

THIRTY-SEVENTH ELECTRICAL ENGINEERS BEING RECRUITED

A REGIMENT of electrical engineers is being recruited in Chicago as rapidly as possible for service in France. The selection of the staff of commissioned officers has not been made and the men who will enlist will have chances for these places.

Men who are skilled in the following trades will be enlisted: Cooks, machinists, blacksmiths, metal workers, foundrymen, patternmakers, plumbers, electricians, pipefitters, draftsmen, storemen, carpenters, welders, boilermakers, bricklayers, masons, chauffeurs, handymen, linemen, etc. The regiment will also need operators of oil, steam and gasoline engines and electrically driven pumps.

The regiment will be known as the 37th Engineers and will be commanded by Col. Theodore H. Dillon, an officer of the Engineering Corps of the Regular Army, who has been relieved from duty as electrical engineer of the Panama Canal, for commanding this regiment. A special recruiting office has been opened at 120 West Adams St., Chicago, in charge of Major Arthur B. Kratz, Engineer Officers' Reserve Corps, who was also formerly with the Panama Canal.

THREE MEN

YOU have seen the chap who stands at the door in the morning, he who takes the "last drag" out of a cigarette. At night, if you will watch, you will see the same fellow pushing and shoving and jostling others to get out of the plant and when well out on the sidewalk he will stop and deliberately light a cigarette and from then on he is in no hurry.

Then there is the fellow who strolls in casually in the morning on time, stops to chat for a minute with a friend, goes to work and keeps steadily at it the rest of the day. He does his work well and is rated as "good."

But if you will notice, you can pick out the fellow who hustles in with bright eyes, clothes neatly pressed, steps to his locker and emerges attired in clean jumpers and a clean shirt in a jiffy. He smiles and takes his place at his machine. He never wastes time throughout the day, but is always alert and ready to answer questions. He does the same thing at noon and when he departs at night he apparently is in no rush. This last man is manager timber.—*The Mutual Magazine*.

THE IDEAL RAILROAD SIGNALMAN

THE discussion of standards has brought out the question: What shall be the standard requirements for a railroad signalman? The following has been suggested: He must be proficient in plumbing, carpentry, tinsmithing, blacksmithing, masonry, millwright work, painting, ditching, inside and outside electrical work and must have a full complement of tools for all these kinds of work. He must be a small man to facilitate his getting into tight places. He must have three arms, and vacuum feet so that he can stick anywhere like a fly and still use all three arms. He must be able to lift like a 10-ton crane and never get tired. He should be able to run at the rate of 50 miles an hour carrying a tool box. He should be able to see in the dark, like an owl. Battery fumes and coal gas should be the same as oxygen to him. With the above qualifications, together with a desire to work continuously, a man would have all the essential requirements of an ideal railroad signalman.

FIRST TELEGRAPH WIRES IN CHICAGO

THE first telegraph lines were strung into Chicago in the year 1848. A telegraph office was established in what was known as the Saloon Building, at the corner of Lake and Clark streets. The first telegraph message came into Chicago, January 15, 1848. It was from Milwaukee. The first message from the East flashed into the city April 6 of the same year. This last was a greeting from Detroit, which read as follows:

"To Milwaukee, Racine, South Portland, Chicago: We hail you by lightning as fair sisters, as bright stars of the West. Time has been annihilated. Let no element of discord divide us. May your prosperity, as heretofore, be onward. What Morse has devised and Speed joined let no man put asunder."

The answer which sped over the wire from the cities addressed was this:

"We return the greetings of our sister of the straits and trust that lightning may never prove an element of discord between us. As sisters, may we be joined by bonds as holy as those which unite maidens to the object of their love, but, unlike that love, may our course always run smoothly."

In 1859 there were two telegraph companies—the Western Union and the Illinois and Mississippi—engaged in transmitting and receiving messages in Chicago. The offices were in the same building, at 11 La Salle street.—*Telegraph and Telephone Age*.

THE TWENTY-FOUR HOUR SYSTEM

ITALY was the first country to adopt the horal or twenty-four-hour system of notation in its railway, telegraph and postal services. The system is a progressive notation of the hours of the day, from one to twenty-four. This does away with the explanatory prefixes and suffixes a. m. and p. m. and the hours run straight along to twenty-four. The old system is translated into the new by leaving off the appendage p. m. and adding twelve; for example, 5 o'clock p. m. would be 17 o'clock, 9 o'clock p. m. 21 o'clock, and so on. Similarly the new system can be translated into the old by subtracting twelve and annexing the appendage p. m.; that is, 15 o'clock under the new system would be 3 o'clock p. m., 23 o'clock would be 11 o'clock p. m., etc.

The advantage claimed for the twenty-four-hour notation is that it does away entirely with the vexatious a. m. and p. m. in all printed matter, in railway time cards and in everyday life. Eleven o'clock would be understood without adding a. m., because there would be no 11 o'clock p. m. Half-past 10 o'clock could only mean one thing, as there would be no 10 o'clock at night. There would be no confusion between 12 o'clock noon and 12 o'clock midnight, because the latter would become 24 o'clock, indicating at a glance the end of the day.—*Telegraph and Telephone Age*.

RAILWAYMEN AT THE FRONT.—There are leagues of narrow-gauge railways serving the British armies in Flanders and France. These are largely in the hands of Canadian and American railwaymen who have had special training. These railways are helping to beat the Germans, who never expected that the Allies would bring field transportation to such a high pitch of efficiency. The adaptability of the North American has made him invaluable as a railway pioneer at the front. In some sections the railways abandoned by the retreating Germans have been turned to good use against the enemy. The "Sammies" on the firing line, under General Pershing, are not the first draft to reach the front.—*Toronto Globe*.