and Unexpected Traffic Load Following Eastland Disaster

Emergency Is Squarely Met and Telephone, as Usual, Gives Vital Assistance in Relief Work.

When the big excursion steamer *Eastland* sank sidewise in the Chicago river on the morning of July 24th, 812 people went to their death. This is the final figure as reported by the coroner of Cook County. Of these dead, 468, more than half, were employes of the Western Electric Company. Of the remainder, the greater part were members of the families of employes or their friends.

The details of the tragedy are known to all. The Chicago newspapers devoted more space to the "story" than any ever chronicled in their columns. The great fire of 1871, the Iroquois Theater fire, the *Eastland* disaster—these three events make up the main chapter of horrors in the history of Chicago.

It would serve no useful purpose to repeat the general details of the catastrophe. There are features, however, not so thoroughly covered in the newspapers, which are of more than ordinary interest to telephone people. The special articles occupying the next few pages are devoted to these features. For a part of this material we are indebted to the *Western Electric News*. This publication issued its August number as a Memorial Edition, devoting the entire issue to the *Eastland* story.

Sudden Increase in Traffic Follows Disaster

Not since the afternoon of the great Iroquois Theater fire twelve years ago, had the telephone service of Chicago been called upon to bear such a sudden and unexpected strain as fell upon some of the offices the

first few hours after the *Eastland* tragedy.

The boat went down at 7:31 a. m. In a very few minutes traffic began to increase. At 7:40 a Main supervisor learned of the catastrophe. She at once communicated the information to her senior supervisor.

was summoned. Operators understand that they are engaged in a service that is of a public nature, and when those who were away on vacations and were in the city heard of the awful catastrophe, many called up and asked if their services were needed. Offers of assistance also came

from former operating employes who were free to help out if needed. In a large number of cases employes stuck to their posts when they were positive that near relatives and friends had planned to take this outing and go on this boat. A Lawn-dale supervisor who was sure that her sister was on the boat and probably lost, broke down for a few moments when she heard the news, but quickly regained her self control and remained in her division. She worked under this strain until almost noon when her sister called and said that while she had gone on board the *Eastland* she had immediately left it because she feared the crowd. An evening operator, who had responded to the call for help and arrived at the exchange before hearing of the reason for her being called, told her supervisor that she had a sister on the boat. When asked if she wished to be relieved, she said, "Just let me cry a minute and I will be all right." She remained in her position until relieved some

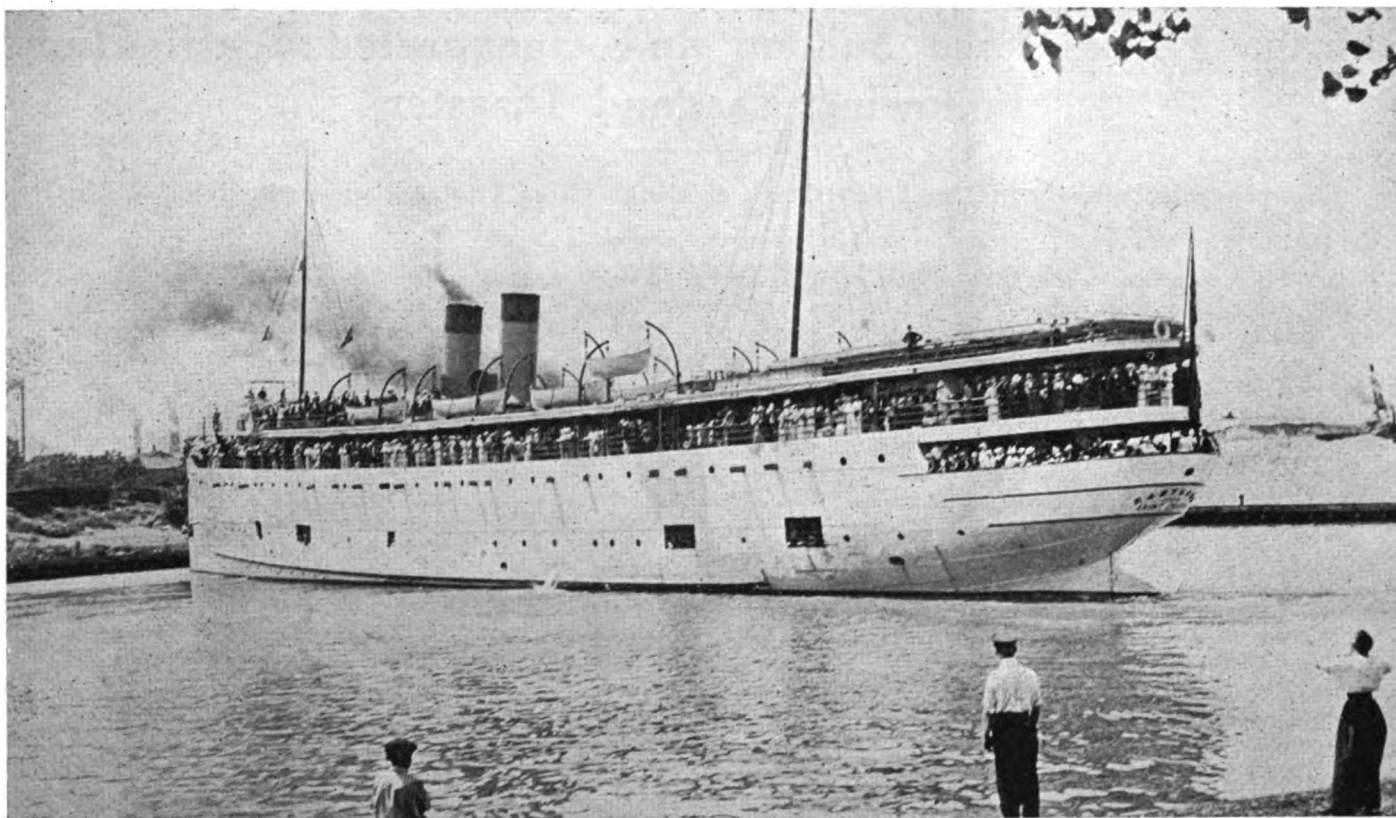


TELEPHONE ON HULL OF OVERTURNED "EASTLAND."

Preparations were immediately begun to get every available operating employe to the central offices as soon as possible, particularly in the downtown and West side districts where the greater part of the load was expected. Every day operator who had been excused for the day and every evening operator and every evening supervisor who could be reached by telephone

time later. She heard later in the day that her sister had been saved. Many other supervisors and operators in the exchange knew that relatives and close friends were going on this outing but they made no mention of it at the time and worked as if they had no other thought than the rendering of service during the time of great calamity.

The Western Electric private exchange



THE "EASTLAND" DOCKING AT MICHIGAN CITY, JULY 25, 1914.

This Photograph of the "Eastland," as it appeared at the 1914 Picnic, was taken by C. W. Robbins of the Western Electric Cable Plant Department.

lines were so busy that there were 1,500 busies reported hourly for a considerable period. The Western Electric board was operated during the entire twenty-four hours every day from Saturday morning until the following Thursday.

Naturally the heaviest traffic was in the down-town offices, but fortunately for the service the accident occurred on a Saturday morning when heavy traffic is expected. On Saturday the forces are on duty earlier than on other days, which made it possible for the telephone company to meet the emergency most effectively. The supervisors and clerks in the service inspection, private branch exchange departments and operators' school helped in operating the boards and assisted materially in handling the traffic. At Main office the nickel telephones were so busy that it was necessary to make a temporary arrangement whereby calls could be switched by means of switching trunks from the regular positions into vacant flat-rate positions. While this was not a satisfactory plan, it made it possible to handle a few more calls and gave a somewhat quicker service. It is estimated that 100 per cent. more calls were han-

dled than at any previous time, with the possible exception of the time of the Iroquois fire.

The Chicago operating forces lost one

member in the accident. Anna Cummerford, of Kedzie office, was on board the boat when it overturned and was lost. Two north side operators lost their fathers and one her brother. Three lost sisters, so that this disaster, which cost so many Western Electric employees their lives, came close home to the operating department of the Chicago Telephone Company as well.

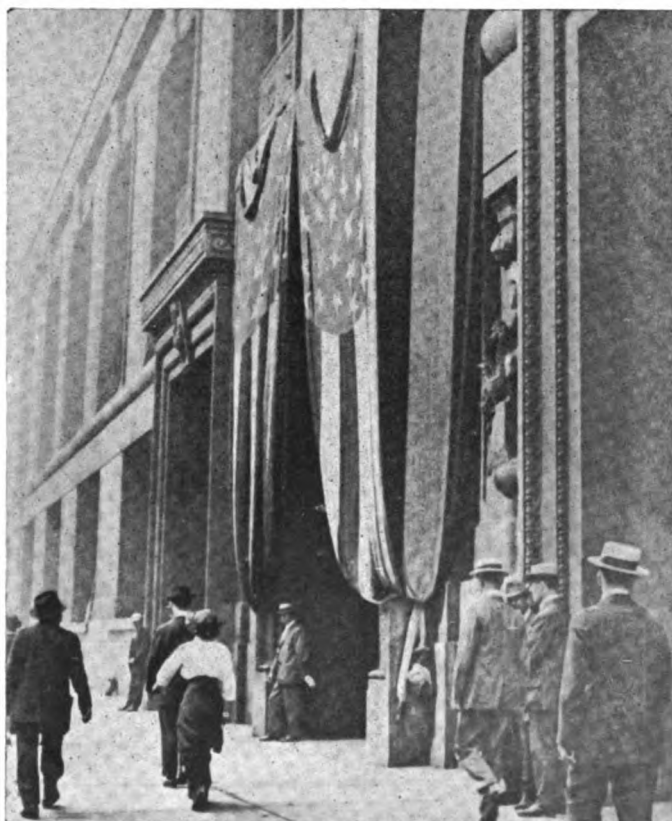
The general public, of course, could not be expected to understand the effect of the increase in telephone traffic and some exhibitions of impatience when lines were repeatedly reported as busy were natural. It is pleasant, however, to know that this lack of appreciation of the difficulties of the situation was not universal, as was shown by the following letter from a patron:

July 26, 1915.

Chicago Telephone Company,
Mr. W. H. Dudley,
Chicago, Illinois.

Dear Sir: At an unfortunate moment on Saturday morning I registered a complaint regarding delay in securing operator at the Central Exchange.

I want to offer my apologies with the explanation that the news of the horrible disaster in the Chicago River had not worked itself into my compre-



DOORS OF THE CHICAGO CITY HALL DRAPED IN MOURNING IN HONOR OF THE "EASTLAND" VICTIMS.



LOOKING OUT THROUGH THE HAWTHORNE GATES. THE ENTIRE WEEK FOLLOWING THE DISASTER WAS ONE OF RAIN AND MIST.

hension, and I can realize that a complaint of ordinary service delay at such a time was entirely out of order. It was not until later in the day when I had opportunity to read the papers that I realized the enormity of the catastrophe, which, of course, choked your wires with business, and I want to make this explanation to you. Very truly yours,

(Signed) CHARLES RIDDELL.
Western Rep. Baldwin Locomotive Works.

Information and Relief Measures

The news of the *Eastland* catastrophe spread with great rapidity and soon the Chicago loop district was jammed with enormous crowds. Many of these people were of course drawn by curiosity, but there were hundreds who had relatives or friends in the vessel and were trying frantically to get some news of them. It was imperative that some means be found for collecting and distributing information concerning the passengers. The Western Electric and Chicago Telephone Company information stations which met the need were established on the spur of the moment, rather than as the result of any plan.

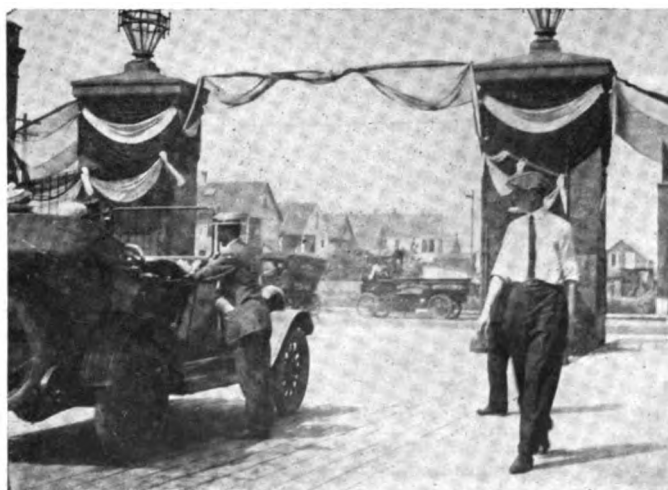
The first of these organizations was formed at Sprague, Warner and Company's big grocery warehouse at West Clark and Water streets. The lower floor had been thrown open for the reception of survivors, and the room in which they happened to be sheltered, the order department, contained dozens of telephones. Within fifteen minutes of the accident, Western Electric employes were busy collecting the names of what survivors they could, and telephoning to friends and relatives.

It soon became evident that the large numbers of people involved would be too much for such a makeshift solution of the

problem, and a number of the employes, who had taken some of the survivors to the large downtown hotels for temporary shelter, decided to establish some sort of immediate information bureau, where information could be collected and given out concerning the dead and the saved. There was a vacant store at 214 North Clark street, less than a hundred yards from the dock, and after trying vainly to find the owner, the men broke the lock on the door and took possession.

Speed was the first requisite, and a remarkable amount of work was accomplished within a very short time. The room was heaped up with old furniture and rubbish of all sorts. This was hastily swept into one corner, and chairs and tables were brought in from a neighboring saloon. Meanwhile one of the employes ran down the street to a stationery store and bought a thousand index cards. By half-past nine, about half an hour after the inception of the idea, the Clark Street information bureau was in full swing.

The bureau started with a nucleus of twenty-five names, which had been collected at Sprague-Warner's. These were hastily written out on sheets of paper in alphabetical order, and pinned to the wall, for the benefit of those making inquiries.



RELIEF AUTOMOBILE LEAVING HAWTHORNE.

Another employé went down near the dock with a megaphone, and as the survivors came out on the street requested them to register at the information bureau. The rescued were also asked to give the names of any others whom they knew definitely either to have been saved or to be dead.

As the list of names grew, the pressure on the information bureau grew correspondingly greater. At first, one man had been assigned to preside over the sheets containing the names of those rescued or dead. But this plan had to be modified. The letters of the alphabet were hastily chalked on the wall in a row extending the entire length of the room. Under each letter an information worker was stationed

young women worked, four at a time, at the Reid-Murdoch switchboard from 10:30 a. m. until 8 p. m., when the Red Cross concluded its work at that point.

The excitement and confusion attending the bringing of bodies in such large numbers as almost to surround the switchboard made the girls' work very trying, but they continued without hesitation and worked on through the day and evening amid surroundings which must have been harassing to their sensibilities to the utmost limit.

The roll of dead and injured was steadily growing, and as the various warehouses in the neighborhood opened their doors for the reception of the victims, Western Electric employes were sent down to collect the

Whenever a name was reported upon definitely, it would be looked up in the card index before posting. If the name did not appear, it was immediately given a card, and posted as well. If it did appear, the bureau was able to telephone the information to the person whose inquiry appeared on the card. This information was also added to the name where it appeared in the lists along the side of the room.

By noon it was found that many people were asking where the bodies of the dead had been taken. The bureau accordingly secured from the police a list of the temporary morgues. This list was hurried to a printer, who set it up as it was read off to him. By two o'clock, 3,000 cards had

WESTERN ELECTRIC
INFORMATION BUREAU

214 No. Clark St. TELEPHONE FRANKLIN 188

BODIES TAKEN TO
88 E. RANDOLPH ST.
316 FEDERAL ST.
502 N. DEARBORN ST.
164 MICHIGAN AVE.
50 S. DEARBORN ST.
CLARK ST. NORTH OF BRIDGE (Ahrenson's Undertaking Establishment)

THE "COPY" FOR THIS CARD WAS READ OFF TO THE PRINTER AT NOON ON SATURDAY, JULY 24TH. BY 2 O'CLOCK 3,000 HAD BEEN PRINTED AND WERE BEING DISTRIBUTED BY THE CLARK STREET INFORMATION BUREAU.

to handle the names beginning with his letter.

Meanwhile the Chicago Telephone Company had been doing some very quick work, and by ten o'clock had made an emergency installation of telephones. These, of course, greatly increased the efficiency of the work of the bureau. The bureau was also assigned a number, "Franklin 188."

There were twenty-five of these telephones and they were installed on the docks and on the hull of the boat. Local and toll service was given without restriction or charge.

Shortly after the accident, the Red Cross opened an emergency station in Reid, Murdoch and Company's big building just across the river. The Reid-Murdoch Company placed its building and telephone equipment entirely at the disposal of the Red Cross organization. The Chicago Telephone Company supplied four operators from the private exchange department and two from the toll department. These

names of the living and of the identified dead. Other workers visited the Iroquois Memorial Hospital, the Franklin Emergency Hospital and the Sherman Hotel, where an aggregate of about 150 people had been taken. These new names were telephoned to Clark street.

By noon the telephone company had installed about twenty telephones for the use of the bureau, as well as others for the use of those who wished to telephone home or make inquiries about the missing. The owner of a vacant store next door offered the use of his place also, and a dozen additional telephones were installed there for public use.

In the meantime a card index file of all names received had been made, in addition to the alphabetical lists. As soon as an inquiry was received, the name of the person inquired for was put on a card, together with the name and nearest telephone number of the person inquiring.

been printed and were being distributed as widely as possible.

By Saturday afternoon the inquiries had begun to pour in at Hawthorne in such numbers that an additional information bureau was obviously necessary there. The Chicago Telephone Company made another rush installation, and established a battery of extra telephones in the employment department at Hawthorne, just inside the Forty-eighth avenue gates. A partial list of the names on file at Clark street was hastily secured, and another group of Western Electric employes started a bureau at the works. When they arrived they found a crowd of several hundred anxious inquirers gathered at the gate. The bureau was in operation by half-past two, when the waiting crowd was admitted and given all information as fast as it came in. The Clark street bureau was in constant communication with the Hawthorne bureau, and telephoned fresh information as soon as it was received.

The telephone company also completed an arrangement whereby it received duplicates of all information that came in at Clark street. Many of the telephone inquiries were then diverted by the company, who gave out information direct from the exchange, thus helping materially to lessen the burden upon the Clark street bureau. This bureau was opened in the commercial department offices in the Telephone Building.

On Saturday afternoon the Second Regiment Armory had been established as a morgue to receive the bodies of the uniden-

of identified dead to the other bureaus. The telephone equipment installed at the armory consisted of an incoming and outgoing group, working on a double-track basis. Employees of the maintenance, commercial and traffic departments were on duty practically all the time from Sunday morning until the morgue was closed.

About 9:30 Sunday morning an information stand was established outside the armory, on a street corner. This station was a taxi-cab, attended by Western Electric employees, and with a telephone installed in it. The line of people waiting to get into

the information work would have to go on night and day for some time. The crowds at the Clark street bureau on Sunday and Monday were enormous. There were great crowds at the Hawthorne bureau, also, and in addition, such an avalanche of telephone inquiries that there was not even an attempt at keeping track of their number. There are ten trunk lines connecting the Hawthorne private branch exchange board with the Lawndale exchange, a large number for a private branch. Yet on Monday night the calls were coming in so fast that the Lawndale operators were putting them



INTERIOR OF THE CLARK STREET BUREAU AT ITS BUSIEST, FROM A PHOTOGRAPH TAKEN ON SUNDAY AFTERNOON, JULY 26TH.

tified dead. By Sunday morning the telephone company had installed twelve telephones in the bandstand gallery. A third information bureau was accordingly organized at the armory. This bureau kept in constant communication with the Clark street and Hawthorne bureaus. Its organization was similar to theirs, except that it did not operate a card index system.

The armory bureau obviated a great deal of unnecessary suffering and suspense among those who visited the morgue, as it was able, in many cases, to give good news that had come over the telephone from Clark street and Hawthorne. It was also of great service in transmitting the names

of the armory had to pass this stand. About a dozen employees kept going up and down the line, questioning the people, and giving information to them as telephoned from Clark street. In this way many people obtained definite news of those for whom they were looking and were spared the ordeal of searching through the bodies in the armory.

The information work was fully organized by Sunday afternoon, and it was then and on Sunday and Monday nights that the heaviest work of the week was done. Both the Clark street and Hawthorne bureaus kept open all Saturday night, and by Sunday it was obvious that

through three to a trunk. In other words, while one inquirer was talking to Hawthorne, two other calls were connected up on the same trunk line, waiting their turn. Temporary additional trunk lines were installed later in the week, and relieved the congestion.

The information stand outside the armory was discontinued about the middle of the week. The work of tabulating the articles at the custodian's office was completed by Thursday. The armory bureau was discontinued on Friday, when the last of the bodies had been identified. The Clark street bureau was open night and day until Saturday at 6 p. m., when it was

closed permanently. The bureau at Hawthorne finished its work on Sunday, August 1st. In the course of the week it succeeded in determining the fate of every Western Electric employé except one. The body of this victim was found during the following week.

Thirty-Four Hours at the Switchboard

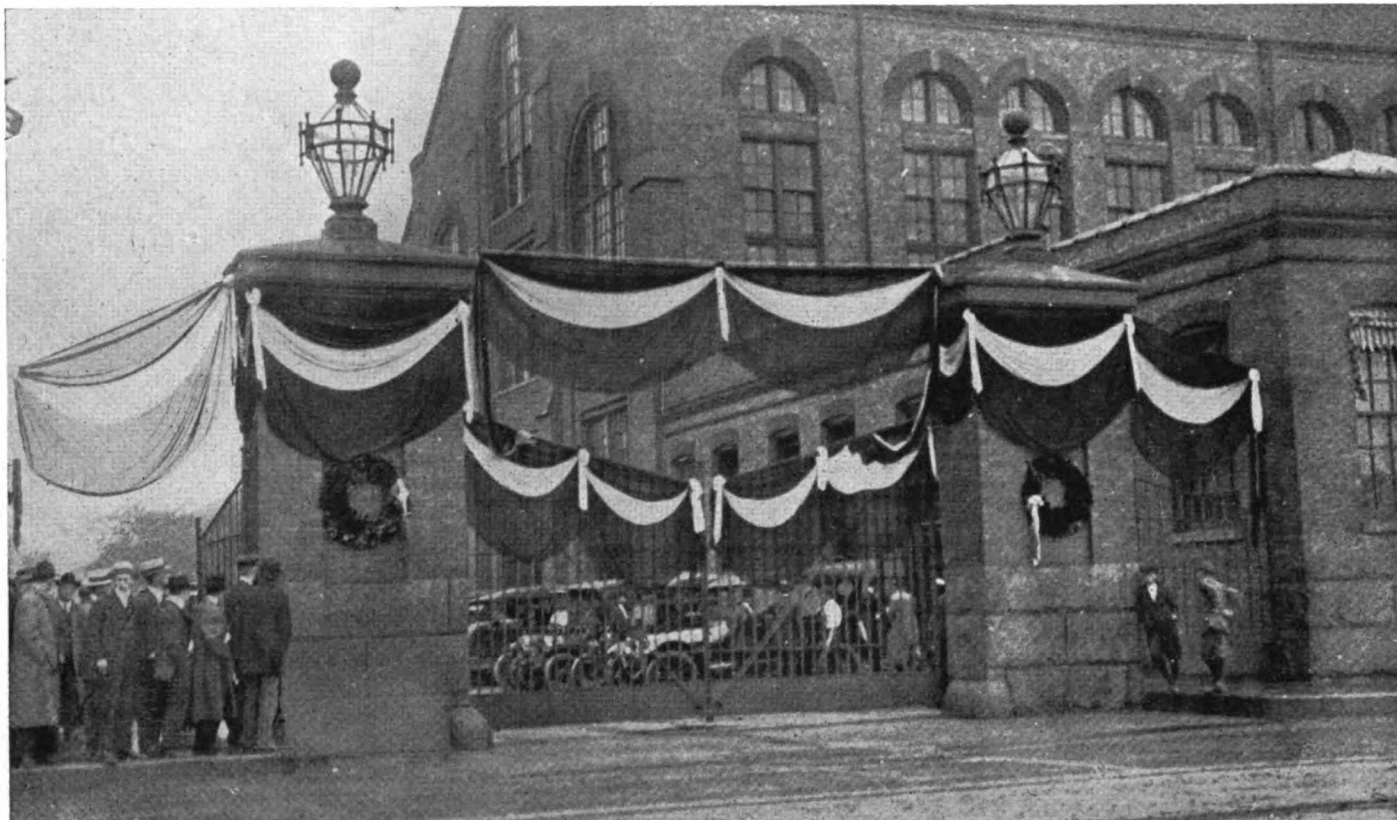
Not all of the heroes—and heroines—of the *Eastland* disaster were at the docks. In

be here, to answer inquiries and make connections, and see that the other girls did their work smoothly; so I stayed. That was all there was to it.

"You see, I was expecting to go to the picnic. I got down to the dock at exactly 7:30 a. m., just as the *Eastland* went over. I stayed down for a while, watching the rescue work until finally, seeing that there was nothing I could do, I started home. The crowds were so dense that it took me an hour and a half to get there. When I reached the house, at 12:30 my sister met me at the door and said, 'The Western

eight to-night. To-morrow? Yes, I'll be here at 7:30 in the morning.

"Why have I been on duty so long? Well, it was up to somebody to see that the telephone service here is maintained, and I was the one. Ordinarily, you see, our supervisor, Miss Brett, would relieve me; but she's away. Poor girl! What I've done is nothing to what she did. Her sister went down on the boat, yet she was one of the first to respond when I called for volunteers. She came here Saturday afternoon and worked for three hours *after she had had word that her sister's body had been*



MAIN GATES AT HAWTHORNE DRAPED IN MOURNING FOR "EASTLAND" VICTIMS.

fact, one of the finest feats of the terrible week of July 24th was performed by a telephone operator miles away from the scene of the disaster. She is Margaret Condon, chief operator of the Western Electric Company's private branch exchange at Hawthorne. She remained on duty at the switchboard from noon of July 24th until late at night July 25th—thirty-four hours of continuous service.

When Miss Condon was seen at the exchange on Wednesday night, July 28th, she had been on duty for a total of nearly seventy-four hours out of the past 103—more than three whole days out of five; she looked surprisingly fresh after her ordeal, although it was obvious that she had been under a severe strain; and she was expecting to go on duty again early the following morning.

"There wasn't anything particularly heroic about it that I can see," she said, in a lull between calls. "Somebody had to

have been trying to get you on the 'phone. They want you to get down to the plant as soon as you can.'

"I reached Hawthorne at 1 p. m. Saturday, and went right to work, calling up all the girls I could think of, to help out in the rush that I knew was coming. They came on at all sorts of hours and worked all sorts of hours. Miss O'Reilly, for instance, who is here now, went on at 3 p. m. Saturday and worked through until 7:30 Sunday morning. Another operator, Miss Schumacher, went on at 4:30 Sunday afternoon, worked until 7:30 Monday morning, and then went on again from 12 to 3 Monday afternoon.

"I was on duty all day Saturday, from 1 p. m. on, all Saturday night, all day Sunday, and Sunday night until eleven o'clock. I came back at 6:30 Monday morning and stayed until 8:45 that night. Tuesday I was on from 6:45 a. m. until 8 p. m. I came on to-day at 7:30 a. m. and leave at

identified. It was heartbreaking! And she called me up on Sunday and offered to go to work again to help me out. 'Margaret,' she said, 'I'm useless here at home. I can't sleep. I can't think. I can't do anything. Isn't there something I can do?'

"How could I let her take my place?"

"Busy?" Miss Condon smiled. "I've answered more calls here during the past five days than I'd get ordinarily in a month. Most of them come from the poor people who are trying to get news of friends and relatives who are missing. Some of them are so distracted that they can't even remember the name of the people they're trying to find. It's terrible to sit here and hear them crying for their dead.

"A great many calls, of course, come from inside, from the relief and information committees. Look here"—she opened a drawer in the supervisor's desk and pulled out a thick bundle of little paper slips. "These are slips for the long-dis-

tance calls alone that I've had to make since Saturday. There must be over 200 of them. I haven't even had time yet to check them and copy them in duplicate. That will have to be done later.

"This board of ours is an eighteen-position multiple—that is, it has room for eighteen operators. Well, on Monday night, our heaviest night, we had every position at the board occupied, two extra girls operating at the supervisor's desk, and one on the floor! Even then we had all we could do to keep up with the calls. You couldn't hear yourself think."

Miss Condon stopped to make a connection, then leaned back with a sigh of relief. "Well, the heaviest part of the work is over, I think. The calls have been slackening up to-day. Before long we can probably get back to something like a normal schedule. Yes, I've been working pretty hard. But so have the other girls. So has everybody. You see, we don't any of us feel that we're working for ourselves, or even for the company. We're doing what we can to be of some use to the people who were hit by the *Eastland* disaster. And we're grateful for being able to do even that much."—*Western Electric News*.

Distribution of Relief by Red Cross

By the time this article reaches the reader the distribution of relief by the Red Cross will have begun.

Chicago contributed about \$360,000 to aid the *Eastland* sufferers. The distribution of this fund by the Red Cross affects about 3,500 people.

In going over the final figures it was found that twenty-five families were entirely wiped out in the disaster—mother, father and children drowned.

The Sindelar family was the largest single tragedy. The father, mother and their five children were drowned. The Red Cross took charge of the funerals of this one family, which cost \$1,333.

There are nearly 200 widows who will be taken care of.

There will be some relief afforded in each of the more than 800 cases, although where a young daughter was lost and the bread-earning ability of the family was not thereby affected smaller apportionments will be made.

In some cases where a young wife was left absolutely penniless and helpless, with two or three small children, the largest allotments will be made.

The entire fund is to be distributed, but in the cases of the widows and minor children, it will be held in trust or invested and paid out in installments, both principal and interest.

A typical case serves as an illustration. A husband was drowned, leaving a widow and three children. The children ranged in ages from six to twelve years. It will be four years before the oldest boy can

be considered a breadwinner for the little family. In such a case at least \$2,000 is set aside, \$400 of which is paid at once. The \$1,600 will be paid, with the interest earned, in four annual installments, so that the widow will have had the \$400 principal and the interest each year until the children are old enough to aid in supporting the family.

The insurance fund maintained by the Western Electric Company has aided the committee greatly in taking care of the whole situation. It was found that the funeral expenses alone of the victims totaled about \$200,000. This was more than half of the entire fund raised for relief. But the Western Electric Company's relief funds came in here and cut the amount more than half.

Heroic Work of Two Telephone Men

Two employes of the Chicago Telephone Company, Fred J. Lippert and George Spiegelhauer, both connected with the power and light branch of the equipment department, did heroic work in the rescue and recovery of bodies after the *Eastland* disaster.

Lippert was at the Main office when he first heard of the accident. Being an expert swimmer and hoping that he might be of some assistance, he immediately started for the Clark street dock. On this way, he met Sergeant Frank, of the First Illinois Cavalry, of which Lippert is regimental color sergeant. They both were able to get through the police lines, Lippert using his telephone identification card.

Reaching the overturned boat about eight o'clock he recognized an old friend, Art. McDonald, fireman on the tug *Kenosha* which had the *Eastland* in tow. Lippert went into the fire room of the tug boat, and took off his outer garments. He had put on his bathing suit before leaving home in the morning expecting to take a swim in the lake that afternoon after finishing his work.

Clad in his bathing suit, Lippert walked up the sloping side of the *Eastland*. He made a dive into the water off the edge of the boat and brought a man's body to the surface. With the body over his shoulder, head downward, water was taken from the lungs by methods used in resuscitating persons apparently drowned. Dr. Springer, who was also working on the body, said that a spark of life still remained. The body was then handed over to those who were using the pulmotors.

Lippert made his second dive but did not succeed in bringing up a body. The third dive resulted in the recovery of a woman's body, which still seemed to have life in it. This body was handled in the same manner as the one previously recovered.

The city firemen would not permit Lippert to do any more diving on account of

the danger from floating wreckage, and the numerous pike poles that were then being used to bring up bodies.

Lippert went back into the tug boat and put on his outer garments as he was beginning to feel the chill of the air. Returning to the *Eastland*, he crawled through a hole in the side of the boat in company with a fireman of Truck No. 9, landing on the side of an inner cabin. From this point Lippert and the fireman recovered numerous bodies, mostly women and children, by the use of pike poles. Lippert says that the horror of this work cannot be described. No life remained in any of the bodies recovered in this manner. Lippert continued to recover bodies until 1:30 p. m. and from then until 3 p. m. he helped carry bodies from the ship *Theodore Roosevelt* to the Reid-Murdoch Building. Unable to be of any more assistance in rescuing he then went home.

On the morning of July 24th, a few minutes after the *Eastland* had overturned, George Spiegelhauer was walking across the Fifth avenue bridge which was a short distance from the scene of the accident. Seeing many people struggling in the water he rushed over to the north shore of the river, going directly to the LaSalle street dock, and helped take the rescued people out of the small boats.

From the north shore of the river he could see rescuers taking nearly drowned people from the river, and laying them out on the side of the overturned ship, with not enough men to give them the proper attention. Having had some training in reviving near drowned persons, and thinking he could be of some assistance on the side of the ship, he penetrated the police lines by explaining his mission.

He went to work at once assisting a Red Cross surgeon to get the water out of the lungs of a young girl who had just been taken from the river. By artificial respiration, and the use of the pulmotor, in about fifteen minutes the girl began to show signs of life. She was then taken away to a hospital by order of the physician.

During the time Spiegelhauer was there, he worked on six bodies, with the assistance of others. They never gave up a case as hopeless until advised by the surgeon that there was no life left in the body.

Mr. Spiegelhauer says that several pulmotors were useless on account of lack of knowledge on the part of those who were attempting to operate them.

Telephone Boatman Gives Aid

H. N. Haberstroh, of the plant accounting department, Chicago Telephone Company, was on his vacation at the time of the *Eastland* accident. With a number of other young men, Haberstroh was cruising

in a large motor boat, in and out of the surrounding park lagoons, the lake and the river. Their craft was in the river near the *Eastland* when it went down. They went immediately to the rescue. Their boat was pressed into service by the police and they worked with the rescuers until late that night.

Plant Man's Presence of Mind

One Chicago Telephone Company plant department man showed rare presence of mind during one period of excitement following the *Eastland* disaster. He had been taking care of telephone equipment in connection with service rendered at the Second Regiment Armory and was in the rear of the armory in an alley when he noticed a small volume of smoke coming out of the crack in a door of a small building nearby. At first he thought some one was smoking in the building, but instead of letting it go at that he investigated and found it was a cooper shop and that a fire had started in some shavings on the floor. He realized that if he turned in an alarm in the regular way it might start a panic in the armory among the hundreds of people there. Therefore, he ran to the fire house a short distance away and gave the alarm verbally saying that it was not necessary to bring the engines. The fire was put out quietly with a hand extinguisher, thus avoiding what might have been a serious panic.

Western Electric's Tribute to the Telephone

(From the *Western Electric News*)

It would be hard to overestimate the value of the results accomplished through the splendid coöperation of the Chicago Telephone Company. Working at lightning speed, its installers put in dozens of emergency telephones. At the Clark street bureau the men had to do their work in the midst of a frantic, jostling crowd that jammed the entire room. Yet they completed an installation of nearly forty telephones in three hours. Without the help of the telephone company the efficiency of our information bureaus would have been lowered one-half.

Telephone Service at Life Saving Station

The Life Saving Station for Chicago is on the end of the breakwater at the mouth of the Chicago River, and in order that

other stations, telephone service is maintained at the coast guard station. A three-conductor submarine cable crosses the harbor for this purpose. The substation equipment consists of a No. 50-A protector and two desk sets, the main instrument being located at the Life Saving Station and the extension about 150 feet away in the quarters of the United States Engineers.

The extension instrument was installed only a few days ago and the work was done under very unusual conditions. In order to protect the wiring a No. 18 bridle wire was placed underneath the structure of heavy beams and spiles on which the buildings rest. As it is not possible to get a rowboat inside of this spile work, it was necessary for Installer Carney to swim about 100 feet in the semi-darkness with the wire. Installer Osborne paid out the wire from a temporary plat-

form built of planks as Mr. Carney swam. The life savers were interested spectators. A small hole was made in the flooring above and a porcelain knob fastened near the top of the spile near the center of the span, thus supporting the wire from the center well out of reach of the waves, except in the most extreme weather.

Right to Print Advertising

Ohio courts have upheld the right of telephone companies to accept pay for inserting advertising in their directories. A Cleveland man asked for an injunction to prevent the Cleveland Telephone Company from using its directory as an advertising medium. He asserted that the telephone company was usurping a function which did not belong to it in doing an advertising business; but all the courts, including the supreme court, ruled against him, and the companies will go right along getting a revenue from the advertisements in their directories.—*Wall Street Journal*.

The "Silent" Number

Milwaukee Information had a call for a subscriber who has a silent number. The party said he wanted Mr.— who used to have an open telephone and now had a quiet one.



INSTALLER CARNEY (IN BATHING SUIT) AND CHICAGO PLANT MEN READY TO INSTALL EXTENSION SERVICE AT LIFE SAVING STATION.

Captain Carland and his life guards may communicate quickly with the city and



INSTALLER CARNEY CARRYING LINE UNDER LIFE SAVING STATION.